



1/15/2008

Head of the Lakes Corvair Association Newsletter



Winter Blues

Well, this is the time of the year I hate. It's too cold out to do anything and I have a lot of projects to finish. I do have heat in the garage now so I can work out there if I really want to. I fixed my trusty snow blower right after the last snow we had and it hasn't snowed since, so I can't try it out. Oh well I guess that's good. I tried to wind up all my Corvair projects for the winter and all that happened was The list grew bigger. Oh well I enjoy doing it. I drove Pat Murphy's car home and he tucked it away for the winter. I have a couple small things to finish on it this spring. Bob Saunder's Loadside needs a brake job and his 66 needs to get fired up. He also has another 140 tucked away that we need to check out. Bob sure got the Corvair bug bad. It happens to us all. Art, Ed and my self went out checked out a running 64 110 for his 64 vert and hauled it to my house for clean up. I was planning on re-sealing it and back in it was going. At least that was the plan. After closer inspection I found that all the push rods were trash and the crankshaft had 3 bad journals on it. So it's time for plan "B". We have his old block so I'll look at that and we'll get an engine running for him from all the good parts. I need to shift things around in my garage because I'm running out of room. I have Jason Agnich's car parked next to the garage and we need to drop his drivetrain and install a new Powerglide in it and new engine perimeter seals and some other misc parts. That job shouldn't take that long as I have all the tin painted and ready to go back on. Then on my car I need to adjust my valves because on the trip back from Detroit I started to get some clattering. I haven't touched it since I installed it.

This summer is going to be a busy year. Kathy and I are planning on driving out to Seattle and visiting everyone. We're planning it around the Corvair National convention in Calif. Kathy will stay with her parents and I'll hook up with My buddy John Barnes and head down to the convention. I can't wait. It'll be nice to see the whole gang again. And I'll have the van so I'll be able to haul a big bunch of parts back to Wisc with me. Just don't tell Kathy that's my plan . Ha Ha

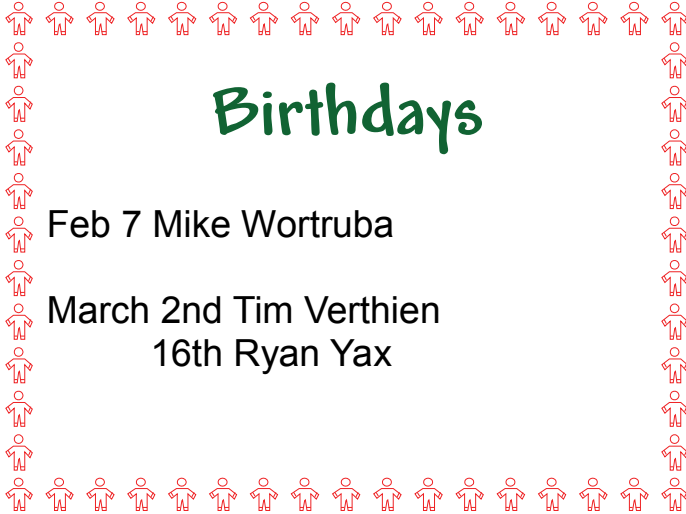
I really need some articles for the newsletter. Just write up a story of your car and send it to me. Let me know what you have done to it or what your planning to do. I'm running out of things to fill it with. When that happens you get a page like this that's all about me. Ha Ha

Ron Thompson



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Birthdays

Feb 7 Mike Wortruba

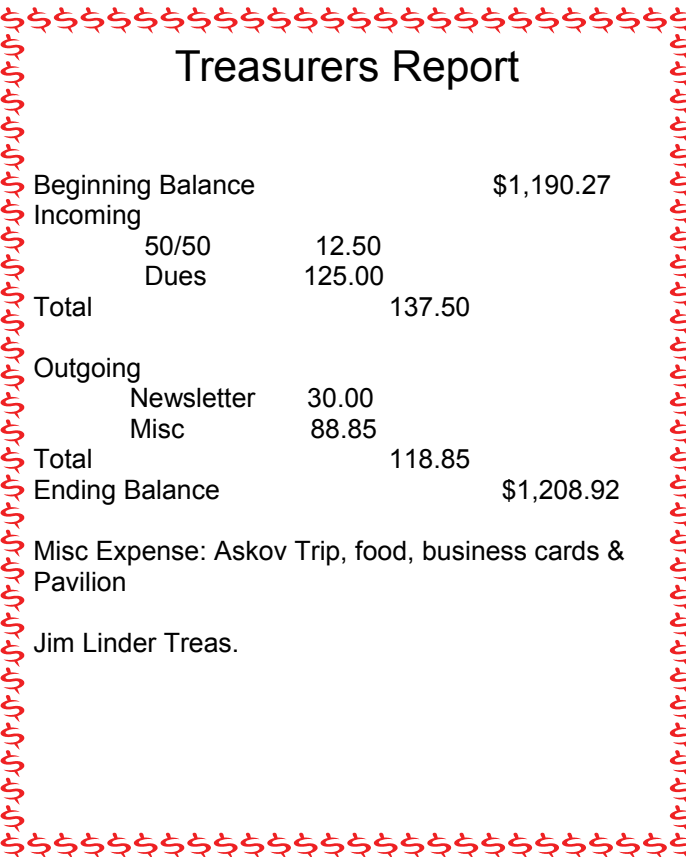
March 2nd Tim Verthien
16th Ryan Yax

Don't forget to check out our merchandise at our Club

<http://www.edselmotors.com/hlcahome.html>

Store!!

Shirts, Hoodies, Thongs, Coffee cups, Clocks, Jerseys, Mouse Pads, Aprons,



Treasurers Report

Beginning Balance		\$1,190.27
Incoming		
50/50	12.50	
Dues	125.00	
Total	137.50	
Outgoing		
Newsletter	30.00	
Misc	88.85	
Total	118.85	
Ending Balance		\$1,208.92

Misc Expense: Askov Trip, food, business cards & Pavilion

Jim Linder Treas.

Activities and Events

Feb 5th Committee Meeting at the Pruddens 7 PM

Feb 26th Regular meeting at Perkins London Rd. dinner at 6 meeting at 7



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Meeting Agenda

Vendor List

Corvair Underground
503-434-1648
www.corvairunderground.com

The Source Inc.
source@andc.com
858-259-3843
<http://www.thesourceparts.com>

Larry's Corvair Parts
K6RO@Earthlink.net
310-070-9851
www.larryscorvair.com

California Corvairs
CACorvairs@aol.com
323 223-2775
<http://www.californiacorvairparts.com>

Dale Manufacturing
3425 Fairhaven Ave N.E.
Salem, Oregon 97303
503-364-8685
WWW.DaleMfg.com

Clarks Corvair Parts
400 Mohawk Trail
Shelburne Falls, Mass 01370
423-625-9776
WWW.corvair.com



Cavalry's Winter Job

Well it looks like no rest for the cavalry this winter. Jason's tranny has given up and needs replacing. We have one lined up thanks to Fran down in Minneapolis. It sounds like Pete will pick it up while he's doing a job down there and then in she goes. While the drive train is out we'll do new perimeter seals and paint some sheet metal. Hopefully by the time this newsletter goes out it'll be back on the road.

Ron Thompson

Corvair Classifieds

For Sale:
 1966 Monza 140 4 speed
 Ran when parked. Stored in heated garage.
 Ray Mlaskoch
 Willow River, Mn
 218-372-3693 218-380-9922
 \$3,500.00 11/07

For Sale:
 1965 500 CPE
 Vic Blazevic 's Corvair is for sale.
 \$5,000 or Best offer
 His Brother in law and sister are the contacts.
 218-628-1520 11/09

PARTS FOR SALE:

NOS: GM pressure plate 60-63 #3787882 still in box, excellent condition \$75. 3 Delco pleurizer front shocks 60-64 \$15 each, 1 free. Left front fender 68-69 \$45; 2 rear shocks late model \$20 each; 2 choke coils \$12 each; 2 rear wheel cylinders \$20 each late model; used 65 steering column assembly telescoping w/wood wheel \$?. Several used corsa dashes \$75. Have almost every used part for late models.

Vern Sundbom 218-847-6631
vmsundbom@lakesnet.net 1/8

PARTS WANTED:

All for late model. Rear antenna, tunnel pans (under car) both pieces, rear seat bottom for convertible and coupe, prefer black but will accept any color, engine wire harness, rear speaker fader switch.

Vern Sundbom, 218-847-6631
vmsundbom@lakesnet.net 1/8

For Sale:
 1966 Nission Patrol 4X4
 Frame and Body Rough
 Running gear good.
 \$600 Best Offer Or Trade for?



 3 H.P. Air Compressor
 Runs Good—Tank leaks
 \$60.00

 Snow Blower, Toro 724
 Excelent shape
 \$300.00

Art Bringe 721-3050

1/12

For Sale: 1959 Ford T-Bird 390 C.I. 4-Barrel Auto Trans, PWR Windows, PWR Seat, Electric Wipers, New Interior, Many new parts, California car
 \$15,000.00
 Contact: Glen 715-462-3978



11/07


List your parts or car for sale here. Free to members and \$7.50 to non Members. Just send all the information and I will get your ad in here. Free ads will be run for 3 months then deleted. Send all ads to:
 Ron Thompson
 3932 E 8th ST
 Superior, Wisconsin 54880 or Email: corvaid50@aol.com



It never ends!!!

What can I say, it followed me home and I had to keep it. Actually it's Art Bringe's engine for his 64. Art Ed and myself went out to Pattison Park and listened to it run. It sounded strong. We then loaded it up on the truck and dropped it off at my garage. The plan was to re-seal it and install it in his 64. After tearing it apart we found 12 bad pushrods and the Crankshaft it shot. Time for plan " B ". All is not lost, we have a huge pile of parts now and need to build an engine with all the good parts.

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Financial Reports	Typing	Email DBD1@centurytel.net
Tax Preparation	Notary Public	

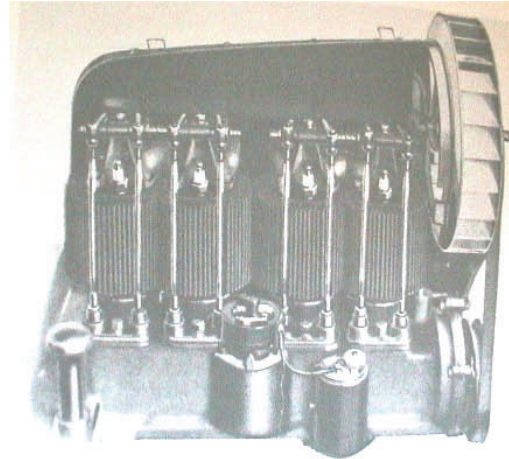
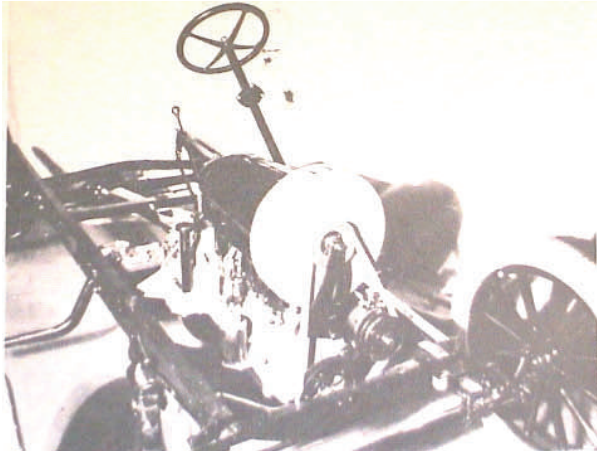


Chapter 558

1923 EM Chevrolet

The Corvair was not the first Chevrolet that was air cooled. This article was taken from George H Dammann's book "75 Years of Chevrolet" and tells the story. It was a dismal disaster . Most of it was from lack of sound engineering principles.

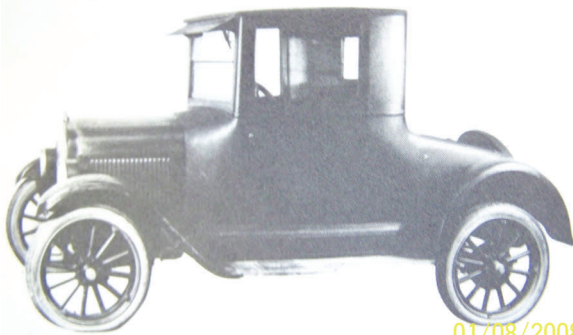
Information supplied From Ed Lampi's book



Since a radiator was not necessary for cooling, the Copper Cooled Series C chassis could be run as shown. If it could be made to run. Cooling was by the large Suction fan which pulled air from the bottom of the Engine, drew it around the block, and exhausted it through the grille louvers. The airflow seems strangely backward, but the engineers obviously must have had their reasons for this reverse transfer.

In an unusual move, Chevrolet released a virtually Unperfected air-cooled engine as a separate series. Known as the Series C Copper Cooled, these cars utilized the bodies and running gear of the Superiors, but differed in grille treatment, having a series of horizontal louvers in place of the honeycomb radiator.

The copper cooled engine had been in the experimental stage for over two years when Chevrolet, in a rush to put something new on the market, released it with great fanfare at the New York Auto Show in January, 1923.



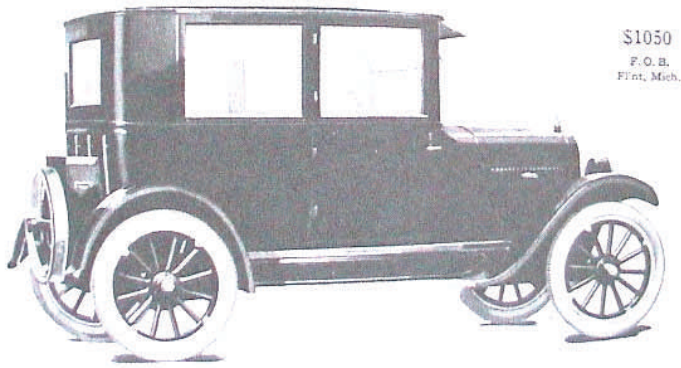
01/08/2008

One of two Copper Cooled Chevrolets known to still exist is this 2-Door Passenger Coupe, which sold for \$880 and weighed 1,765 pounds. Chevrolet was discouraged from further experiments both by the financial loss sustained thus far in the engine's development, and also by threats of a patent infringement lawsuit by Franklin Automobile Co. of Syracuse, N.Y., which then was the world's largest producer of air cooled automobile engines.

The engine was a 3 1/2 x 3 1/2 (square) bore and stroke 4-cylinder unit of 135 cubic inches, which developed 22 brake horsepower at 1,750 R.P.M. This was the smallest engine ever put into a Chevrolet. The cylinders were cast individually and surrounded by copper cooling vanes bonded onto the cast iron. Air flow was from the crankcase, upward over the engine, and out through the radiator.

Among the many problems to develop with this engine was the fact that the copper vanes would separate from the iron block, thereby doing away with all cooling effects. This phenomena was caused by the differences in heat expansion and contraction between cast iron and copper. The differences were enough to break the bonding that held the vanes to the block. Another defect lay in the fact that the engine was of overhead valve design, which meant that the heads contained all of the valve gear and thus could not be equipped with the cooling vanes. This resulted in constant pre-ignition and metal warpage from the constantly overheated heads. A third problem lay in the direction of air flow. With the air coming up from below the engine, it would already be warmed by the crankcase, heated by the block vanes, and have very little cooling capacity left by the time it got to the heads, which normally are the hottest part of any engine. In addition, with the air exiting from the grille, the faster the car was driven, the more air resistance would be built up in the cooling shroud. Thus, high speed, rather than helping to cool the engine, would actually retard the air flow and cause more overheating.

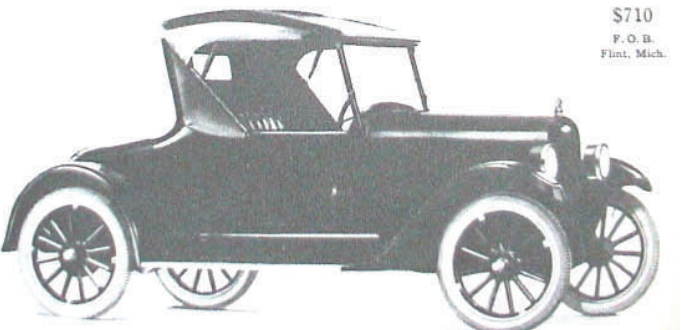
On the positive side, the copper cooled engine was the first Chevrolet to use a Carter carburetor, and the first to have automatic spark. Also different from the Superior Series was the fact that the copper cooled cars used a one-piece banjo-type rear axle housing, while the Superiors had a split-type differential. Chevrolet would not put the banjo-types on its production cars until 1925.



\$1050
F.O.B.
Flint, Mich.

The Copper Cooled line utilized all of the bodies of the Superior series, including the new Sedanette, which was the only totally new style in this year's Chevrolet line. The three vertical bars on the rear panel were to keep the small leather covered trunk from rubbing against the body and ruining the finish. As with all Chevrolet styles, black was the only color available until the new DeLuxe sub-series was introduced later in the year. In Series C form, the Sedanette cost \$1,050 and weighed 1,905 pounds.

Production of the copper cooled cars began in January and ceased in May of 1923. During this time, only 759 units had been produced. But of these, 239 were scrapped before they even left the factory. Of the 500 that were shipped, only about 100 actually reached the public. Approximately 150 were assigned to Chevrolet representatives, and 300 were shipped to dealers but less than 100 were sold when the factory recalled all units in July. At the recall, dealers were given credit for the unsold cars, while buyers were given brand new Superiors of like styling to the copper cooled models that they had purchased. Most of the recalled cars were subsequently scrapped, but a few did somehow escape the recall. Today, two of these cars exist. One (at last report) resides in the famous Harrah's Automobile Collection at Reno, Nevada, and the other is in the Henry Ford Museum (Edison Institute) at Dearborn, Mich. Several of the copper cooled engines also escaped destruction, and were used for years as small stationary engines in various Chevrolet factories.



\$710
F.O.B.
Flint, Mich.

The Copper Cooled Series C Roadster sold for \$710 and weighed 1,545 pounds. Except for the grill louvers, the copper cooled models were externally identical to the Superior Series B Model. When the factory recalled the 100 or so copper cooled cars that were actually sold, the buyers of this Roadster would receive a brand new Superior Roadster in its place. It is assumed that he also would have received a cash rebate, as the copper cooled cars sold for at least \$200.00 more per respective body style than did the Superior models.

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Art's Latest Corvair Addition

They say you can be satisfied with just one.

When talking to my daughter over the phone in the later part of 2005, she mentioned that a friend had a father that owned a Corvair and while working on it had a heart attack and died as a result of it. This had happened about 30 years ago and his mother still had the car in her garage. He started restoring it but it needed more work to complete. This friend of my daughter said he would like to meet me and probably make some kind of a deal on the car and some extra Corvair Parts. While I didn't really need much of anything in the parts line, I told him that we'd be at the All GM Show in the Minnesota State Fair Grounds in the spring of 2006 and we could see her there. We caravanned to St Paul with 6 Corvairs and my son's 69 GTO. He arrived at the Fair Grounds and we left for his mothers home and took a look at the car. Most of the parts were in the basement of their home. The Corvair was a 1964 Corvair Convertible with a 110 motor and 4 speed Transmission. The top was in good condition, it had a 30 yr old paint job, and the interior was in good shape. The engine did not turn over as the spark plugs had been removed so WD 40 had been used to keep it free but eventually that had failed. The price was decreased about \$2,500 but at this time no one had made any offers. The parts were in the basement with poor lighting and with limited time we didn't have much time to look at what was there. He then He then took us back to the fairgrounds. After about a year later Art Bringe asked for his phone number and called him up and he had lowered the price considerably which would make it worth the effort to complete the restoration. In the early part of 2007 Art, John Budisalovich and myself took Art's new trailer down to the cities and hauled it home. It now sits in Arts garage with the motor out and has been stripped for an overhaul. The rear crossover spring was replaced. Some pain work will have to be done. Art will have to decide how far he wants to go on the motor and then go from there. Art hopes to drive it to the All GM Show this coming summer and show it to Mrs Evingson the former owner.

Ed Lampi



Bad Push rods from Arts, Engine



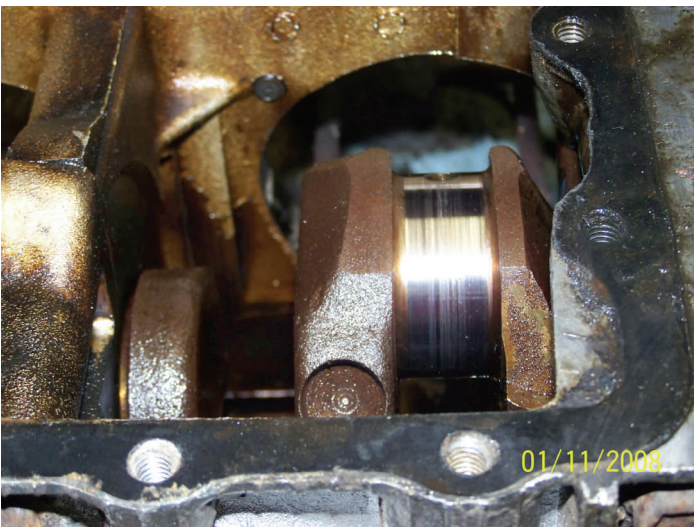
Pete's Chain saw from the Bar B Cruz Trip



How NOT to repair a bad valve cover Bolt



This is where Pete's GPS in his truck brought us to. I'm just glad Art Bringe wasn't driving this time



This is one of the 3 journals damaged from junk from the broken push rods.



Another successful food drive. This year will be even better!!!!

2006-07

Bard of Directors

President

Pat Prudden
5129 Howard Gnesen Rd
Duluth, Minn 55803
ptreefog@aol.com

Vice President Dan Rutka

230 Maple Grove Rd
Duluth, Minn 55811
dancorvir1961@yahoo.com

Secretary

Kathy Thompson
3932 E 8th ST
Superior, Wisc 54880
karingkat@aol.com

Treasurer

Jim Linder
1120 W 5th St
Duluth, Minn 55806

Newsletter Editor

Ron Thompson
3932 E 8th ST
Superior, Wisc 54880
corv/kid50@aol.com

Directors: Pete Prudden

5129 Howard Gnesen Rd
Duluth, Minn 55803
corsa@aol.com

Ed Lampi

4221 Willard Rd
Duluth, Minn 55803
Irene.Lampi@juno.com

Jason Agnich

P. O Box 3495
Duluth, Minn 55803



Head Of the Lakes Corvair Association
3932 E 8th st
Superior, Wisc 54880

Ron & Kathy Thompson
3932 E 8TH ST
Superior, Wisc 54880