



12/18/2007

Head of the Lakes Corvair Association Newsletter



The End of a Great Year

Well another year is almost over. It was a busy year for our club. I know for myself I didn't get in very many car shows. I found myself working a lot or in the garage finishing up another Corvair engine. Our club had quite a few successful and fun outings. We had 2 very successful food drives that gained us more good exposure. Plans are in the works already for next years outing with the Corvair Minn group. I made it to my first National convention and was able to have a few of my friends from here meet some old friends in Seattle. The trip down was adventure to say the least. Over the past couple of years our club has grown far past what I thought it would be when we had that first meeting up on Pete Pruddens Deck. That's where we "put the Band back together". This next year our goal is to get more of our Beloved Corvairs out to car shows. We need to get out and show off our work. Every show I go to the people always stop and share a Corvair story. I wish I could remember half of them. Traveling to the shows with Ed and Art is a story in it's self. It's a day full of laughter and fun. So lets do out best to Dust off those cars and hit the road. Over the winter we can fix those things we didn't fix over the summer.

Now the holidays are upon us. It's a time of the year to look back and give thanks to those who deserve it. I know for me I Can't thank my old pals back in Seattle for teaching me how to work on these cars. I learned a lot and have sure put that learning to good use. And I enjoy doing it. I just don't feel good unless I have a scar on my arm and grease under my fingernails. Another thing to be thankful for the friends I have met thru owning a Corvair. They are a special breed of cat. We all have a common interest and total strangers can sit and talk for hours on end like they were life long friends. That was shown to be true at the national convention. Anyone who needed help had more hands helping than was room for. That's what Corvairing is all about. People helping people. This summer when I was resurrecting a few Corvair engines I would need something and a quick call to Ed ,Pete, Art or Jason, and I had the part or gasket I needed. The next year can be nothing but more growth and success for our club. Remember this is YOUR Club. Get involved and give us an idea for a club function if you have one. The more we drive our cars the more members we have a chance to attract. **Thank You** all for a Totally successful year.



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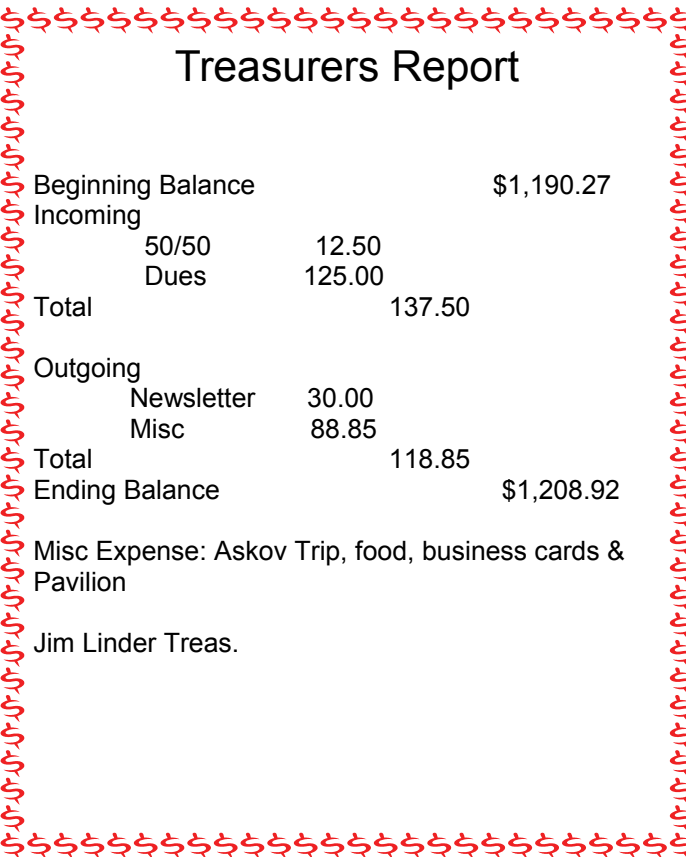
Birthdays

- Dec 1 Dan Rutka
- Dec 24 Jeanette Olson
- Dec 30 Ron Thompson
- Jan 2 Glen Lemke
- Jan 24 Irene Lampi
- Feb 7 Mike Wortruba

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

Shirts, Hoodies, Thongs, Coffee cups, Clocks, Jerseys, Mouse Pads, Aprons, Bags, Ball Caps and many more items.

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



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.

*** January and February Events Being Planned***

We are making plans to make a tour of the Archer Brothers facility in January. We are also in the planning stages of getting a tour set up for Cirrus Aviation in Duluth. If you are interested in attending either of these events please let Patty or Ron know so we can get a number of how big of a group we will have. Also if you have any ideas of a good club activity let us know your idea. The more things we can do the better.

Ron Thompson

Activities and Events

- Dec 4th Committee Meeting at the Pruddens 7 PM
- Jan 2 Committee meeting at the Pruddens & PM
- Jan 13th Christmas Party at Country Lanes Noon - ? Bowling and Pizza
- Jan 23rd Regular meeting at Perkins London Rd. dinner at 6 meeting at 7



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Meeting Agenda

No December Meeting

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 Update******

Well the year is winding down and we got a lot of work done. Pat Murphys Convertible is done and back home in Two Harbors. Only a couple small things to finish this spring. I have a brake job to do on Bob saunders Loadside and then I have to try to get his 67 he bought running. Then this spring we have to install Dick Dee's engine back in his car and fire it up. My garage is almost clean again and I can get the van in so that makes Kathy happy. Ha ha. Maybe over the winter I can get a few small things fixed on my 62. It made the trip to Detroit and back with only a couple small problems so it needs an oil change and tune up. The Cavalry will still help anyone who needs any work done but the big jobs are just too much. But then again I don't know how to say no so just ask. I'd like to tell everyone that I totally enjoy doing the work. I get great satisfaction with turning the things that others have taught me in the past, into helping other members with their cars. That's what makes this a great hobby, people helping people. Again thanks to all!!! *Ron Thompson*

Pat Murphy's Car Done

Pat Murphy's engine job is done. It was a lot of work but the outcome was good. According to Ed the engine has not run in about 20 years. It runs great and put another Corvair on the road. Today Nov 19 Jason came over and followed me up to Pats house. The car ran great. I cruised up at about 60-65 MPH. We pulled into the driveway and shut it off. When I went to start it the bad solenoid showed it's face. So it meant another trip to Pats house to change out the starter. After that it started and ran fine. We have a couple small thing to fix yet but will wait for spring. It has a bad choke coil and that will be changed this spring. The some carburetor problems to straighten out. One more job out of the way. I never get sick of hearing an engine fire up after it's at for many years. This one sat for over 20 years and after running a short time there was very little blow by and 125 pounds compression on each cylinder. It should be a good runner for Pat. A funny thing happened while installing the engine. After getting it all installed and hooked up with Jason's help we tried to fire it up. I hit the key and nothing. I drove the car into the garage before we started working on it so I know everything worked. After about 45 minutes of checking and cleaning all wiring and connections and checking for power with a volt meter, I sat in the drivers seat this time and tried to start it and again, NOTHING. That's when I spotted the problem. I reached over to the shift lever and moved it from Drive to Neutral and it fired right up. Jason and I both just laughed. Then I told Jason I was glad he was there so I can blame him.

Ready to drive home



Engine Before



Home at last



Engine After



Behind the Scenes

This past summer the Corvair Cavalry has done a lot of work. While most of it has been done in my garage, I just want to give some recognition to some other people that have helped me complete these jobs. Jason has been a great help in completing the jobs. He helped pull Dick Dee's engine and installing Pat Murphy's. Jason also has a great stash of parts and gaskets in his trunk that we had to dip into on a couple jobs. Art Bringe Drove up to Pat's and trailered the car to my house so I could work in a warm garage. He has also made many road trips on other jobs we have done. Art also cleaned all the tin in his parts washer for Dick Dee's engine. It made my job a lot easier. Pete Prudden is always the call guy if you need a gasket or part. I've had to rely on him for several pieces for the jobs this summer. And last but not least there's Ed Lampi. I talk to Ed almost everyday asking him about something Corvair. It's like calling an Corvair Encyclopedia. It's nice to ask a question and get the answer you need from someone who has already done the job. I've even had to rely on my ole pal John Barnes in Seattle for advice. I could not have done all this work this year myself and I just wanted everyone to know that even though it looks like most of the work has been done by me, there is a lot going on behind the scenes that only I see. These are all the people who I call and give their time and energy and make the Cavalry's job easier. I just hope I haven't forgot anyone. So I guess what I want to say is **THANK YOU!!!** for all that have helped. We couldn't have done it without you!!!

Ron Thompson

Head Deflashing

I found this picture that shows what a good head deflashing will do. Being an air cooled engine the Corvair heads need to be deflashed for cooler operation. In the casting process there is a lot of extra metal left that can be cleaned out and help your engine run cooler. Deflashing and be done with several different tools. Here are some examples:

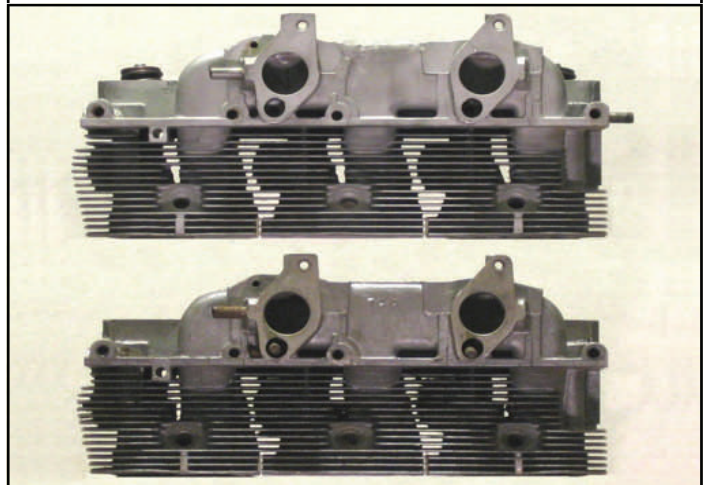
Use one of the round carbide hacksaw blades and cut one end ring off (George Koenig).

Use a keyhole saw (Barry Gershenfeld).

6" long drill bit in 7/64" or 1/8", you can find them at decent hardware stores (Larry Forman found them at Ace hardware).

Sawzall or hacksaw blades trimmed to fit, you can get a handle from Stanley which will accept either flavor.

Taken from : Bryan Blackwell's web Page
(<http://autoxer.skiblack.com/heads.html>)



Corvair Classifieds

Here is some leads on Corvair's and parts we received at the World of Wheels show:

Jim 218-885-2026
Pengilly Corvair Truck and Parts

Dave Carlstrom
Chislom, 1 Cpe, 1 4-door hardtop

Ray Kerr
25890 US Highway 2 Ashland Wisc
1-888-767-8818
Corvair Pick up and parts

Jim Cronstrom- Superior
715-392-1619
66 Corsa Red Convertible
Paid \$7,500-???? 11/07

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

For Sale: Two Kelly Charger 195/60R/15 Tires.
Lots of tread left. Fit my early model great on
15" Nissan rims, and would be swell on a late
model with 15" rims too. Can't beat the price,
FREE! Pick them up in Bovey, or could bring
'em to a meeting. Call Tim at 218-245-1782

Or
e-mail:
minoxphotograher@yahoo.com 11/07

For Sale:
1964 Corvair Coupe
1966 110 Engine Runs Great!!
4 Speed Transmission
Wheel Cylinders rebuilt and all new brakes. New
master cylinder, New Floors, AM Radio
This is a complete car with all the parts. The car
has been dismantled and stripped to bare metal
and all body work has been done. All that's left is
paint. For pictures contact: corvaid50@aol.com
If interested in this car contact:

Vern Rubesh
344 8th ST.
Cloquet, Minn 55720
218-879-8234 11/07

From the food drive:
For Sale: \$200.00
1964 110 motor & Transmission (It runs)
Ron Moen
399-8514 11/07

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 informa-
tion 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


Newsletter Printing News!!! Santa Arrived Early!!!



We have good news about our newsletter printing cost dilemma. I received a phone call from club member Roger Lesneski from Ashland and Roger and his wife Dixie Lee read the article in last months newsletter looking for ideas on how to cut our newsletter costs. To solve our problem Roger and Dixie Lee have donated a new refurbished HP 1020 Laser Printer, extra Ink Cartridge, a case of Paper and a 2 YR extended service agreement on the laser printer for our club to print the newsletter printing. The Laser printer black cartridges will print approximately 2000 copies depending on the number of pictures. This will reduce our monthly printing cost from about \$30.00 a month for ink to under \$6.00 a month for toner. This should solve our problem of newsletter costs. Last month I used almost a full cartridge of black for our newsletter and they cost about \$29.99 each. That was for 15 newsletters @ 12 pages each. (6 pages printed both sides) I met Roger today and picked up the new laser printer and enough supplies to print our newsletter for close to 2 years. This brings our monthly newsletter cost down to ZERO!!!! I have the printer all hooked up and all I can say is WOW!! It's fast and the copy is GREAT!!

THANK YOU ROGER AND DIXIE LEE!!!!!!!!!!!!

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Chapter 558

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400 Mohawk Trail, Shelburne Falls, Ma. 01370
413-625-9776 www.corvair.com

11/07

*******Clarks Catalogs*******

Do you have you new Clarks Corvair catalog yet? If not let us know if you want one and we can order some at a reduced price and save on shipping. You can call Ron Thompson or Pete Prudden and let us know. If we get enough orders we will get them on the way. We need 5 to make an order.



What's that out in the woods?



That Looks like a 1960 Corvair to me.
And that looks like Jason and Arvid!!



Now I see what he's after!!!

Agnich, Jason
Agnich, Jennifer
Blazevic, Vic
Bringe, Art
Bringe, Carol
Dee, Dick
Dee, Pauline
Eilers, Richard
Eilers, Joyce
Herkenratt, John
Jeffries, Ed
Johnston Bob
Johnson Chuck
Lampi, Ed
Lampi, Irene
Lemke, Glenn
Lemke, Joann
Linder, Jim
Lesenski, Roger
Lesenski, Dixie Lee
Murphy, Pat
Murphy, Mary
Olson, Dale
Olson, Jeanette
Paulson, Ray
Paulson, Linda
Prudden, Pete
Prudden, Patty
Runions, Sid
Running, Charles
Running Pat
Rutka, Dan
Rutka Tammy
Saunders, Bob
Schaff. Jim
Sundbom, Roger
Sundbom, Vern
Sundbom, Marilyn
Thompson, Ron
Thompson, Kathy
Verthein, Tim
Verthein, Ronna

HELP!!!

I'm doing some updating of our membership list and need all members to look at the list to the left and make sure I have both Husband and Wives names listed. Also make sure I have the spelling correct. I know I am missing a few so if you are not on there please drop me an E-mail or call me with the info and leave a message. Thank You!!!
Ron Thompson 218-590-0765 or corvki50@aol.com

Joann Lemke Is making up a membership list and needs the following information. Year and model car for:

Dick Dee
Richard Eilers
John Herkenratt
Bob Johnston
Chuck Johnson
Ray Paulson

We also need a phone number for:

Bob Johnston
Chuck Johnson

You can either call me with the information and leave a message @ 218-590-0765

Or E-mail Ron @ Corvki50@aol.com or
Joann Lemke @ gjlemke@cheqnet.net

Thank You

Ron Thompson

Ok, here's from a new {second} Corvair owner.

Last spring I was headed back from southern Wisconsin when my 99 Concorde threw a serpentine belt in Tomah Wi. Being very familiar with the route, {I used to have an antique shop there} and very ignorant of modern electronics, I decided, "Sure, I can make it the 200 miles to Superior." Ya right. Fortunately I lost overdrive, power windows and radio around Osseo. Pulling off the road and into a spiffy repair shop {**remember that**} my engine died and I looked up to see a 61 Loadside. I wanted that truck. And the spiffy desk person assured me that "for its age" {**remember that too**} it was in good shape, and undoubtedly roadworthy in a Wisconsin March to make it 170 Miles back to Soup Town. {**I won't forget that**} Two phone calls with a wonderful 84 year old lady who was also assured by the spiffy shop about the road worthiness of the truck, and I had a deal. I was the proud owner of a roadworthy 1961 Corvair 95 Loadside pickup, an early model of early models... Good thing I trailered the truck home. The brakes needed to be bled, and the battery charged, she was ready to do 70 on the freeway. {**You all heard that story**} I just didn't know how roadworthy yet.... I began to seek help on the Virtual Vairs mailing list, no one thought my 70m mph story was as funny as I did, some even were willing to make book on blown pistons... It must be the PCV valve. To The Rescue... One day I got an email asking, "Do you live in soup town?" Most certainly do, I replied. I am the proud owner of a Loadside which is really quite roadworthy. Seems to need a new pcv valve or something... Did I say I take blood pressure meds? Lots of them? And I got teamed up with someone with a quintuple bypass? Oh but God has a sense of humor. I sure am glad I bought a road worthy vehicle, because the little puff of smoke pulling out of my garage turned out to be three pistons with holes in them, the left side was completely blown. Unfortunately, we found that out for sure after checking out all the other suggestions from the VV mailing list...Wouldn't want to unnecessarily pull an engine now would we? After finding a less roadworthy {**tongue in cheek**} but workable 95 hp motor, Ron went to work. Good thing it was in His garage, cause mine already had a few gallons of motor oil permeating the concrete. Many more would follow. That is the wonderful thing about Ron's garage, it isn't mine. Peter's garage and mine have a lot in common, with the exception that Peter knows where things are in his. I have to admit that while I don't stack Corvairs two high, I do have several refinishing projects stacked three high. And as of then, a Corvair Loadside pickup truck and engine and transmission. Ron likes to change oil. He says that it the perfect way to get the rest of the cotton that the mice have hidden away out. He should know. After splitting the block, power washing and compressed air I think he used a case and a half. But man, she got clean! We won't say much about the transmission, the differential and the clutch cable. Except that Ron and I {**mostly Ron**} are so practiced that a change out only takes a matter of minutes now. As I remember Ed even got into the act one day, his lanky frame didn't even try to negotiate the garage, choosing to stay in the safe area of the doorway. Well, the food drive came, and Miss-Adventure {**one of the printable chaplainry type names I have given my spiffy Loadside**} made it to the Local Wal-Mart. Got a few oohs and aahs as the real oddity of the group. And then I tried to leave. Fifty plus year old wheel cylinders held firm, real firm. Nothing a wrench and hammer couldn't free up though. It is a real treat learning how to drive depending on down shifts and quick use / release of the emergency brake. I'm glad December and snow have arrived. My collector plates say I can't drive my spiffy Loadside in January, so I think that somewhat officially means that I will be out of Group Red for at least four weeks. It sure is Fun to have a Corvair again! As well as meet you folks in the local club. I have to say that without Ron's help, I wouldn't be a part of this group, nor having the fun that I am. Also, I need to publicly thank Glen for his generosity in providing me with an engine to rebuild. There may have been mice, but there were also six good pistons and cylinders, three more than what I started with. Miss- Adventure will hopefully be off the jack stands this spring, for a day or two anyhow! I look forward to driving her to Perkins!

Thanks everybody!

Bob Saunders

Head of the Lakes Corvair Assoc.
Meeting Minutes Nov. 27th 2007

The meeting was called to order at 7:10pm by Patty Prudden, President. We had 13 members in attendance. The 50/50 raffle was 13.00 for winner Patty Prudden, and 13.00 for the club.

Secretary report: Minutes were read by Kathy Thompson and approved.

Treasurer report: Jim Linder gave the treasurer report and it was approved.

Committee reports: Car shows are done for the season, look for spring for them to start up again.

The Calvary reports Pat Murphy has his Corvair home again and there is a possible spring job on Bob Saunders Corvair. Pat wanted to acknowledge how great the help was getting his car back on the road.

Pete's Parts: Pete will be placing an order anytime now, if you want to add to the order get in touch with him. Pete reports that the 4" heater hoses are back in stock at Clarks.

Newsletter Report: Ron Thompson reports that he had received a message from member Roger Lesenski and his wife Dixie Lee about donating a refurbished laser printer, paper and ink to the club. He did get together with Roger and picked up the donation and there is an article in the newsletter.

If you want anything from the website that carries our club logo on various items be sure to talk to Patty.

Old Business: We had two very successful food drives in October, one in Superior and the other in Duluth. This will be an annual event for our club since the response was so fantastic. We had a wonderful pot luck dinner/meeting at the Prudden home in October.

More talk was made on Heritage Days in Two Harbors, it takes place in July so we are still in the planning stages.

New Business: Vic Blazevic is selling his car due to health reasons, it is advertised in our Newsletter. Joann Lemke is working on a formatted handout sheet that will have a lot of information about each of us and our cars. The post Christmas get together is on January 13th at 12:00 pm at Country Lanes. If you want to join in on the gift exchange bring a gift (\$10.00 maximum) to the party.

There was discussion about potential meeting sites for upcoming meetings, mentioned were Archer Brothers, and a possible tour of Cirrus. More to come.

World of Wheels is in March, at the November meeting a show of hands of who would be interested yielded six members so far.

There wasn't a tech session but Ron has some oil pressure bolts for 20.00 if anyone is interested.

The meeting was adjourned at 8:27PM

Kathy Thompson
Secretary

2006-07

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