



1/16/2006

Head of the Lakes Corvair Association Newsletter



New Year New Club



Happy New Year Head of the Lakes Corvair family! I thought that I would start out the New Year fulfilling a promised article so here I go. First let me introduce myself, my name is Patty Prudden and I hold the honored position of being the President of one of the best Corvair Clubs around. I am no stranger to the Corvair as I married a man who has a fleet of them. I always thought of them as an interesting car but never had a passionate feeling towards them. That is, not until I was the pit crew for my first National Concourse. As I remember back I felt a woman possessed! When the time came to lave your vehicle for judging, Pete practically had to drag me away from the car because I may have missed that last water spot, were the Kelsey Hays spokes clean enough, did the chrome sparkle...That was the moment that I had caught the dreaded "Corvair Disease"!

It's funny how when you talk to other Corvair owners they never seem to own or have owned just one. Such as it is in our family. Both of our boys own one and now my daughter (who I did not vaccinate at an early enough age) is rebuilding a Corvair for a 4-H project. And it goes without saying that my hubby has more cars than we have garage space! I joke about the "dreaded disease" but with all honesty I am so grateful the Corvair has become a part of our lives. To watch the kids take pride in a vehicle that they built, painted and educated people about. To see our family go on trips to other States and share a common passion with good people and most of all the friendships that have become important in our lives. So I will continue to complain every time someone stops by with information on a known Corvair for sale or the time spent out in the garage and even the lack of parking spots as I secretly thank the Corvair for being a part of our family.

Pat Prudden
President - Head of the Lakes Corvair Club



NEW MEMBERS

Vern & Marilyn Sundbom
Ryan Yax

Total Members 25

2005 RECAP General Fund

Income:

25 Members @\$15.00	\$375.00
50/50 Total	40.00
Donations	10.00
Memberships lists	7.00
TOTAL INCOME	\$432.00

Expenses

Postage Total	\$37.00
Ink (Newsletter)	66.01
Paper	3.42
Bank Charges & Checks	15.95
TOTAL EXPENSES	\$122.38

FUND BALANCE \$309.62

This balance is correct and has been verified by Ron Thompson and Jim Linder Treas.

Treasurers Report December-January

Beginning Balance		\$325.65
Income:		\$30.00
Dues	\$15.00	
50/50	\$15.00	
Contributions		
Expenses		\$46.03
Ink	\$46.03	
Ending Balance		\$309.65



February Activities and Events

- Jan 24 Monthly Meeting Perkins London Rd
- Jan 24 Irene Lampi's Birthday
- Feb 1 Board of directors meeting at Pete's
- Feb 7 Mike Wotruba's Birthday
- Feb 8 All newsletter articles due
- Feb 15 Newsletter mailed
- Feb 22 Monthly meeting at Perkins London Road

Meeting Agenda January

1. Car show
2. Post Holiday Party Plans
3. Vern Rubesh Car for sale
4. Pete's Parts
5. Newsletter-Ron Thompson-Articles-Want ads-Birthdays-web page, copy your own
6. Web Page- Tim Verthein- Thank You
7. Hinkley Get Together

Vendor List

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

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

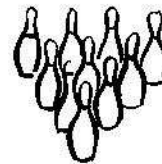
Larry's Corvair Parts
K6RO@Earthlink.net
310-070-9851
www.larryscorvair.com

Clarks Corvair Parts Inc.
clarks@corvair.com
413-625-9776
www.corvair.com

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

Post Christmas Party!!

We are planning a Post Christmas party. It will be held at Country Lanes, and the address is 2327 Mountain Shadow Dr in Duluth. Call Country Lanes at 218-722-1741 for directions. The date is **January 28th at 2 PM**. Come in and join in on the fun. A \$10.00 gift is optional. If you bring a gift you may receive one. Please mark if its for a male or female or either. Bowling and Pizza is on the menu. Bowling fees will be paid to the club and any extra proceeds will go to the club treasury. Please contact Pat 728-2408 or Ron 590-0765 if you plan on attending so we can reserve lanes.



December's newsletter postage was made possible thanks to:
Pete Prudden and Dad's Electronics.

Thank You!!!

Head of the Lakes Corvair Club
Meeting Minutes
December 27, 2005

The meeting was called to order by Pat Prudden at 7:00pm. Jeannette Olson read the minutes from the last meeting. Minutes were accepted as read.

Two new members have been signed up since the last meeting: Ryan Yax of Duluth, and Bob Johnson of the Twin Cities area. This brings our total to 24 paid members. There were 12 members and 3 guests present.

Our treasurer, Jim, was absent. Ron read the treasurer's report as written in the newsletter.

Dan Rutka won the 50/50 drawing that was held as the meeting got underway. There was a total of \$30 collected with \$15 going to each Dan and the Club.

Board Report: Ron will have an update in January of the upcoming car shows.

Pete's Parts: Nothing has been ordered yet. An order will go in in January. Pete will contact those who have expressed an interest in ordering to finalize the order. There will be an update next month.

Want Ads: Pete has had 3 offers for the bus -- none for the greenhouse.

Newsletter Editor: Ron needs articles - any size, any subject (Corvair related) to be published in the upcoming newsletters. Suggested topics: Car show checklist, thing to do to get your Corvair ready for storage or coming out of storage, pest control, etc. Articles can be submitted to Ron either in person or via email. Pictures also welcome.

Old Business: Ron collected birthday dates from members present. If you weren't at the meeting, please call or email Ron with your birth date. (Year is optional.)

Patty will check into the Holiday Party date and call all members. It will be held in January on either a Saturday or Sunday.

Club member project car has been postponed due to weather and holidays.

Molly will check into parade activities to report next month.

Ed Lampi wrote an editorial which was sent into CORSA. He read a copy of it that included the history of our club.

For the February Event, the Pruddens will host "Pete's Picnic" on a Saturday or Sunday. There will be a cookout complete with hot dogs. Corvair auto racing home movies will be featured. There will be details at the next meeting in January.

New Business: Rubish car project - after much discussion it was decided that the club would not purchase the car, but instead offer to place a free want ad to help him sell the car. Jeannette made a motion to do so and was seconded by Pete. Motion carried. Ed, Pete, Dale, Ron, and Dick will go on Friday to check out the car so a suitable ad will be written for the newsletter.

Dick Eilers was contacted by someone on the web re: points.

Pete brought up discussion about a joint mini-convention with the Twin Cities' club, Corvair Minnesota, to be held in Duluth. There was discussion about here or Hinkley. Date needs to be picked and plans made. Ron will call Corvair MN to check for interest and what they would like to do and how often. He will report back next month.

Niagara Falls-Pete will call for reservations. If anyone wants information to attend, call Pete.

Next board meeting will be on January 3rd at Pruddens' home. Next club meeting will be on January 24th at Perkins, London Road. Dinner at 6pm, meeting at 7pm.

Meeting was adjourned at 8:00pm

 Jeannette 

Road trip to Cloquet

On Friday Dec 30th myself, Ed Iampi, Dale Olson, Dick Eilers and Pete Prudden took a road trip to check out Vern Rubesh's 64 Corvair for sale. The trip started out with the usual banter that's expected when you have 5 Corvair nuts in one car. Pete being the busy man that he is brought his supper with him and finished it on the trip. He had a great looking salad but only had one fork with him so I knew supper was not an option on this trip. Many Corvair stories were told and there was a lot of laughter. When we first started out I told everyone that I went to the bank and had extra dollar bills in case a quick stop at the Gentleman's Club was in order. This prompted a few more stories that I cannot share here. Needless to say we didn't make the stop. We arrived at Vern's and checked out his 64 Corvair coupe. It was in great shape and has had a lot of work done on it. The body is all stripped to bare metal and all the body work has already been done. Just some fine tuning and it's ready for paint. The interior has all been taken out but all the parts are there. This would be a great car for someone who is looking for a project car. The body was solid. Vern has fabricated new floor pans to replace the damaged ones. The engine is out of a 66 Corvair and fired up at the turn of the key. It just purred. Ed purchased a piece of seat trim that he needed for his project car and after taking a few pictures we were on the road again. Next stop after a few stories was Dale Olson's garage to check out his newly acquired Corvair Ice Cream Truck. Now this was something to see. It will no doubt be a hit at the show's this summer. I'll save all the details about it because I'm sure Dale is at his desk writing an article with pictures for the newsletter about his truck as we speak. RIGHT DALE? After looking at Dale's 4 wheel drive Corvair project and Dick's street rod project we made the trip back home. A fun night with a lot of laughter, this is what Corvairing is all about.

Ron Thompson



New Filter Technology

The folks at Amsoil, Based in Superior, have recently developed a new air filter which uses nano-fiber technology. I always go out of my way to find the best products to use in my vehicles, and was intrigued by this new air filter.

Up until now there have been basically two types of air filters. Cellulose and wet gauze filters. The first are those we've come to know and love over the years, with a basic cellulose paper filter like fiber element. The wet gauze style are those that require periodic washing and re-oiling to maintain them. As much as I've been interested in the new "Hi-Tech" oiled type filters, I never used them because the idea of having to wash and oil a filter sounded just too darn messy to me. When I bought my '64 Monza last year it came with a high performance oiled type filter. So I was thrust into the wash and oil world. That was until.....



I stopped by the Amsoil website. I've used Amsoil synthetic oils and other lubricants in virtually everything mechanical I've owned since 1979. They were announcing their new Ea line of filters using "nano-technology". I don't have the space to explain the nano-fiber technical details to you, but a quick visit to www.amsoil.com has all the details. In a nutshell, lab testing Ea filter media with nano-fibers removes 5 times more dust than the average cellulose filter and 50 times more than the average wet gauze media. Wet gauze filters have been preferred for those looking for more air flow, for better performance. The Ea media also has 3 times the airflow of cellulose filters and is equal to wet gauze at the very low 0.5 inches of restriction. The proprietary Ea media held 15 times more dust than the average wet gauze type filter. In short, AMSOIL Ea filters offer superior performance in 3 critical performance benchmarks of efficiency, flow, and capacity. If you've been using the wet-gauze type filters for better air flow you've been letting in a lot more dust!

So, what you look for in air filtration: air flow, ability to stop the smallest dirt and dust particles, and the ability to hold more of them are all a step (or two) ahead of the other filters presently available.

The amazing thing to me is the easy servicing of these filters. You put them in you drive. After you get one dirty (which could well take 25,000 miles of normal driving) you simply vacuum it on the outside with your shop vac, or blow the dust out from the inside with air pressure. Two things darn near every filter I've ever owned told me NOT to do. No oil, no washing, no throwing away and buying another. Just clean it up and put it back in. They have a 100,000 mile or 4 year warranty. I bet no one is going to log 25,000 miles a year on their "Vair so they should last a good lot longer than that.

There is only ONE Ea filter that fits Corvairs, and then it's for the 1964-1969 models with no turbo and no A/C. Basically if your 'Vair took the AC A178CW air filter (which crosses to a fram CA192, or a Purolator AFP-67, among others) then your in luck. The Amsoil filter for this application is the EaA32. They're not really cheap coming in around \$30.00 depending on if you're mail ordering, or picking one up at a local retail outlet that handles Amsoil products, or from an independent dealer. But you shouldn't have to replace it for a long time, and no messy washing and re-oiling, and better lab results in all critical areas.

Tim Verthein

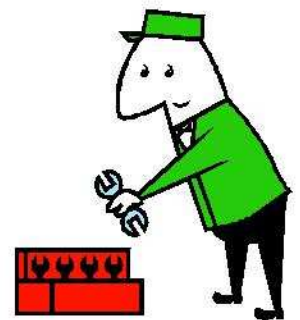
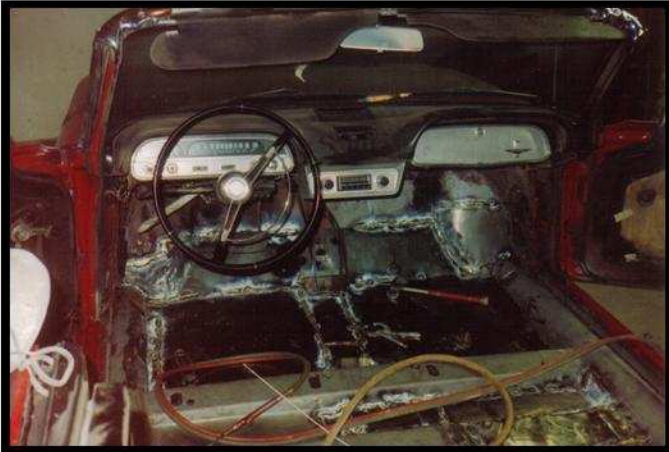
Pat Murphy's Corvair Odyssey

Not long ago, a Corvair was not my favorite car. Back in the 80's I was looking for a car to get me back and forth for work and home. This fellow I worked with told me "with out a doubt I have the car for you. It was ment to be yours. He would not take no for an answer. It's a 1965 Corvair and a rare car indeed he said. I was sure he would never lead me down the wrong path, but he did. I did not know much about repairing an automobile and this became a problem. One day we had troubles big time. The car was a straight stick, ad it became stuck in gear. I must say at this time, if Ron or Ed or some other club members would have been there at the time, the problem wouldn't have been that bad. But they weren't so the end of my Corvair days were over and I sold the car for \$50.00. Part 2 begins about 5 years later. My brother Bill from Minneapolis was spending time up on the North Shore and just by chance he was looking over our home town paper when he came across this 1962 Corvair Convertible for sale. Bill has a special interest in cars that are different from all the others. We called about the car and there was no answer so it was left up to me to check out this Corvair, so I did. The car was not in that great of shape, the top was full of holes, but a new top was sitting in the back seat. He was asking \$250.00 for the car so my brother was the proud owner of a 62 Corvair. We took the Corvair to my house and parked it. Many months went by, and my Brother never came for his car, and the longer it sat in my yard I started to like this car. I always said if I ever got an old car to fix up it would surely be a convertible, so this was really the car for me. I let my brother know that if he didn't have a plan for his Corvair, I would take it off his hands. Lucky for me there was no room at his place for another car. So I became the Corvairs new owner. I have never regretted getting the car from him. Ten years have passed and a lot of work has been done. And like we all know there is still a lot to do. Ending my Corvair story I have to say I have had a lot of good times with my corvair and a lot of fun with the people I have met. And thanks go to a great man, Ed Lampi, for all he has done for me and for my car. Also it's great to see the Corvair Club back together. I've already met a lot of great people who care the most about good times, good cars and helping others. That's what the good old USA should be all about, not the almighty Dollar. SO that's my story and I'm sticking to it!!!

Pat Murphy

*****Check out The pictures of Pat's car on the next page*****

Pictures of work done on Pat Murphy's car.



Corvair Classifieds

For Sale:

1965 Corsa-Evening Orchid
60,854 Original Miles, Garage kept since the 70's. Body good, 1 small rust spot on front fender. Many new parts with receipts from Clarks. Papers from original owner.

\$5,500.00 or Trade for 65-69 Coupe or Convertible W/Automatic transmission and of equal Value.

Contact Glenn 715-462-3978

Or E-Mail Glen at gjlemke@cheqnet.net

NOS Parts For sale

As I am no longer restoring early's and FC's, I have several NOS parts for sale. 7451254 Axle bearing 61-62, 7451328 axle bearing 63-64, 3790672 tie rod end 60-62, (2) 1945376 points 60-61, (3) 6255721 pitman bushing & bolt 60-69, (2) 908076 blower bearing 60-63, (2) dome lens FC, (2) Glove box lock complete w/keys, (2) 1993317 Stop light switch FC, 1116626 ignition switch w/cylinder & Keys, 3157112 heater lever FC, 3833127 heater knob kit FC, 3826596 tie rod end 63-64 FC, 3848873 inside door handle FC, Also miscellaneous early and FC used parts.

Prices are 1/2 of Clarks.

Vern Sundbom 218-847-6631

vmsundbom@lakesnet.net

Parts Wanted:

Rear antenna Late Model L & R lower door hinges late, 66 140 emblem for engine lid, 66 turbo Dist, any late turbo sheet metal or exhaust parts, 66 Corsa dash & wiring. 66 black interior 2DR

Vern Sundbom 218-847-6631

vmsundbom@lakesnet.net

A big THANK YOU to Bob Johnston for his donation of Service Manuals to our Club Library.

THANK YOU BOB!!!!!!!!!!

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

"Ed Says"

Corvair Batteries

Corvairs from 60-64 used a group 53 battery as original equipment. This is still available from some manufacturers. It is still used in commercial applications. This is not a very powerful battery and not readily available. A more powerful substitute is the group 51R battery as used in some Honda vehicles. This just about doubles the power and has a better warrantee than the group 53. Also it is readily available. The width and height are comparable so it will fit in the early battery compartment though it may be shorter in length. Late Corvairs 65-69 used a 22R as original or a 24R as a more powerful substitute. These are readily available at all auto parts outlets.

Ed Lampi

2005

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