

Hot Air Newsletter



Dan



Ed



Bob

*****From the Prez...*****

First of all, thanks to Patty for the great job she has done as President of Head of the Lakes Corvairs. Great Job Patty! Thanks also to JoAnne Lemke , Kathy Thompson and Jim Linder for their outstanding work. Jason Agnich will be doing the monthly newsletter, giving Ron a break from all the work and time he has invested over the past few years. Thanks to Jeanette Olson for accepting the newly vacant secretary position.

NATIONAL CONVENTION JUNE 21-25 IN CEDAR RAPIDS, IOWA

It will be sponsored by ICE, the Iowa Corvair Enthusiasts. Give it some thought, it probable wont be closer for many years. If you book rooms soon using Kayak or some of the other online travel sources, they can be found at area motels for less than the Host rate. Of course, there will be lots of things going on there {Cedar Rapids Marriott Hotel} that you may want to take part in also. Hopefully we can discuss potential Caravan to the convention and the benefits of leaving Sunday or Monday.

CORSA MEMBERSHIP REQUIREMENT

Please take some time to read the Corsa Article. This has been at the center of conversation the past few years, especially online. HOTLC has supported Corsa National, even donating several hundred dollars to the cause a few years ago. One thing I would like to bring up for discussion and perhaps later a vote: Increasing local dues by five dollars a year, from \$15 to \$20 for the online newsletter, and \$20 to \$25 for those who receive a mailed copy. In return, and DEPENDING ON ACTUAL CORSA DUES, have the club pay for the base membership for National Dues.

If you choose to have a second or third tier national membership, the local club will rebate back to you the cost of the base membership. This only works if Corsa Base membership {Which has not yet been defined} is in the range of 15 bucks.} To do so, we may have to find other ways to raise our bank balance. This may come by reducing the club kick in for individual cars at World of Wheels to Twenty dollars instead of paying the full entry fee as we have the past few years. Last year, I entered two vehicles, the club paid for both. I would also propose that this benefit be limited to One car only.

SUMMER DRIVES!

We all love our cars, and enjoy showing them off. We also need to let them to be seen by new and younger folks to generate more interest in them, to keep our corner of car collecting alive. Can we have Club meetings at several sites and at different times other than 7 at night? Perhaps at A&Dubs, or A&W in Superior as well as Gordys? How about the Delta Diner in Iron River or somewhere closer to the Range. Valentinis in Chisholm? Perhaps joining the Wednesday Night Club for a get together. We need to BRING OUR CARS and drive them like we used to!

Is it possible to have more drives? Give me some suggestions, I'll make up the maps and directions!

COMMUNITY INVOLVEMENT

Each year we have two food drives which are quite successful. Is it possible to contribute a couple hours to roadside or park cleanup? Good chance to get the cars out, get some fresh air, and **good publicity** for our group. Specifically I am thinking of a mile or two of WISCONSIN POINT, or one of the picnic areas there. This could also be done on SKYLINE DRIVE, TWIN PONDS or BRIGHTON BEACH tho too!
Just a thought, something for discussion.

Thanks again folks!

Bob

Birthdays

Happy Birthday!!

Feb

7 Mike Wotruba

March 2 Tim Verthein

16 Ryan Yax

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



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

Treasurers Report

Oct Opening Balance	\$663.38
10-07-09 Pete Latour Dues	20.00
50-50	8.00
Oct ending Balance	\$691.38
Jan Opening Balance	\$691.38
Check #1038 Christmas Party	111.61
Jan ending Balance	\$579.77

Pete Prudden Treas.

WELCOME NEW MEMBER!!

Van Day from Big Falls Minn

Activities and Events

March 2nd Committee meeting 6 pm Perkins London road 1 hr before regular meeting
March 2nd Regular membership meeting 7PM Perkins London Rd

CORSA CORNER

There has been a lot of talk lately about increasing CORSA membership and the future of CORSA, so I began to formulate a membership concept and a plan for the future, using ideas from many members. This is a quick overview of the end result. If you are interested in the complete plan, you can contact me at jreinhardt@omnitelcom.com and I will send you a copy.

Here is the first piece of the plan. As a CORSA member and Central Director I would like to be able to communicate and provide valuable services to as many people as possible. These services need to be paid for. This has been done two ways in the past, by members paying CORSA dues, and for chapters that don't have 100% CORSA membership, a chapters filing fee. The dues have been rising to offset the cost of services, but the filing fee has not. The fee is small and fixed, so it does not cover the CORSA provided services, mostly administration and insurance fees, for all of the non-CORSA members in some chapters. This has been a point of contention for many years, but I believe all members, CORSA and chapter members alike want to do their part and pay for the services they receive. There are three obvious ways to solve this problem. Raise the dues, change the filing fee to a per person fee, or mandate 100% CORSA membership from chapters. A better solution would be if we added more value to CORSA membership by adding a choice of three separately priced membership levels, and more services. Here is a short description of the membership tiers and the added services.

Tier 1 should be priced to make it cost effective for those who wish to participate in CORSA events, pay for their portion of CORSA insurance and administration fees, utilize the benefits of the CORSA website, and have a vote in CORSA business, but have no desire to receive a Communique. Tier 2 members will opt to receive an e-communique, instead of a printed issue, at a lesser fee than tier 3, with all the normal CORSA benefits, and Tier 3 members will receive a printed Communique and all the benefits they do presently.

This three tiered membership concept could eliminate the chapters filing fee, and help non-CORSA members become members. Chapters could add the minimal tier 1 dues onto the chapter's dues of their non-CORSA members, as a service fee. The member will automatically become a tier 1 member and receive the extra CORSA benefits. Or they could use the money slated for the chapter filing fee and some discretionary money, to sign up a few, or all their non-CORSA members.

To add greater value to all membership tiers, the CORSA website is being redesigned, and additional services are being added, namely a Corvair Wikipedia section and the Commscan Project. The Commscan project is a group of individuals dedicated to scan and create electronic PDF files of all CORSA publications from the last 40 years. It will include a word searchable index so members can find specific articles, or they may choose to use the files for just plain reading enjoyment. The Commscan project will take a considerable amount of time to complete, but will be well worth the wait. The Wiki will be available soon on the CORSA website for members to start downloading information into. Both projects will more than likely be placed behind the membership benefits area of the website, and only available to CORSA members. There will also be selected excerpts of each, on the public portion of the website, to act as a promotional tool and demonstrate the value of CORSA membership.

Because of the additional content, and the change in behavior of society to use more and more electronic communication, the CORSA website will become the most important piece for future communication and recruitment. Each piece of this plan creates a section of a large circle that will continue to link us together for many years, even if familiar services like the printed Communique or the International Convention cease to exist.

This plan includes changes, but they are needed to sustain CORSA. I have always been leery of change, but not afraid of it. Are you?

Please feel free to contact me or any CORSA Director with your comments or concerns. Our contact information is in the Communique or on the CORSA website. Thanks

Jamie Reinhart

CORSA Central Director

Have you paid your dues yet for 2010?

If not please send your checks to:

Head of the Lakes Corvair Association

% Pete Prudden

5129 Howard Gnesen Rd

Duluth, Minn 55803

Dues are \$20.00 newsletter thru USPS

And \$15.00 for E-Mail Newsletter

Thank You!!

Head of the Lakes Corvair Club Meeting Minutes

January 17, 2010

A special meeting was called to order at 2:15 pm with 13 members and one guest. The reason for the meeting was to confirm the secretarial position previously held by Kathy Thompson, to now be held by Jeannette Olson. Two board members, Peter LaTour and Ron Thompson, and the officers, Bob Saunders, Dan Rutka, Peter Prudden, Jason Agnich were among those present. The club unanimously voted Jeannette Olson as Secretary for the coming year. Art Bringe was absent. Jeannette Olson accepted the position and the meeting was adjourned at 2:20 pm.

Minutes taken by Jeannette Olson, Secretary

Vendor List

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



Bob's wagon has a new home

Bob and I struck a deal and I will be taking ownership of his 1962 Corvair Station wagon. Kathy is very excited because she always wanted a wagon. So this spring it will be in my garage and I'll start fixing it up. It's in great shape and runs sweet. Looks like I'll need another stall on the garage. I haven't told her about that yet LOL. Now I can't wait for spring.

Ron Thompson



Jason as you know is down working in Bermuda. He sent me this picture of the ship that will be his home for 2 months. What a rough Job!!!

Here's a couple pictures Jason sent.



Corvair Chronology

(Originally from *Special Interest Autos*, May-June 1974, SIA No. 22. Copied from the February, 1978 *Transaxle Telegraph*, North Texas Corvair Assoc., and the February, 1979 *Vair Mail*, SDCC.

May 1952 - Edward N. Cole moves from Cadillac to Chevrolet's top engineering spot, bringing key men with him. Their assignment "Enliven Chevrolet's staid production line." Cole has already put considerable thought and work into rear-engined experimentals.

1955 - Chevy R&D Chief Maurice Olley reports to Cole on various engine placements and drive configurations in terms of economics and manufacturing feasibility. Preliminary research begins on two-piece aluminum flat 6, but idea is soon shelved due to lack of technology.

July 1956 - Cole becomes Chevrolet's general manager, moves ahead with Corvair (called Holden La Salle II) prototypes.

August 1957 - Ned Nickles begins styling studies for Corvair under watchful eyes of Cole and Harley Earl.

September 1957 - GM president Harlow Curtice sees styling clays, hears Cole's presentation, gives his blessing. Soon afterward, GM's engineering policy committee and board of directors also approve Corvair. For the first time, it's officially on its way to production.

Winter 1957 through Summer 1958 - Corvair evolves mechanically, its engine and drivetrain tested in cobbled Porsches, a Vauxhall, and one full mechanical prototype. Cole pleased.

Spring 1958 - Second and third "Holden" prototypes built and tested. Detail engineering and planning for new Willow Run Corvair plant now at full tilt.

July 1958 - Conversion of GM plant at Willow Run started: Corvair's official home.

September 1958 - *Motor Life* predicts the Corvair in amazingly accurate detail, based on tooling orders.

May 22, 1959 - GM announces it will introduce a compact for 1960. Name Corvair becomes official. (Chrysler had made a similar announcement on the Valiant on March 10, and so had Ford on the Falcon, February 10.)

October 2, 1959 - First Corvair bows. Falcon debuts six days later, and Valiant arrives October 29. Falcon outsells Corvair immediately.

April 1960 - *Motor Trend* names Corvair Car of the Year.

May 1960 - First Corvair coupe arrives, as does Monza 900 series, with 95-bhp engine and 4-speed gear box optional. A Paxton-supercharged Corvair sedan hits 0-60 in 15.8 seconds as compared with 21.2 seconds stock; top speed increases from 88 to 95 mph. Corvair is turning into a performance machine.

September 1960 - Lakewood wagon introduced for 1961; also Greenbrier, Corvan, Rampside, and Loadside Vans and Pickups. Bore

increased from 3-3/8 to 3-7/16 inches to up displacement from 140 to 145 cid.

March 1961 - First Monza sedan debuts. Ed Cole leaves Chevrolet to become GM car and truck V.P. His place is taken by Semon E. Knudsen.

September 1961 - Chevy II introduced, competes directly with Falcon and Valiant, but also with Corvair, particularly the wagons.

April 1962 - Corvair wagon dropped; 32, 120 produced. Monza convertible introduced. Spyder package released, has 150-bhp turbocharged engine. Two passenger Sebring Spyder makes New York show.

May 1962 - Design begins on 1965 Corvair under Ron Hill. It's based largely on Monza GT showcar.

June 1962 - Monza GT coupe bows at Elkhart Lake.

March 1963 - Corvair Bertone Testudo at Geneva Salon.

April 1963 - Monza SS showcar at New York auto show.

October 1963 - Spyder becomes a standard 1964 model instead of an option package. Stroke increased from 2.60 to 2.94 inches to up displacement to 164 cid. Swing axle suspension bolstered by addition of factory leaf spring. Further 1964 suspension improvements include standard front stabilizer bar plus calibrated coil springs and shocks.

April 15, 1964 - Ford releases Mustang, which was conceived as response to the Corvair, and Mustang becomes a prime contributor to Corvair's demise.

September 1964 - 1965 Corvairs bow with new styling and fully independent rear suspension. Car remains basically the same as this through the end of production.

December 1964 - Greenbrier dropped, only 1528 built this model year.

April 1965 - Management instructs Chevrolet engineers not to further develop future Corvairs-to freeze design and merely meet safety and smog standards.

November 1965 - Ralph Nader publishes "The Corvair Story", an article in *The Nation*, which formed the basis for the first chapter only of his book, *Unsafe at Any Speed*, also published the same month.

1965 - This becomes peak year for the restyled Corvair, but it can't stem the Mustang's tide. With greater performance demands, turbocharged engine delivers 180 bhp. Nader's book plus the Mustang spell a downhill run for the Corvair.

October 1966-1967 - Corvairs introduced, Corsa models and 140-bhp engine dropped but later re-instated due to popular demand.

March 1967 - Astro I showcar at New York show.

October 1967 - Four-doors dropped with 1968 introductions.

May 14, 1969 - The last Corvair, a golden coupe, rolls off assembly line. By this time, Corvair quality has reached a very low ebb, the factory offers a \$150 certificate with each 1969 Corvair, good on the purchase of a new Chevrolet anytime before 1974. Total production 1,710,018.

Article Copied from Corsa Communique April 1979





2/20/2010

Head of the Lakes Corvair Association Newsletter



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

For Sale: 1965 Corvair Corsa 4 speed 63,000 miles
 Evening orchid VERY NICE!!!
 \$6,800.00
 Art Bringe 218-7213050

For Sale or Trade \$1500
 From Craigslist Foxboro Wis
 1965 4DHT 140 Auto
 Motor and tranny were rebuilt. Car is stripped to metal and primered. Been sitting in a garage for 10 yrs. Calif car. Trade for cycle/sports/muscle car or ? Offers over a grand. . Call 715 395 0666 and leave a message.



For Sale
 NOS 4 barrel carb, air cleaner adapter assy. Near mint condition. \$250 plus shipping. Vern Sundbom, 218-847-6631, vmsundbom@lakesnet.net

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. Send all ads to:
Ron Thompson
 3932 E 8th ST
 Superior,Wisc
 54880
 or
 corvaid50@aol.com



Is it spring yet?

Well I don't know about you but I'm sick of winter. I'm ready to get the 62 ready for Iowa. That should be a fun trip. I would encourage anyone that can go to make the trip. At our march meeting we will start planning for the trip down. So please try to make the meeting. Our next meeting will be at Perkins on London road again. Committee meeting at 6 meeting at 7. we would like to get a head count on how many are going.

It been a busy winter in my garage. Jason's 63 has kept us really busy. His 102 that we put in about 2 yrs ago had a dead cylinder so we borrowed Bob Saunders loadside engine and swapped it out. Started about 10:30 and had it all done and running by 3:30. It's a SWEET running 110. We also did some brake work a few other repairs. His blazer spent some time in the garage also. Then there was the Flywheel job we did on it down in Iron River. Now that was fun. But we got it done. Last fall we hauled Dick Dee's Convertible in and installed his engine, repaired the bent steering column and several other things. It took a bit longer than expected but it's done and Kathy is happy to have her garage spot back.

This spring I hope to get a ceiling in the garage and insulated. I've been putting it off for too long and this spring it WILL be done. I have some things I want to do to my 62 that have been put off too long. Jason and I have been busy all winter working on different things. Now he is leaving for Bermuda for 2 months for work. I need his job !!! Hopefully I'll get a lot done while he is gone. I will be expecting a lot of pictures for the newsletter. That also means I'll be doing the newsletter for 2 months while he is gone. So if you have anything you want in the newsletter get a hold of me.

We have a new slate of officers running the club this year, so that means some new fresh ideas for the club. I want to thank **Patty Prudden** for the **Fantastic** job she did running our club. The club grew to what it is today because of her ideas and direction. So I'll speak for the whole club and say **THANK YOU PATTY!!!!**

Ron Thompson

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2008-09

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