

8/18/2008

Head of the Lakes Corvair Association Newsletter



OI' Bess is FINALLY out of her pasture and restored!



In 2005 both of brothers had finished restoring Corvairs and my father of course had his fleet. I was feeling like it was time to start a Corvair project of my own. I approached my dad with this mission and he pointed to one sitting outside and said it's yours if you do the work. It was a 1966 Monza Corvair Coupe from Texas. Looking at my multicolored, dented, new friend I knew I had my hands full.

That summer I started working on OI' Bess and I decided to enter my car in the 4-H program as a Self Determined project. The first year of work I documented and formatted a book called Chapter 1. In this chapter I learned that the DA sander was my friend. I brought the paint down to metal and removed the surface rust. I also scrapped out the old interior and all the exterior chrome and emblems. I used Metal ready and POR 15 for the floor boards and the inside of the hood. I really liked this product and used it many times throughout my project. In Chapter 1 I didn't get much done because my dad had to teach me how to do it all as I went. My favorite thing about Chapter 1 was learning to spray primer. I naively thought that I would be able to have my car finished in a year.....well I soon learned that wouldn't be the case.

****Continued on page 4****



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Birthdays

Happy Birthday!!!

Sept 6 Carol Bringe
Sept 30 Mary Murphy

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



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

July Treasurers Report

This is the proposed Treasurers Report for June

Income	Expenses	Beginning Balance — \$ 712.32
		Income total .00
		Expense total .00
Ending Balance		\$ 712.32

Activities and Events

Aug 26 Regular meeting at Perkins London Rd meeting at 7PM

Sept 5 Committee meeting at The Pruddens 7pm

Sept 25 Regular meeting at Perkins London Rd meeting at 7PM

Meeting Agenda

Attendance—New Members or guests

Secretary's report - Kathy Thompson

Treasurer's Report - Jim Linder

*Committee Reports - Car Shows - LSS May - Memorial Day Parade May26,
GMACC June 8th Corvair Cavalry - Ron Thompson*

Pete's Parts - Pete Prudden

Newsletter - Ron Thompson Needs Articles !!!

Merchandise Order - Patty Prudden

Old Business - Officer Handbook - membership form

*Food Drive For Super One Duluth / House of Mercy Food
Shelf Superior*

Pictures By Aerial Bridge Photoshop Creation

Summer Picnic—Iron World Art Ed and Ron will Plan

New Business -

Tech Talk

Any other new business

Adjournment

Next Committee Meeting Aug 5th 7:00 2008 At The Pruddens

*Next Membership meeting Perkins London Rd July 22nd dinner 6PM Meeting
7PM*

Vendor List

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

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

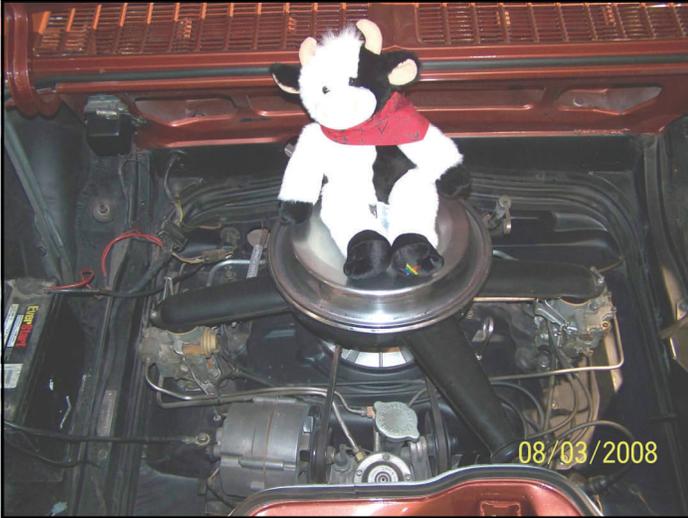
Larry's Corvair Parts
K6RO@Earthlink.net
310-070-9851
www.larryscorvair.com

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

Continued from page one



At County Fair I showed my car under the Self Determined project and won Grand Champion and a trip to the Minnesota State Fair where I shared my book with other 4-Her's. I received a blue ribbon and even made the Budgeteer News. After fair I began working on Chapter 2. My car came without an engine in it so I used one of our "donor cars" and put a 110 Corvair engine in mine. The "donor" was a manual transmission and mine is an automatic so my dad taught me how to do a fly-wheel swap and a really neat pilot bushing removal trick. I spent many hours restoring all the engine shrouds and putting the engine together. I also restored the exhaust system and removed the gas tank to get the 40 years of sludge out. Soon the first running of my car came! That was an exciting day. I had to get back to sanding eventually though and by now that wasn't one of my most favorite activities. As I was sanding the rear drivers side fender I found that the fender was smashed in and there was an inch of bondo hiding it. Ol' Bess lost her fender and once again the "donor" helped me out. In Chapter 2, my favorite part was learning about the Corvair engine and transmission.

Chapter 3 was a combination of 2007-2008 and was the year I finished my car....well I don't think it will ever be totally done being rebuilt but it is now presentable. This year was exciting because all my work was finally starting to show. I learned how to apply plastic filler and use the long board. I became very picky and detailed when finding dents. I wanted my "perfect car;" I didn't realize how long people work towards that perfect show car though! I took a break from sanding and started doing the jams and vents. I finally got to see color. The Aztec Bronze with a saddle tan interior I always dreamt of was slowly coming to life. I left most of the interior stock except for the seats. I bought Nissan seats from the scrap yard and used a stock Corvair bench seat for the back and got them re-upholstered. Most of the parts came from Clark's. I also learned another "fun" process. Window tinting became my nightmare but it looks so nice now that it's done. I put a set of 15in Camaro SS wheels on Ol' Bess to give her a new look. All the paint prep was finally done and my car was painted at Rice Lake Collision by Adam. We didn't have the facility to do it properly but I went and watched the week long procedure and documented it. I was very pleased with the paint job. It was fun to bring it back home and start installing parts and seeing the change the chrome makes.

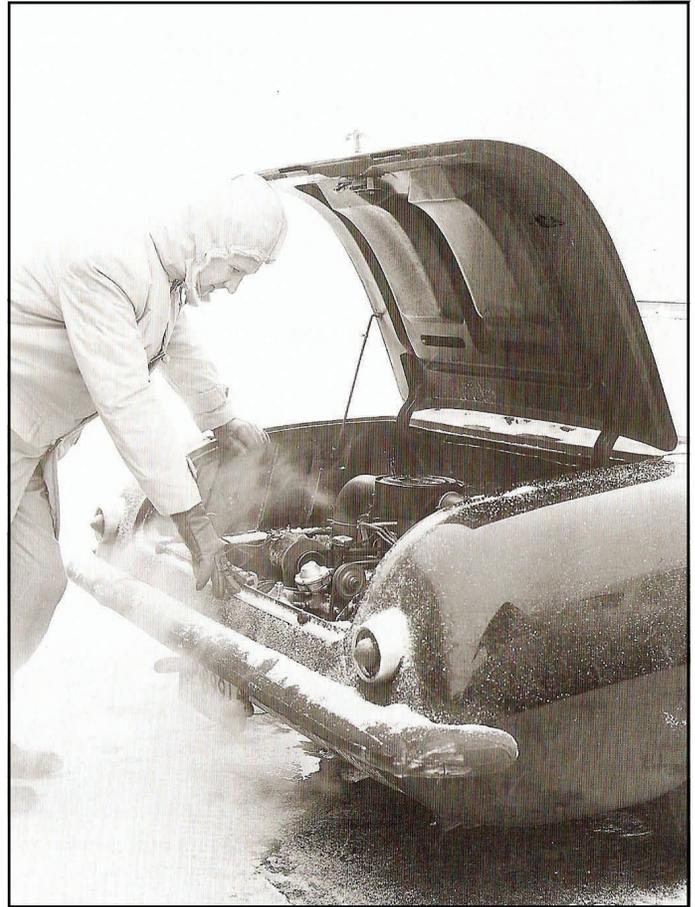
I won another state trip with Chapter 3 and I will have my car down at the Minnesota State Fair in the 4-H building on display. It has been an amazing experience and a wonderful opportunity to do something that not many girls can say they had the chance to do. I appreciate all the support I was given by the father Peter Prudden and The Head of the Lakes Corvair Club.

Molly Prudden



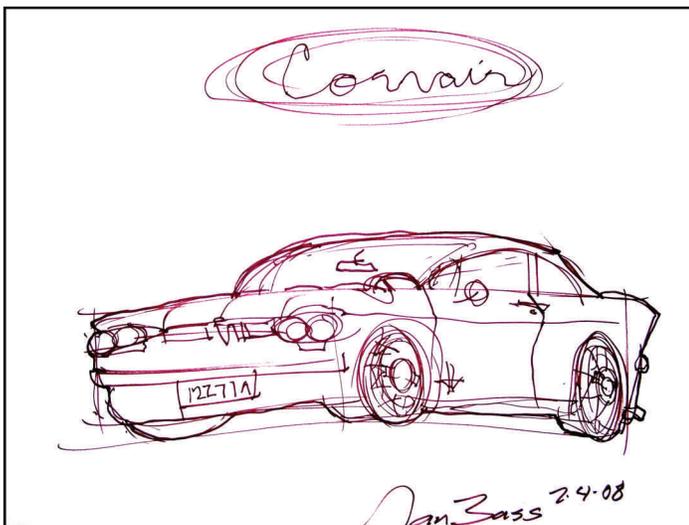
A look inside the cockpit of a Corvair "Holden Special" prototype revealed a wide range of test instrumentation for this automatic-transmission car. It's gear selector was column-mounted. The large test apparatus in the foreground was connected as needed to thermocouples in the engine room and elsewhere to measure component temperatures.

Picture and article taken from Corvair by Chevrolet. Experimental & Production cars 1957-1969. Ludvigsen Library Series



Chevrolet engineer Kal Hanson had much to do with the creation of the Corvair's flat-six engine. Here, suitably garbed for the sub-zero weather in Duluth, Minnesota, Hansen inspected his creation in a "Holden Special." Well into the 1960's one of these Black prototypes rested in a parking lot at the GM Technical Center until it was finally scrapped.

Picture and article taken from Corvair by Chevrolet. Experimental & Production cars 1957-1969. Ludvigsen Library Series



At the July 4th Car show in Superior I noticed this young kid with a sketch pad Looking at my Corvair and sketching it. I walked over and took a peek at what he was doing. The picture at the left was his work. It only took him a few minutes to do the whole thing. I told him I'd love a copy and when he was done he said it's yours. He signed it and put his phone number on the back. Maybe we could have him do some other Corvairs in the club and help him to make some extra \$\$\$ Just an idea. Let me know what you think.

Ron Thompson



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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

Parts Needed:

61 Loadside - Gas Pedal FC, R & L door sill
Trim, Shift Boot Early model on floor.
Bob Saunders 218-581-0642

5/08

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: Glenn 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. Send all ads to:

**Ron Thompson
3932 E 8th ST
Superior, Wisc
54880**



Corvair Trivia

By Glenn Lemke

The Corvair was declared "Unsafe At Any Speed" by what author in 1965?
Answer on page 6 NO PEEKING!!

July- Aug Car Shows

Aug 30 McGregor Car show
Sept 1 Cloquet car show
Sept 20 Floodwood Car show
East end Car show Superior



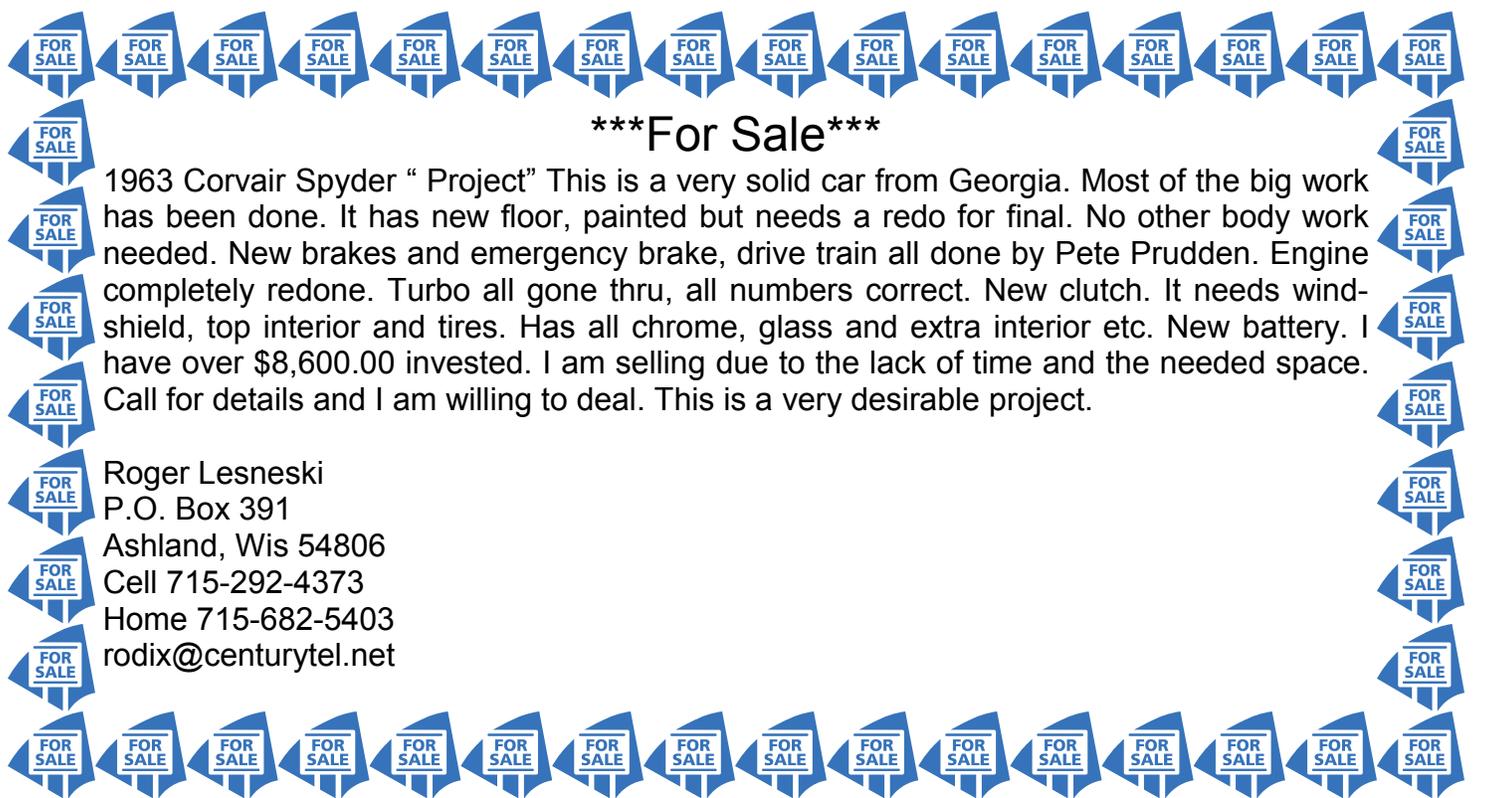
Well Bob Saunders has been bitten by the Corvairitus bug BAD. He called me to tell me it followed him home and wanted to keep it. He has acquired another Corvair to his stable. Bob is the proud owner of a 65 Monza Convertible. 110 4 speed. It's been in a garage for many years until the roof caved in on the car. The top rails are bent but body is pretty solid. The normal rust hole by the front window pillar is there and will need to be checked out. The engine turns so it's not froze. Over all it looks like a keeper. We have it in his garage up on jack stands now. I guess I know what I'll be doing this fall and winter. Hey, I thought I quit this? Oh well there's always next yr.
Ron T

7/28/08 Corvair on the News

Jason was in line to cross the Arial lift bridge and the KDLH news team was there doing a story on cars idling and they got a shot of his 63 Corvair. Here's a picture from the news clip. Thanks to KDLH for the News clip and Picture.



Trivia Answer: Ralph Nader
Now that was easy
Did you guess right?



For Sale

1963 Corvair Spyder "Project" This is a very solid car from Georgia. Most of the big work has been done. It has new floor, painted but needs a redo for final. No other body work needed. New brakes and emergency brake, drive train all done by Pete Prudden. Engine completely redone. Turbo all gone thru, all numbers correct. New clutch. It needs windshield, top interior and tires. Has all chrome, glass and extra interior etc. New battery. I have over \$8,600.00 invested. I am selling due to the lack of time and the needed space. Call for details and I am willing to deal. This is a very desirable project.

Roger Lesneski
P.O. Box 391
Ashland, Wis 54806
Cell 715-292-4373
Home 715-682-5403
rodix@centurytel.net

Hello from the Sunshine Committee

I have taken on the responsibility to recognize every paid member in our club with a Birthday greeting. I thought it might be fun and nice to have your special day not go unnoticed. I would like to request that all paid memberships please send me your special day so I won't miss sending you a card. Please e-mail me at Karingkat@Aol.com and please put in the subject line (Club Birthday) so I will actually open your mail.

Kathy Thompson Secretary

More Ventura pictures and Videos at

<http://good-times.webshots.com/album/563973411gWqAQa>

Corvair Found In Port Wing



Bob Saunders got word that there was a Corvair in Port Wing, Wisc. So a road trip was in order. We cruised down to Port Wing and went searching for the elusive Corvair. After some driving down alleys we found it. It's a 64 500 coupe with a power glide. I knocked on the door and no answer. I took down the address and found the owners phone number and talked to him the next night. He told me there is no title but he has a registration slip from Minn. He told me the car ran when parked in **1975**. I asked if he wanted to sell it and he said make an offer. I told Bob about it and he called him back and the owner said he had \$700 into the car and that's what he would sell it for. Needless to say he wasn't interested. The car has sat in the grass for over 30 years and has rust holes in the body panels.

Ron Thompson

Tech Tips From Glen Lemke

Tip #1

As I was replacing my axle seals I noticed the parking brake cable was interfering with my Powerglide shift Cable, and this could wear a hole in the top of the cable and create a Transmission fluid leak which is what I'm trying to eliminate. What I did was to take a 6 inch piece of gas line, slit it lengthwise and wrap it around the shift cable and secure it with tie wraps. A simple fix that would eliminate some problems down the road.

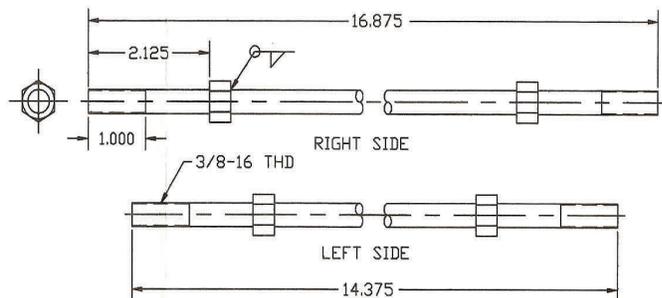
Tip #2

Tech Tip Rear suspension Link for Late Models

Recently while replacing axle seals and u-joints on my 66 convertible, I noticed the stabilizer bushings were oil saturated and in pretty bad shape. Trying to remove the old stabilizer resulted in them breaking apart on the outboard side due to rust reducing the 3/8 diameter rod to 1/8. Checking Clarks parts catalog - they wanted \$23.20 and \$22.00 respectively for the left and right sides. After studying these parts, I determined that all they were are 3/8 diameter rods with a nut welded to them. I cut 2 rods, one 16 7/8 inches long and the other 14 3/8 inches long, threaded each end 3/8-16 x 1 inch long. Drilled out 4 3/8 hex nuts to 3/8 diameter and placed them 2 1/8 inches from the end to match the originals. Since the Doctor won't let me mig or tig weld anymore, I took the parts to the local welder who charged me \$10.00 to do the welding.

Clarks cost was \$23.20 R.H.
\$22.00 L.H.
\$ 5.30 Shipping
\$50.50 Total
\$13.00 My Cost
\$ 37.50 Savings

If you can weld or know someone who would do it you can also save the \$10.00 instead of taking them to a professional welder.



LATE MODEL CORVAIR REAR SUSPENSION LINKS
MATL: 3/8 DIA. 1018CD ROD LENGTHS AS SHOWN
4-3/8 HEX NUTS DRILL OUT TO 3/8 DIA.
4 ENDS TYPICAL

THANKS GLEN!!!

2006-07

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