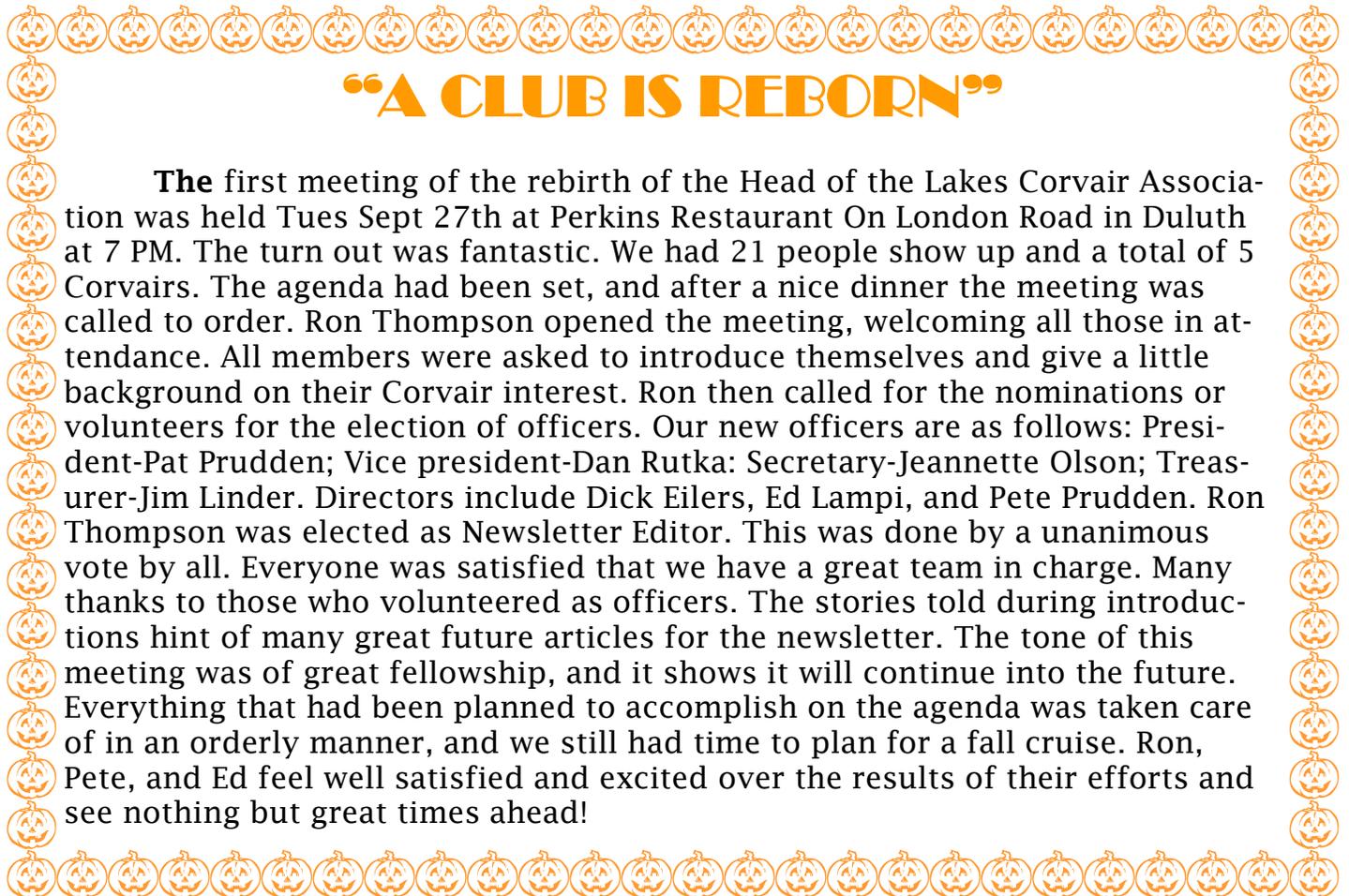




2/22/2006

Head of the Lakes Corvair Association Newsletter



“A CLUB IS REBORN”

The first meeting of the rebirth of the Head of the Lakes Corvair Association was held Tues Sept 27th at Perkins Restaurant On London Road in Duluth at 7 PM. The turn out was fantastic. We had 21 people show up and a total of 5 Corvairs. The agenda had been set, and after a nice dinner the meeting was called to order. Ron Thompson opened the meeting, welcoming all those in attendance. All members were asked to introduce themselves and give a little background on their Corvair interest. Ron then called for the nominations or volunteers for the election of officers. Our new officers are as follows: President-Pat Prudden; Vice president-Dan Rutka; Secretary-Jeannette Olson; Treasurer-Jim Linder. Directors include Dick Eilers, Ed Lampi, and Pete Prudden. Ron Thompson was elected as Newsletter Editor. This was done by a unanimous vote by all. Everyone was satisfied that we have a great team in charge. Many thanks to those who volunteered as officers. The stories told during introductions hint of many great future articles for the newsletter. The tone of this meeting was of great fellowship, and it shows it will continue into the future. Everything that had been planned to accomplish on the agenda was taken care of in an orderly manner, and we still had time to plan for a fall cruise. Ron, Pete, and Ed feel well satisfied and excited over the results of their efforts and see nothing but great times ahead!



2/22/2006

Head of the Lakes Corvair Association Newsletter



CORSA CHARTER UPDATE!!

As of Oct 29th we have 8 paid up members that are members of CORSA. We need 2 more CORSA members to be able to apply for a CORSA Chapter. Please if you are considering joining CORSA let me know. If you have not been a member for 2 years, or you are a new member joining for the first time, there is a \$10.00 discount if you do so before Jan 1st 2006. We will have extra CORSA applications at each meeting.

Meeting minutes from 9/27/05

Tues Sept 27, 2005

Ron Thompson opened the meeting with a welcome and introductions were made. Each person told a short story about themselves and their Corvairs, There was 21 people in attendance. Nominations for officers were opened. Nominations for President was Ron Thompson and Pat Prudden. Ron withdrew because he has been doing the newsletter. Pat Prudden was elected President, Dan Rutka Vice President, Secretary Jeannette Olson, Treasurer Jim Linder. Directors are, Dick Eilers, Ed Lampi, and Pete Prudden. Ron Thompson is newsletter editor. A quorum was defined as the number of members present. Corsa membership was discussed and the benefits of belonging to Corsa was also discussed. The treasurers report was read and accepted. The association requested that Treasurer Jim Linder open a checking account. We had a total of 16 paid up members. Receipt for supplies need to be reimbursed via club vote in the future. Also all checks need to be signed by 2 club officers.

There was discussion about getting a category for Corvairs in the local shows, the board of directors will meet and discuss this with the area clubs. Fall events were discussed. A fall car rally and picnic was planned. The date will be Oct 9th. Phone calls will be made to members about a meeting location. To start we will meet at Perkins 40th Ave West by noon. Members are to bring a dish to share, your own dishes, beverage utensils and lawn chairs. A vote was made to have the picnic at Pattison State Park @ \$10.00 each for non

The 2nd Tues of each month is the deadline for newsletter articles. Also the 4th Tuesday of each month is the monthly meeting night. Beginning in Nov the only people to receive newsletters is paid up members. Ron will look into a web page and online newsletter.

Ron is looking for Corvair related stories from anyone willing to share them for the newsletter. Send your pictures or stories to Ron by snail mail or e-mail. Social and technical aspects of the club are being looked into. Meetings and service classes/brainstorm meetings will be held throughout the winter.

Oct 25 is the next meeting night, come early at 6PM for dinner and meeting at 7PM. On the agenda for the next meeting is planning a Christmas Party and a place to have it. Board of directors meeting will be at Pete Pruddens Oct 4th @ 7PM. All members welcome. The meeting was adjourned at 8:50PM

Jeannette Olson - Secretary



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NEW MEMBERS

- Charles & Patricia Running*
- Glenn & Joann Lemke*
- Ed Jeffries*
- Tim & Ronna Vertheim*
- Jason Agnich*
- Dan Rutka*
- Dale & Jeannette Olson*



**Treasurers Report
Sept-Oct**

Beginning Balance		\$126.80
Income:		\$105.00
Dues	\$105.00	
50/50		
Contributions		
Expenses		22.20
Postage	9/20 7.40	
	10/4 14.80	
Ending Balance		\$209.60

**2005
Board of Directors**

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

Vice President Dan Rutka
230 Maple Grove Rd
Duluth, Minn 55811

Secretary Jeannette Olson
323 Thurber Rd
Duluth, Minn 55803
olsonfosterhome@msn.com

Treasurer Jim Linder
1120 W 5th ST
Duluth, Minn 55806

Newsletter Editor
Ron Thompson
1925 Wyoming Ave
Superior, Wisc 54880
corvaid50@aol.com

Directors: Pete Prudden
5129 Howard Gnesen Rd
Duluth, Minn 55803
corsa@aol.com

Ed Lampi
4221 Willard Rd
Duluth, Minn 55803

Dick Eilers
351 Snivley Rd
Duluth, Minn 55803
dickido@aol.com

November Activities and Events

- Nov 1-30 Fun Fun Fun
- Nov 1 Board of Directors meeting
- Nov 8 Newsletter articles due
- Nov 22nd Club Meeting Perkins London Road Dinner 6PM meeting 7.PM



2/22/2006

Head of the Lakes Corvair Association Newsletter



WHY THE NAME AND LOGO?

The name, Head of the Lakes Corvair Association, was chosen to represent the area that the club seeks to cover. This would include St Louis, Carlton, Aitken, Itasca and Pine counties in Minnesota, or most of the northeastern 218 telephone area code. Wisconsin counties would be represented by Douglas, Bayfield, Ashland, Burnett, Washburn and Sawyer counties, or the northeastern part of the 715 telephone area code.

The Logo, the aerial lift bridge in Duluth, Minnesota imposed over the Corvair Monza cross body emblem, represents the area and the Corvair automobile.
Simple, yet representative!!





2/22/2006

Head of the Lakes Corvaair Association Newsletter



October 25 Meeting Agenda

1. Non Profit status
2. Holiday party "post Party" January
3. Club Project donor Car
4. Fall tour
5. November Event
6. Community Tool chest (Peter)
7. Parts Order Clarks/Corvaair Underground
8. Web Page Update
9. Newsletter ads free to members \$7.50 Non members

***** If you have an item you want on the Agenda, contact a club officer*****

\$\$\$ JOIN NOW \$\$\$

We need you to get those membership dues in if you haven't done so yet. We are a small club with low funds so putting out a newsletter is a big drain on our tiny treasury. Starting November the newsletter will be mailed to paid members only. With the cost of postage, ink and paper it's not possible for us to send one to the whole list. So again get those dues in and be on the list!! Be a part of the biggest little Corvaair Association around.



*****Car Show News*****

On Saturday Oct 1st, 3 club members drove down to Frederic Wisc to a car show to represent our club for the first time. Ed Lampi, Art Bringe, and Luke Ribich made the trip. According to Ed the trip went good with no problems. Good Job!! There isn't too many shows left this year so start planning for next summer. Lets get those Corvairs out and show them what we have.





2/22/2006

Head of the Lakes Corvair Association Newsletter



This is an article I wrote back when I was living in Seattle. There is a multi-club function that is called CTD, better known as Corvairitis Treatment Day. It is held in Canada and all the local area clubs from the Pacific Northwest attend. It is based on the 12 step program of Alcoholics Anonymous of which I have been a member for 14 years. I wrote it for fun, do any of us Corvair owners really want to be cured? The following is what can happen when you have too much time on your hands.

Many of our fellow club members have been dealing with an illness that intensifies when the sun comes out and the convertible tops go down. I had avoided this illness for some time but once bitten by the Corvair, all run the risk of contracting this sickness. Here is a 12 step program for those with Corvairitis that might be looking for the cure.

+++++++The 12 Steps of Corvairitus+++++++

- 1) We admitted we are Powerless over Corvairs and our Family cars have become undriveable.
- 2) Came to believe that driving other makes of cars could restore us to sanity.
- 3) Made a decision to put other cars keys on our key rings and drive cars other than our beloved Corvairs.
- 4) Made a searching and moral inventory of ourselves and our garages.
- 5) Admitted to our club President and other club members The exact nature of our wrongs.
- 6) Were entirely ready to remove ourselves from E-Bay and Virtual Vairs.
- 7) Humbly attend Corvair Club meetings and not volunteering for more jobs or positions.
- 8) Made a list of all the friends we ignored because of club functions.
- 9) Invite those friends and family members to take in a movie with out a Corvair spotting in it.
- 10) Inventory all our Corvair Manuals and E-Mails and store them in boxes in the attic.
- 11) Concentrate on family and Friends and refrain from Turbo charging the Lawn Boy.
- 12) Share with friends and Club Members our new found happiness, show them you have cut all the grass and there is no fresh oil stains in the driveway.



2/22/2006

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Corvair Calvary in Action

9/21/2005

Well the Corvair Calvary was in action again today. Luke Ribich's 68 Corvair convertible was in need of attention and he called out the Corvair Calvary. Ed and Ron loaded up the rescue gear and came to the rescue. As the mighty vair backed out of the garage, the engine was racing way too fast. A quick adjustment of the carbs settled it down some, but it was still running terrible and missing. First on the agenda was to do a compression test because it was backfiring out of all 4 carburetors on the trusty 140. A compression test of all cylinders turned up all good numbers. Next was to adjust the valves. After pulling the spark plugs swinging the mufflers out of the way we proceeded to adjust the over tightened valves. All the valves were too tight and that was causing the backfiring. We put in new plugs, fired it up and adjusted all the valves. Now it was firing on all 6 but still running a little rough. We next balanced the carbs and now it was running a lot better. Both hoses on the cross tube were also loose and replaced with new hose. After re-routng a plug wire that was holding the secondary linkage open she purred like a kitten. A quick idle adjustment and slight timing adjustment and it was running like a 140 should. The smile on Lukes face said it all. It's never run better he said. Next was a short coffee break, and then load up the tools and head down the road into the sunset, just like the cowboys with white hats. This is what a Corvair Club is all about, people helping people. Together we can make this a success, and keep our beloved Corvairs on the road and running sweet. If you have a problem with your Corvair give the Corvair Calvary a call and we will have your Corvair running sweet in no time. Again, Thank You Luke!!!

Ron Thompson and Ed Lampi

The picture at the right is a picture of Ed Lampi's 1968 Coupe. Ed's story about this car and a little about himself is on the following page.





2/22/2006

Head of the Lakes Corvair Association Newsletter



Car of the Month-Ed Lampi's 1968 Coupe

*****This is a story Ed Lampi wrote a few years back but still good reading today*****

COLLECTIVE CAR?

IT DOESN'T HAVE TO BE EXPENSIVE!

Everyone who is acquainted with me knows I am a little fanatic about Corvairs. I have owned and worked on them since they were produced, When I retired in 1983 I decided I would look for a 63 Corvair to restore, as a 63 Corvair parts car was in my possession already. A suitable candidate was located for \$250.00 It was rather a dilapidated mess, but I felt it had potential. As a lot of my friends and fellow club members know, this is the 63 Corvair Monza Spyder that I've put together and driven to various car shows for the last 12 yrs. I was able to resurrect this collectable for less than a \$2,000.00 outlay. This being an early model Corvair, I felt like to try to restore a later model, 1965-1969, as there was a considerable change in the suspension and body style.

It took me quite a while to find a suitable candidate at a reasonable price, read that CHEAP). In 1991 I spotted an ad in the local newspaper by Kari Toyota of Superior, Wisconsin. They were advertising two Corvairs for sale as collector cars, a 1964 four-door at \$2,400.00 and a 1968 two-door hardtop for sale for \$3,200.00. Curious I drove over to check this out. I felt that at those prices they should be in pretty decent condition. They were, at best, very poor, needing a lot of attention. The 1968 had a definite miss and was badly weathered, probably stored outside somewhere for some time. I was offered the 1968 for \$1,800.00, which I politely declined. Later that same car appeared at a show I was attending for sale, at the price of \$1,800.00. Sometime later, an ad by a private party appeared in the paper for a 1964 coupe. Checking it out it was the 1968 from the Toyota dealer. In selling the car, they had mistakenly transferred it as a 1964.

Later, a fellow Corvair owner from Two Harbors said that a 1968 coupe was for sale at a reasonable price, again read that CHEAP). I obtained the name of the owner and found that we had worked together at the same automobile service outlet. It was the same 1968 hardtop from Kari Toyota at the \$1,800.00 price for their son. He evidently wasn't too happy to drive the poorly running Corvair and persuaded his parents to trade it in at the Two Harbors Ford dealer. In Turn, the salesman bought the car for his son. The first time he drove the car, the harmonic balancer separated. It over heated to the point that it started on fire. The fire dept was able to put the fire out, but everything combustible in the engine compartment was burned and the paint was scorched on the engine lid and rear fenders. The car was offered to me for \$250.00-FINALLY MY PRICE!!

It was hauled home and I went about getting it running again. I had been given a 1965 coupe as a parts car, so I had a source for parts. I removed and cleaned up the top of the motor and substituted parts off the 1965. It finally ran, with the same miss, also the ring gear had a broken tooth, so the motor was pulled and repairs started. New rings and bearings were installed. In checking the valves, a valve guide was discovered so badly worn that it could not hold any compression, which was replaced. Weathered upholstery was repaired and replaced where needed. Body work and a new paint job was next. New tires and brake shoes were installed. Again in totaling the cost involved, I really outdid myself in restoring this car for a total cash outlay of less than \$1,400.00 I now have a solid driver at a reasonable price. It does take some knowledge of the vehicle and dedication to your work plus help from family and friends to make it possible. AT my age-79 I feel it was a good accomplishment.

Ed Lampi





2/22/2006

Head of the Lakes Corvair Association Newsletter



MORE POWER SCOTTY!!!



The Chevrolet Corvair



Ok here's a story about having too much power. Pete Prudden is known in the local Corvair community as an expert engine builder. He squeezes all the available power out of any engine. Word has it that his riding lawnmower can run in the low 12's at Brainerd International Raceway. The picture above was a result of building another monster engine and dropping it into a donor convertible to see how she ran. Time came for the test run on the road and he hit reverse a little hard and the rear of the car separated and took off. It was last seen heading south on I-35 around Hinkley. If you see this back half running down the road, please contact Pete as his trusty golden lab puppy was in the back seat. He comes to the name of Speedy.



Charlie Running of Grand Rapids Minnesota owns this 1962 Monza Coupe. He has restored the car after finding it sitting in a farmers field. Good Job Charlie!!



10/11/2005

Head of the Lakes Corvair Association Newsletter



Dues for the club will be \$15.00 a yr for a family membership. Here is the contact info for any questions.

**Ed Lampi
4221 Willard Rd
Duluth, Minn 55803
724-1182
Irene.Lampi@juno.com**

**Ron Thompson
1925 Wyoming Ave
Superior, Wisc 54880
590-0765
corvki50@AOL.com**

**Peter Prudden
728-2408
corsa@aol.com**

.....
Membership Application

Head of The Lakes Corvair Association

Name _____

Address _____

City _____ **State** _____ **Zip** _____

Phone Number _____

E-Mail address _____

Corvairs Owned: _____

Dues: \$15.00

Payable to: Head of the Lakes Corvair Association

Mail to: Jim Linder Treas.

1120 W 5th ST

Duluth, Minn 55806





2/22/2006

Head of the Lakes Corvair Association Newsletter



ANNOUNCEMENT!!!!

We have another Corvair in our group. Ed Lampi picked up a 1964 Coupe and has started restoration. The car is in great shape and won't take much to get it running again. It's always good to see another one put back on the road. We will be expecting updates Ed so keep us informed!! To the right is a couple of pictures I took of his new baby. Ed plans on painting it Black top and Red bottom. It just so happens I had one that color so I could show Ed what it looked like.



Here's what she's going look like. This is my other 62 I had when I lived in Seattle, Washington.





Head of the Lakes Corvaire Association
1120 w 5th ST
Duluth, Minn 55806



Tim & Ronna Verthein
103 4th Ave Box 103
Bovey, Mn 55709

*This will be your last newsletter if you
not a member!!
JOIN NOW!!!!*

