Hot Air Newsletter

Dan

Ed

Bob

The Head of the Lakes Corvair association held it's annual food drive at the Superior Wal-Mart Superstore on sat Oct 17th. The weather turned out to be sunny and warm. We were able to collect about $245.00 in cash which $197.00 of food was purchased and about $45.00 of cash was given to the food shelf. Food collected weighed in at about 345 pounds but it still filled 4 trunks full of food. It seems a lot of lighter food was bought this year and less canned food. After the food drive we caravanned over to the Church to unload. Needless to say they were very excited to fill their shelves. Also this coming spring we will be invited over to the church for a dinner. They want us to bring our Corvairs for all to see. So when I have more info on this I will pass it along. A big thank you to all who made this another success!!!

Another Food drive was held at the Super One store on Miller Trunk. They collected a total of 799 pounds of food. A lot of less fortunate families in the area will be enjoying some good meals with our help. It makes you feel good that your help made the difference. Even with the bad economy and money being tight, people still give generously to fill the trunks with much needed food.

Birthdays

Happy Birthday!!

Nov	8 Art Bringe	Dec 1 Dan Rutka
	18 Pete Prudden	24 Jeannette Olson
	21 Pat Murphy	30 Ron Thompson

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

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

June Treasurer Report

Starting Balance	$721.68
Expense	
Check to Corvair Minn (sign)	50.00
Postage	8.50
Ending Checking Balance	$671.68

Aug Treasurer Report

Starting Balance	$627.68
Expense	
Postage	8.50
Ending Checking Balance	$618.88

July Treasurer Report

Starting Balance	$671.68
Expense	
Postage	44.00
Ending Checking Balance	$627.68

Sept Treasurer Report

Starting Balance	$618.88
Income	
Prev 50/50	30.00
Aug 50/50	7.00
Sept 50/50	7.50
Ending Checking Balance	$663.38

The Big Bore motor is on the road!

Well I finished installing the Big Bore motor in my 62. All that's left is some tune up and minor adjustments. It runs like a scalded cat. Jason an I put it thru it's paces the other night and all we could say was WOW!! This thing has a lot of power. The difference in the big bore is the 94 MM VW cylinders. The stock 140 Cylinders will fit inside the 94 mm ones. She really goes thru the gears. The cam I have in it has about .474 lift with the roller rockers. Stock lift is .390 for a 140. Also it has 233 degrees of duration. This all means more gas to the pistons which means more power. It sure makes for a fun ride. It will make for a fun ride to Iowa next year. Another job out of the way. Now we have to strip down the 66 and haul the rusted hulk away. It's too far gone to save. Next is a new ceiling in the garage before winter.

Ron Thompson

Time for a change!!!

I guess it's time for a change. I have enjoyed being newsletter editor for a few years. I think now it's time for a change. Jason Agnich has agreed to do the newsletter and I will help him with the transfer. Some new ideas will be good for the club. Between the two of us the newsletter should be bigger and better than ever.

Thank You
Ron Thompson

NEW OFFICERS!!!

Well the ballots were counted and here's your new officers for the up coming year.

President	**Bob Saunders**
Vice President	**Dan Rutka**
Treasurer	**Pete Prudden**
Secretary	**Kathy Thompson**
Newsletter	**Jason Agnich**
Directors:	**Art Bringe**
	Jason Agnich
	Pete LaTour

Congratulations!!!!!!

Art's Newest Project.

Here is a picture of my latest trophy, it's a 1963 Corvair Van. I drove it home from Hermantown, well, almost all the way home. I made it a block from home and my ******FORD****** helped the Corvair finish the trip home. With some help from Ed, and Ron it'll be running good!! Then I can work on it's looks.
Art Bringe

Bob's Latest Toy

Bob Saunders Has added another Corvair to his stable. Most people finish one project before they start another. Not Bob, he just keeps adding projects. Ha Ha Bob snagged this nice 1962 Wagon that was loaded with boxes of extra parts. The body looks good and it shouldn't take much to get it on the road. I cleaned up the carbs and in the next couple of days I'll try to fire it up. It needs brake work but over all it looks good. Nice find Bob!!

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

Here's Ed and Dan
at the
Proctor car show

Here's Ed
at
The Floodwood Show

Here's Ed
at the Barnum show
where
Ed and Charlie Running
both took Trophy's

Harvey Earl, GM's style chief, poses with his rear - engine Corsair.

General Motor's Rear-Engine Car

(The following article is a direct reprint of the article beginning on page 67 of the **April 1949** Mechanix Illustrated. *As you will note, the concept of rear engines was not new in 1949 as the article takes you back through the automobile age outlining some of the early rear-engine designs. —Ed.)*

By Bernard W. Crandell

Mechanix Illustrated

Whenever the subject of rear-engine cars plays across the auto columns of the nation's newspapers, a certain bunch of boys in Detroit snicker to themselves!

Rear-engine cars! Not for the American public, they say. And they ought to know. They're the head stylists and engineers for General Motors Corporation. Why are they so convinced?

They know this rear-engine stuff isn't news at all. In 1902, 18 out of the 23 automobiles in production had their engines placed aft. But then gradually the engineers were overcome with violent symptoms of *front-engine* fever. They wanted to put the motors up front! And they said they had good reasons for doing so.

Safety was one of these reasons and better weight distribution another. They got their way eventually and soon almost all American cars were being manufactured with engines in the front. But then the picture started to reverse itself. In 1925, the Julian chugged into print with "the first rear-engined car in 20 years." Entirely unsatisfactory and "old fashioned," it shortly thereafter became the first rear-engine model to go *off* the market in 20 years, too.

In 1931, Sir Dennistoun Burney, noted airship designer, had a go at a rear-engine car. He tried to peddle it to GM and Studebaker on the theory that its 66-33 weight distribution (66% of the weight on the back wheels and 33% on the front) would, when the brakes were applied, shift to a 50-50 balance. He also thought his machine took bumps easier with front-wheel shocks rotating on an arc from the rear axle, and bumps under the back wheels being absorbed by a rotation around the front axle. If this sounds screwy, it's typical of some of the inspired double-talk that has been going on ever since the revival of the rear-engine ruckus.

The Burney design, which went whole-hog on radiators with one in back to cool the engine and another in front to heat passengers, was sold eventually to the British Crosley. They came out with a $3000 sedan which set no sales records.

An experimental rear-engine design made its appearance in 1933. John Tjaarda, a Detroiter who designed two experimental models for the Briggs Manufacturing Company, claimed it was ridiculously simple to drive. He explained in the magazine Automobile Topics: "When starting, all one has to do is turn on the ignition, when a red light will show on the dash. Then step on the throttle which simultaneously starts the engine and the red light will go out and a green light shows. As the engine can not be heard in the front seat, the lights will tell what is happening in the rear."

Tjaarda's car caused a mild sensation in the industry for a year or two. Then Chrysler and Ford, potential customers for whom Briggs already made bodies, had to decide whether the sensation was good or bad. The freaks had V-8 engines mounted over the rear axles and buzzed through the streets of Detroit without mishap until winter arrived. The original notion was that the engine heat could not seep forward and cause discomfort during hot weather. As it turned out, passengers were cool enough in summer, but during the winter they froze. No heating system had been devised!

Most unconventional and probably most comfortable of all interiors in a rear-engine experiment was brought out several years before World War II by William B. (Bill) Stout. He first achieved engineering fame by building the first all-metal airplane. In 1934, Stout showed up with a living-room on wheels. There were broad back seats, three chairs which could be moved around and a comfortable chair for the driver. A drop-down bed and a table completed the ensemble. Stout planned to build 100 of these cars the following year. Instead of launching production, however, he refined the job into a newer model called the Scarab. It got a good press but never got any farther down a production line. One reason alone was enough to kill the idea— it would have had to sell for $5000.

In 1938, Emile E. C. Mathis, French motor manufacturer, and Axel Wenner-Gren, Swedish industrialist, announced plans to build in France, Sweden, England and the U.S. a small car with a radial engine in the rear. It would be "designed to give 50 to 60 miles on a gallon of gasoline." In this country they hoped to sell the car for $500 but the War interrupted their aspirations and the car never got into production.

Several other European pre-war designs for rear-engines—the English Crosley, the German Mercedes-Benz, Czech Tatra, Italian Isotta-Fraschini, French Renault and Hitler's Volkswagen—got along well enough by European standards. But that was principally because their size, speed and styling were so far under American par for the production line that major problems didn't develop. Most of the small cars with little horsepower couldn't go fast enough to get the front-end sway. Engine-cooling was of so little consideration that in the 8-hp Renault, for instance, the radiator was *behind* the engine.

Then, of course, came Tucker with his plans for a posterior-powered jalopy with more truck space, more power, better vision, more safety, better brakes, better styling, etc., at the same cost as a conventional auto. But production-line Tuckers still haven't made their appearance for general distribution and it looks like Tucker's dream won't come true (at this writing anyway).

One day in 1946, an automobile that appeared to be an ordinary Pontiac sedan stopped at the New York mouth of the Holland Tunnel to pay the toll before proceeding to New Jersey. The attendant, casually preparing to charge the regular fare, let his gaze wonder downward. He stopped short! The car had twice as many rear wheels as an ordinary private car. so he upped his fee to the bus category—a few cents more.

This special six-wheels rear-engine job, put together in New York for General Motors, has since been driven, dissected, patted, pooh-poohed and praised by scores of engineers.

Results? The tests kindled some enthusiasm. Its dual tires had unusually good traction on any kind of road surface. On snow, ice or gravel it performed better than others. It didn't "fishtail" on slippery surfaces while gathering speed. The light front end made steering easy, without the tires side-slipping on a sharp turn. But that's about where its advantages stopped.

What are some of the arguments against the rear-engine design? One of the principal ones is weight distribution. With the heavy motor over the rear axle, the center of gravity of the car is shifted to the rear. This means that when not under complete control, the car will have a tendency to turn around and travel backwards, like an arrow shot tail first. When skidding on ice, for example. Then, too, in case of an accident, the heavy rear moves forward, telescoping the car and its occupants. Even the rear-engine boys recognized this. In almost all models, the front hood has been retained.

The driver, in his perch way up front, is minus the protection of the heavy engine and its frame, it is claimed. Steering will not be as positive since not enough weight will bear down on the front wheels. Engine cooling, too, is another problem.

What can be said in favor of the rear-engine car? The driver can be moved forward for better visibility. Added weight in back gives better traction. Noise and engine heat are eliminated from the passenger compartment. Fewer engine parts are necessary; one of the first to go would be the long drive shaft and its bulge in the car floor.

That Pontiac and a number of other GM "bustle buggies," told the engineers the pros and cons of the problem.

But the styling section of GM still wasn't convinced. What about those super-stream-lined beauties the artists have been playing up as the "cars of the future"? You've seen plenty of them. Three persons in front, looking through the swept-back windshield. There is no hood on this creation—remember, the engine's way back out of the way. In the rear seat are three passengers with engaging grins on their faces, happily contemplating life.

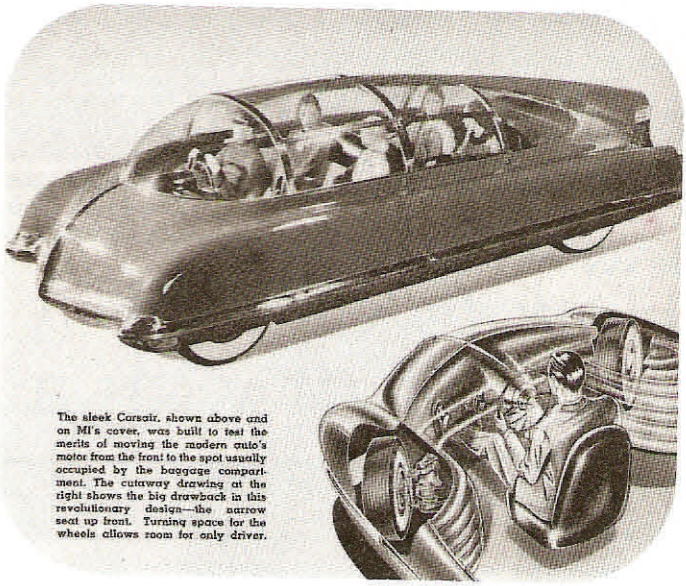
There wasn't enough evidence against the rear-engine to warrant its complete dismissal. If the body could be styled to fit, and if enough advantages could be found in it to outweigh the objections to its engine location, GM would have itself a new car.

To answer these questions, they built a rear-engine car which they called the Corsair. It's a three-eighths life size, natty little model, just like one of those futuristic dream-wagons the artists have conjured up. But here's what they had to do with it. Do *you* like it?

To make room for the front wheels to turn and to give the driver all the extra visibility the design is supposed to afford, they had to put him all by himself up front. With the wheels fully turned, only 34 inches remained between them for the driver's legs. To accommodate the passengers, two more seats were necessary. The overall effect was that of a *bus*.

This, in the GM minds, was enough of a reason to pigeon-hole the idea. At least for the time being.

The Corsair is undoubtedly GM's "car of the future." will it ever be produced? It has been tested. Its advantages and disadvantages are known. If you, the motoring public, demand this style car, GM won't have any alternative but to take it from its moth balls, wipe it off, and hand it over.



The sleek Corsair, shown above and on MI's cover, was built to test the merits of moving the modern auto's motor from the front to the spot usually occupied by the baggage compartment. The cutaway drawing at the right shows the big drawback in this revolutionary design—the narrow seat up front. Turning space for the wheels allows room for only driver.

The sleek Corsair was built to test the merits of moving the modern automobile's motor from the front to the spot usually occupied by the baggage compartment. The cut-a-way drawing shows the big drawback to this revolutionary design — The narrow seat up front. Turning space for the wheels allows room for only the driver.

Do you remember when you were young, seeing that one perfect car rolling down the road and wanting nothing more in life than to drive it as your own? Maybe you were fifteen and it was a shiny cherry red Mustang. Maybe you were seventeen and it was a spotless mint green Cadillac. I was sixteen, and it was a moldy, broken down, windowless nineteen sixty five Corvair Monza that appeared in my backyard. The moment I saw it, I knew it had potential and it could all be summed up in one word: "Dibs." Ron, my step dad, had transplanted this particular heap from a friend's backyard to our own for the easy price of free. It was love at first sight when my eyes met with the (likely broken or missing) headlamps of the pitiful pile of brokenness sitting on our back patio. This would be my first car. The next several months were full of my eager encouragement in the form of popping into the garage to inquire, "Is it done yet?" I watched as my car began to look, well, like a car. Seats, windows, and even a tape deck appeared. The moment wheels touched the axles, the questions turned to, "When can I drive it?" The wait seemed impossibly long for my car and I to, at last, have our first drive together. Finally, it was ready. I got behind the wheel. On a summer day it got about nine billion degrees inside, if you stepped on the gas you could watch the gauge drop (guzzle guzzle), and the doors could be unlocked with blank keys. In short, it was PERFECT. Absolutely no other car will ever be mine like that nineteen sixty five Corvair Monza was. The flat faded gray color was just flashy enough for me, and the metal dash began to collect magnets. Cassette tapes began to clutter the floorboards. This was my car. I'll never forget watching my car transform from a sad heap of useless metal to the most beautiful car I know. It would never have happened without Ron's efforts, and the support, advice (and parts!) of his "Corvair buddies". There wasn't a day in the garage that I didn't hear him invoke the names of other Corvair enthusiasts. Thanks to Ron and the rest of the Corvair community, I will always have these amazing memories of my first car. Maybe someday my car and I will meet again. I guess the part I contributed was the part of me that will always be in that particular nineteen sixty five Corvair Monza.

Jennifer Pride (Kathy Thompson's Daughter)

Corvair Classyfieds

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 Wisc
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.

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
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2008-09
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