



CHAPTER 990 of



# REAR ENGINE REVIEW

JUNE 2017

Inland Northwest Corvair Club  
P. O. Box 9689  
Spokane, WA 99209-9689



"Tim" The 1962 Rampside formerly owned by your editor at **Car D' Lane** several years ago.

The **Rear Engine Review** is a monthly publication of the **INLAND NORTHWEST CORVAIR CLUB**, chapter 990 of the CORVAIR SOCIETY OF AMERICA (CORSA). Letters, articles, experiences, technical information, humor, and recipes are welcome. Please submit your material to:

**Inland Northwest Corvair Club**

**P. O. Box 9689**

**Spokane, WA, 99209-9689, or**

e-mail the club at [corvairclub@comcast.net](mailto:corvairclub@comcast.net), or the editor at [daveeva@comcast.net](mailto:daveeva@comcast.net).

The Rear Engine Review uses material from many sources and may not give appropriate credit. If your material appears without acknowledgement, we thank you for your contribution. It was used in good faith to help preserve, maintain, drive, and enjoy our CORVAIRS!

Visit us at our new web-site

<http://www.corvairclub.com>

**All material must be submitted by the twenty-fifth of the current month for inclusion in next month's issue.**

The INLAND NORTHWEST CORVAIR CLUB welcomes past, present, and future CORVAIR owners, as well as those who are simply curious about these unique vehicles. We welcome CORVAIRS of every degree of restoration or modification, including other vehicles utilizing CORVAIR components. **CORVAIR ownership is not required!** Club events, dates, times, and locations are published as soon as practical in the **Rear Engine Review**, or on the **club web-site**.

**Dues:**

CORSA Members	\$13.00/yr.
Non-CORSA Members	\$15.00/yr.
Corsa Membership	\$45.00/yr.

**CORSA MEMBERSHIP IS STRONGLY ENCOURAGED**

CORSA	phone (630) 257-6530
P. O. Box 607	fax (630) 257-5540
Lemont, IL 60439-0607	
<a href="mailto:corvair@corvair.org">corvair@corvair.org</a>	<a href="http://www.corvair.org">www.corvair.org</a>

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**ADVERTISEMENT RATES:**

Club Member (renew after two months)	FREE
Non-Club Member (first month)	FREE
(each additional month)	\$1.00
Commercial/Business Advertising (per month)	\$2.00
(per year)	\$20.00

The **Inland Northwest Corvair Club** welcomes private party ads for any reasonable item or items that are for sale or wanted. Corvair and automotive related ads will be given the highest priority, followed by those of a more general nature.

We also welcome commercial advertisements from those supportive of this club, Corvairs, and the automotive hobby. Corvair and other automotive products and services will be given the highest priority, followed by those of a more varied and general nature.

## THE EDITOR'S DESK

By Dave McChesney



I hope the above image does not give you a false impression of my organizational and housekeeping skills. In reality, there is enough clutter on my desk to prevent a view of the desk itself. (What is it they say about geniuses and their messy desks or work areas?)

If you have news of a recent event, or have a Corvairstory you'd like to share, send it along, and I'll get it in the next REAR ENGINE REVIEW. Pictures of events or of your Corvairstory are welcome too. Jpeg format is probably best, but if need be, I can work with about anything. *(Articles or columns from club officers are especially welcome... hint! hint!)*

For those with businesses, consider advertising in the Rear Engine Review for just \$20 a year. Automotive related preferred but not required.

A handwritten signature in blue ink that reads "Dave McChesney".

## CLUB BUSINESS CARDS

Contact INLAND NORTHWEST CORVAIR CLUB Web-master Dave Fender for business cards with the new club logo on them. They have a place where you can add your contact information. I'd suggest getting some of the extra small return address labels and printing your contact info on those. I think they are small enough to fit in the area provided.



The front of the card looks like this.

## TREASURER'S REPORT



Submitted by Dave McChesney

In the past thirty days or so we gained 12¢ in dividends as May ended. We reimbursed our Tech – n – Tune hosts \$62.18 for expenses incurred. Lastly we received \$15.00 in dues. We now have \$1266.76 in Savings, \$114.95 in Checking, while our total worth is \$1381.71

**Many are still behind with their dues. INCC membership is \$15.00 per year, while CORSA members pay \$13.00.** *If you are unsure of your membership status, or if you no longer wish to be an INCC member, please contact the club to find out your status, or to pass along your resignation. Payment extends*

your membership one year from the current date of expiration or from the date payment is received, a very special deal for those who are overdue. If you cannot attend a club event and pay your dues in person, please send a check or money order to the club's mailing address at:

**Inland Northwest Corvair Club  
P. O. Box 9689  
Spokane, WA 99209-9689**

I check the club's Post Office Box every Friday or Saturday. Any funds received are deposited the following week.

### **ALBENI FALLS DAM TOUR**

This event was tentatively scheduled for Sunday the 21<sup>st</sup> of May. Some planning details have not fallen into place, so for the time being it is on hold. When things are finalized, all members of the Inland Northwest Corvair Club will be notified.

### **ECONO-RUN XLIV**

The forty-fourth version of this Northwest classic event was held on the west side of the state in early May. We have not received any word of participation by anyone belonging to the Inland Northwest Corvair Club. If you went, and especially if you have pictures, please let your editor know. Regardless of the delay, he will be glad to include any photos or information in a future issue of the REAR ENGINE REVIEW.



<http://www.cdadowntown.com/cardalane/>

## **27th Anniversary! A Classic Car Weekend for 1975 or Pre'75 Cars & Trucks**

**Cruise Friday, June 16, 2017, 6pm – 9pm**

This is an option for anyone who wishes to partake; but not an official Inland Northwest Corvair Club event.



**Show Saturday, June 17, 2017, 8am – 4pm**

So we can go in as a group and park together, we'll meet at 6:30 AM Saturday, at *Peterson's Harvest Foods* at 12th and Sherman Ave, in Coeur d'Alene.



**Awards at 4 pm at 5th & Sherman**

After all the awards are presented, we'll head to Craig and Jan's for a club-hosted BBQ. If the weather is nice, we'll be outdoors. If it is not so nice, we'll be indoors.



## CRUISE NIGHTS 2017

If you plan on going to any of these, contact your fellow club members and invite them to go as well. Again, send along any pictures or written descriptions for inclusion in future issues of our newsletter.

### Monday

Paul Bunyan  
8625 N. Government Way  
Hayden, ID

### Tuesday

Cinderella Customs (July-Sept)  
3002 W. Seltice Way  
Post Falls, ID

Tall Pine Drive In  
203 N Division St  
Pinehurst, ID

Zip's Drive Inn  
12218 N market St  
Mead, WA

### Wednesday

Clayton Drive In  
Hwy 395 & Railroad Ave  
Clayton, WA

Paul Bunyan  
13735 Hwy 53  
Rathdrum, ID

Paul Bunyan  
30340 Hwy 200  
Ponderay, ID

Steer Inn  
7920 N Division St.  
Spokane, WA

### Thursday

Prime Tyme Bar & Grill  
Hwy 2 & Westwood  
Chattaroy, WA

Ron's Drive Inn  
12502 E. Sprague Ave.  
Spokane Valley, WA

### Friday

Monitor Hot Rod Cafe  
2960 Easy St.  
Wenatchee, WA

Retro Classic Cars  
240 W. Main St.  
Spangle, WA

Zip's Drive Inn  
1005 S. Main St.  
Deer Park, WA

## 2017 EVENT SCHEDULE

**Inland Northwest Corvair Club events are in bold.** Other events and activities, primarily from the *Inland Northwest Car Club Council's Event Calendar* are included for those who may want to participate in them. The calendar is available on-line at [www.incarclubcouncil.org/calendar.php](http://www.incarclubcouncil.org/calendar.php) for those who would like more information about these and other events scheduled. If you happen across any events fellow Inland Northwest Corvair Club members might be interested in, please let everyone know.

### JUNE

**Friday and Saturday, 16<sup>th</sup> and 17<sup>th</sup>**  
**Car d' Lane Cruise and Car Show**  
**Coeur d'Alene, Idaho**  
[www.cdadowntown.com](http://www.cdadowntown.com)

Saturday, 24<sup>th</sup>.  
Dukes and Friends Picnic  
Sontag Park, Nine Mile Falls, Washington

## JULY

Thursday, 20<sup>th</sup>.

Inland Northwest Car Club Council's  
Downtown Scholarship Car Show

**No Inland Northwest Corvair Club  
events/activities scheduled**

## AUGUST

Saturday, 5<sup>th</sup>.

Rollin' in Hillyard

Harmon Park, Spokane, Washington

Sunday, 23<sup>rd</sup>

10:00 am:

Tech-n-Tune, Potluck at Craig's  
Coeur d 'Alene, Idaho

## SEPTEMBER

Saturday, 9<sup>th</sup>

Haul to Harrison

[www.harrisonidaho.org/events.html](http://www.harrisonidaho.org/events.html)

Saturday, 16<sup>th</sup>

Palouse Days Open Car Show

Palouse, Washington

## OCTOBER

Saturday, 15<sup>th</sup>

Noon

Cider Fest at the Connolleys  
Tum Tum, Washington

## NOVEMBER

**No Inland Northwest Corvair Club  
events/activities scheduled**

## DECEMBER

**INCC Christmas/Holiday Party  
(Date, Hosts, and Location TBA)**



*Corvairs on display at the 2013 Cider Fest*

## CORVAIR FOR SALE

### 1965 Corvair Monza Sedan

I've owned this car for nearly two years. This is a 140/4 speed car built in Los Angeles and was once owned by Craig Nichol, although I bought it from a car lot in Post Falls, where I was told it had come from the Seattle area. This is a good running project car. If not for health issues, I'd keep it indefinitely as it can be driven and moved while other work is being done. Although it's obviously spent time outside, it's been garaged during my ownership.



**Power Train:** The engine is numbered for a '66 140/4-speed car but I don't know its history. Its smooth running, quiet, has even compression and minor oil drips. All four carbs have been replaced with rebuilt units (Grant Wolf) with new fuel lines, linkages, a drag-free cross shaft, new fuel pump, rebuilt alternator and regulator (Napa). The thermostats and entire exhaust system and hangers are all new (Clark's). It starts easily, doesn't smoke and has little blow by. I've rebuilt the shifter with

new bushings, shims and coupler (Clark's). I don't know the history of the transmission, but it shifts correctly, is quiet (along with the final drive) and has fresh oil. I installed a new backup light switch (Clark's). The clutch works fine and the flywheel is quiet and solid. I bought a pair of replacement axle shafts and new universal joints and seals (Clark's), but haven't installed them yet.



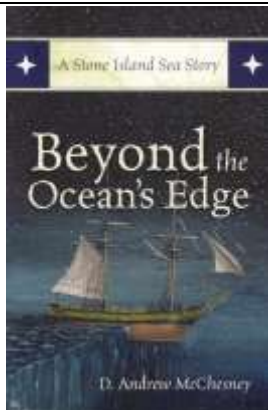
**Chassis:** The car had a new gas tank when I bought it. Over time I accumulated brake parts (Napa and Clark's) and the brakes are all new; shoes, wheel and master cylinders, hardware and hoses. The brakes were assembled by a local shop as I was unable at the time and just wanted it done. A nylon pitman arm bushing (Clark's) was installed and the steering box was filled and adjusted. I have a pair of rear struts with good bushings that I haven't installed yet. When I fixed the shifter, I ran a harness through the tunnel to support a Corsa instrument cluster that I have but haven't installed yet. (A previous owner installed a tach in the stock cluster clock hole.) I installed a thermister and its wire in the correct location. The heater hoses were replaced with new. Also, the heater control was replaced with an intact unit that came with the car. The car has 14X6 GM Rally wheels (early Camaro) with the correct setback and serviceable tires (195/70 front, 205/70 rear).



**Body:** I'd only begun the body prep. It's really very solid. The undercarriage, tunnel cover and such are all fine. I have a patch panel for the left rear fender (under the battery tray, which is fine). There is surface rust from apparent years of sitting outside, but nothing serious. There was a previous repair on the right rear quarter when I got the car, but I don't know the history. The dark gray primer at the rear is my early work. Obviously, this is where most of the remaining effort will be needed. The seats and door panels are not bad, though they'll need work. The headliner is separated at the back, but might be useable. The rotted carpeting was removed and the floors are all solid. I removed most of the trim to facilitate the prep work. I have some additional parts and tools that go with the car.

I have receipts for the brake work done and many Clark's orders, but I'm realistic on my expectations. **I'd appreciate offers in the \$3000 range and would really like to find an appreciative home.** Realistically, my physical limitations will prevent me from completing the project. Corvairs were my first love in high school and much later I hoped to rejoin the family. The car is located in Post Falls. Thank you for your consideration and best regards.

**Mark Cataldo, 208-661-2119  
(Call and/or text)**



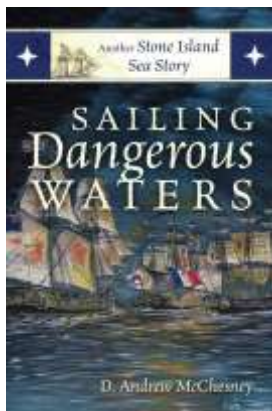
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Both are available in Kindle™, Nook™, downloadable PDF, and paperback formats, and may be available at other on-line sites.

They are currently on the shelf at

The Well-Read Moose

2048 N. Main

Coeur d'Alene, Idaho

and

2<sup>nd</sup> Look Books

2829 E. 29<sup>th</sup> Ave.

Spokane, Washington

I have copies on hand as well, so contact me if you are interested.

[daveeva@comcast.net](mailto:daveeva@comcast.net)

Visit: [www.stoneislandseastories.com](http://www.stoneislandseastories.com)