

# Corvair-Sations



The Official Publication of Corsa Oregon

October 2011

## FROM THE PRESIDENT

Hello everyone:

It's officially fall but as usual the weather here in the northwest is holding out. I've been fortunate to get the Corvair out quite often in September so I really can't complain at all.

Our annual Beaches/PIR meet was again another great success. Thanks again to the Lawsons for setting-up this meeting for us. The weather was perfect and there were lots of Corvairs there too. In fact it may have been a record amount this time with a few cars we've never seen before. I got there late and was not able to connect with the owners of these Corvairs but hopefully someone was able to talk with them about joining our club. It's good to know that the information is getting out to people who aren't members yet which means we're doing something right. I think the internet is helping us more and more in this area. I did forget again as I do every year to make a plan "B" just in case it rains. So please remind me next year to remind us all to meet at the usual location (stamp club) should it decide to rain and the show get called off.

If you remember my story last month about Ritha driving our Corvair for the first time then you'll know why I got so excited and emotional a few weeks ago when I saw one of our club member's wife driving their Corvair. I won't reveal her name as to protect the innocent but maybe she'll admit it someday. Ritha was with me so I do have a witness to this sighting, but I was glad to see that more of our wives are getting behind the wheel of this really cool car.

The next big event for our club is Corvair College. By the time you get this news letter it will be history and good memories... If you could only see your face right now, as your saying to yourself - What? Did I miss it. I thought it was this next weekend. Well, it is but I'm still laughing. Sometimes I just can't resist a little joke. Anyway, it is scheduled for next weekend, Saturday, October 8th and there's more information inside this letter. So relax, you haven't missed it yet and I hope you won't either as it should be another great event.

Until next time, "Turn your head lights on" and God Bless . . . Regan

## POINTS OF INTEREST:

- Please submit newsletter articles and ideas to Ritha Metcalf by the 15th of each month. She can be reached at [ritha2@msn.com](mailto:ritha2@msn.com) or 503-936-8339.

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### Next Meeting

**October 5th Refreshments—Bill Jabs**

**Board mtg at 6:30 p.m. Regular mtg at 7:30 p.m.**

**Oregon Stamp Society Building, 4828 NE 33rd, Portland**

## AT IT AGAIN

Submitted by: Bill Jobs

Another one of those projects I couldn't turn down. I received a call sometime in July from Duane Wentlandt, who told me Duanne Luckow was selling his 1963 Rampside and with it came a running 1964 Corvan. Knowing the condition of the truck, how could I refuse—I always did want a Rampside “driver.” I asked Duane if he was up to another project, and since he was just finishing his Canadian turbo convertible, he said “sure.”



I thought it was going to be a fairly straight forward restoration, but as always, when the paint comes off, the body is never as good as you thought. We had the body stripped at Pro Blasters (of course) and Duane has gone to work on the body with help from Duanne Luckow. Rust was prevalent in the typical places (which have been removed and replaced), but the ramp had been replaced by Luckow and the tailgate was decent except for some nasty dents. There were, however, lots of holes that needed to be filled. We found better doors than those that came with the truck, so those were replaced. The body work is now 90% complete and many of the parts are now in primer.

We are going to use the complete drive train (110 h.p./4-sp.) out of the 64 Corvan, which we did get running, but has proven to be very tired, so will be completely rebuilt. Willie Devecka is doing the heads, the crank and cam are being turned, and I had new pistons and barrels. Rex Johnson has agreed to assemble the engine and rebuild the transmission and differential and Steve Brown is doing the steering box. It came with a gas heater, which Vern McIntosh is checking out.

As always, one of the most difficult parts of a restoration is finding all the correct parts. The seat was missing, but I had a set of FC bucket seats, so those have been refurbished and will sport a new set of correct covers from Clark's. Duane found a great source for windshields, so we got some for ourselves and other club members. We have most of the parts assembled, but that journey will continue until the end.

The paint scheme will be similar to my 65 Greenbrier (red with an off-white stripe), and the inside will be more like an FC deluxe Greenbrier. For practical reasons, we are going to rhino line the bed area (remember I said this is going to be a driver). The truck is also going to have chrome bumpers and stainless windshield trim. While we will clean-up the underside and rebuild critical suspension and brake components, we are not going to spend a lot of time detailing it.

With a little luck and lots of help from fellow club members, the project hopefully will be done by spring 2012. Thanks to everyone who is part of the project, and especially to Duane (Extraordinaire) Wentlandt.

## BEAUTIFUL 1965 CORVAIR CORSA TURBO CHARGED CONVERTIBLE



1965 Corsa 180 HP Turbo Convertible. Fully accessorized with correct GM parts including: Power top, 4 speed, quick steer, quick arms, heavy duty suspension, am-fm with 3 knob multiplex, simulated wood wheel, tele column, remote mirror, head rest seats, front and rear bumper guards, deluxe front and rear seat belts, luggage rack, locking gas cap, engine light, spare tire lock, posi, turbo oil bath air cleaner, tinted glass, 4 way flashers, 3 bar spinner wheel covers and much more. Including the original protect-o-Plate. Restored to perfection. Runs, looks and drives like a new car. Pacific Northwest car and a Corsa Judged Senior division vehicle. More pictures available. This is an expensive car that was done correctly. Asking \$20,000.  
Duane Wentlandt 503-632-1710

## CORSA OREGON MEETING MINUTES: 3-AUG-2011

Submitted By: Bill Strickland — Minutes prepared 28 Sept 2011

Following a brief Board meeting which mostly covered Corvair College topics for Oct 8th, it being a very lovely summer evening (about the first one I think), therefore a goodly number of Corvairs were in the parking lot needing their tires kicked. President Regan Metcalf restored order to the regular meeting about 7:50 pm. Refreshments were greatly appreciated. Steve Brown has heard from a few members paying their dues, but a letter will be going out soon. Bob Anderson apparently is going to move to Arizona. Again, requests were made for folks send in articles to the newsletter. Paul Lawson reminded all of next month's meeting being the Beaches Cruise-In at PIR and to bring your own chairs. Gary Baldwin continued his temporary leave from meetings. The Corsa Oregon website is still up and running (28 Sept) at <http://www.corsaoregon.net>, but content is still a little thin as Mike Mehl has been exceedingly busy. It was mentioned that Corvair College is Oct 8<sup>th</sup> at the Lawson's hanger at Pierson Air Park in Vancouver — it was agreed to charge \$5 for lunch with the club supplying burgers and drinks and desserts. We're to bring salads-n-sides. Bill Strickland wanted Rex Johnson to do a Powerglide disassembly. We had several reports on the Convention. Rex reported on his trip and the swap meet (see the Sept newsletter). He also won the 140 hp class in the Econo Run. Steve Brown reported that the Seversin Family continued to dominate the Cole Award and that Rex was the centerpiece of the swap meet. Bonnie and Duane Wentlandt took in several examples of local theatre and several tours. See the September Communiqué for additional coverage. Nadia won the raffle, but this scribe was just busy getting her given name spelled right, and forgot about the rest of it.

# **CORSA Oregon's Annual Corvair College**

**Saturday, October 8th**

**9 a.m. to 4 p.m.ish**

at Paul and Sharon Lawson's hangar in Vancouver, Washington  
(see directions below)

**\$5 per person**

**Club is providing main dish, beverages and dessert**

**Please bring a side dish**

**Ladies** - feel free to bring a craft project that you are working on. Some are bringing their knitting projects, a few will be sewing and some are bringing some scrap book-ing. Sharon Lawson has said that we can use the upper floors of the hangar to entertain ourselves.

## **Directions:**

Lawson's Hangar - Pearson Field  
201 East Reserve Street  
Vancouver, Washington

### **From**

Highway 14 west bound exit 1  
follow signs to Grand Avenue past Fred Meyer's  
proceed north on Grand to 5th Street at bottom of hill  
take a left on 5th  
to Reserve Street then left

### **From**

I-5 exit at Mill Plane then east bound past three traffic lights to Reserve Street then  
take right

From either way proceed to Reserve Street follow the signs to Pearson Field  
proceed to east end of parking lot to the gate marked "Danger"  
A member of the club will let you in - if no one is there you can call  
Regan at 503-319-4675

**NO PETS ALLOWED** - Please do not bring any pets. The hangar is on the airport grounds and there are no pets allowed at the airport.

# Silent partner

## BUILT-IN QUALITY OF BODY BY FISHER

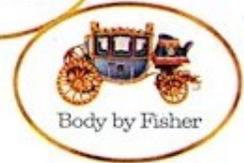
Ride in a Corvair by Chevrolet and you ride in quiet, spacious comfort. The Exclusive Extra of Corvair's Unistrut Body by Fisher welds roof, floor, sides, frame and fenders into one sturdy steel unit to set new compact car standards of quiet and safety.

There's nothing like a new car and, when you get your next one, be sure you get all the built-in quality extras of Body by Fisher: Magic-Mirror Finish • Sound Barrier Build • Safety Plate Glass All Around Vault-Solid Doors • Contour-Molded Carpets and Mats.



The  
Exclusive  
Extra  
IN ALL GENERAL MOTORS CARS

CHEVROLET  
PONTIAC  
OLDSMOBILE  
BUICK  
CADILLAC



Corvair 700 4-Door Sedan

# THE CLASSIFIEDS

FOR SALE

Glen at Riverside Salvage in Albany has a late model 4 door automatic for \$500.00. I stopped by before work and took a very quick look at it and it isn't too bad... "all there and strait". His phone number is 541-967-3904. Tell him Mike Johnson told you about it.

Corvair parts from a dune buggy including VW adapter parts.  
Cell: (541) 915-0518 Home: (541) 935-3812 Tim —located in Veneta

Lots of Corvair parts – new arrivals almost daily. Call with needs.  
Rex Johnson, Cell: (503) 871-8099

65-66 left rear coupe quarter panel - NOS - \$500; 65 140 Corsa coupe project car - lots of bodywork done but needs finishing - stored inside past 25 yrs - make offer. Regan 503-319-4675 or [metcalfre@msn.com](mailto:metcalfre@msn.com)

WANTED

Rear luggage rack for '65 Corsa. Sharon or Paul at 1-360-694-5112

Good chrome air cleaner cover for 140. Jim Dojan 1-206-914-1682

"Mag" style Corvair wheel cover. Mel Carlson 503-708-0485

# Corvair-Sations



CORVAIR SOCIETY OF AMERICA  
OREGON CHAPTER  
PO BOX 1445  
PORTLAND OR 97207-1445



**CORVAIR COLLEGE:** October 8th, 9 a.m. to 4 p.m., Paul and Sharon Lawson are hosting this event at their Pearson Airpark hangar. We already have a great list of presenters. Main dish, beverages and dessert provided. Do bring \$5 per person, chairs and a side dish. It should be a lot of fun!! More details at the next club meeting.

## CORSA OREGON OFFICERS

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