



President's Message



Hello all!! As I type this, the boys are home from school, due to a snow day. Only problem is, it's 11:44, almost noon and it's not snowing....or at least enough to amount to anything.

In a blink of an eye, March is here! Which means spring is around the corner, and the Corvairs can come out to play. Before we know it, it will be time to pull them out, dust them off, fuel them up and have fun - plenty of smiles per mile. The first large Corvair event comes this May, The New Hampshire club's Spring Dust Off! It's always a great time with lots of Corvairs and great people.

Not much else new on this end. The boys are wrapping up basketball, which has been taking up some time during the week and Saturdays. It's well worth it watching them play.

Hope everyone is well,

Ronnie Tinkham
Gorham, ME

The Midcoast Loves Corvairs!



Last May Jim Westervelt, Tenant's Harbor, took his beloved Lakewood, named "Ginger," to the "Crusin' for Graduation" car show at Medomak Valley High School. Among the 20 vehicles participating it took the "People's Choice Award" for the 1960 – 1965 category. Given that the competition included some early muscle cars the humble station wagon strutted its stuff.

Professional designers and automotive stylists have written of their admiration for the early model Corvairs. If imitation is the greatest form of flattery, then Rootes [England], with its Hillman Imp/Sunbeam Chamois...



Simca [France]...



Renault [France]...



And NSU [Germany] all copied the EM's lines, if not its elegant proportions. Indeed while the LM might be considered the more "beautiful" of the Corvair's styles the EM clearly had more impact on automotive design.

The sleek, compact lines of the Jim's Lakewood still resonate today, as evidenced by Jim's trophy. Having convoyed behind Jim after a Dirigo Corvair event I must also note that it moves along quite well, too.

Macy's Loves Corvairs!

This ad appeared in the recent flyers and newspaper ads for Macy's. It's nice to see EM's getting their props while serving as, well, props, in national advertising campaigns.



Maine Loves Corvairs!



As always I'm torn on driving my Corvair year-round. There's no question but that classic cars benefit from regular use; metal parts remain lubricated, seals don't dry out and you learn more about what sounds right and what sounds wrong. There's also little question but that given the contemporary propensity for "June in January" driving conditions, the amount of salt and grit used on our roads eats away at expensive paint jobs [not that I would know much about those] and worse, enhances dreaded corrosion.

P.J. O'Rourke, the wonderful pundit and auto enthusiast, once wrote that "cars are like

vegetables; they only rot when they're defrosted." With our changeable temperatures this winter and massive snowfalls, there's been plenty of salt poured onto our roads this winter.

Nonetheless I've been forced by personal finance to use my Corvair for mainland work this winter and it has acquitted me quite well.

First off, it's done a great job of running reliably and economically. I've had a series of work trips to Castine to the east, and Bristol and Scarborough to the southwest. Twice, after running for an hour or so, it's exhibited the discomfiting "don't want to accelerate" feel for short bursts. Otherwise it's been a gem.

What's really been entertaining is the response elicited by the Monza – and remember, it's my rat rod Monza, not a nice one!



Recently a work trip for *Rovers Magazine* took me to Land Rover/Jaguar in Scarborough. Since it was on the mainland anyway, I drove my Corvair from Rockland to Scarborough. Running late I had to push the Monza to 70-75 mph on I-95 and 295 (as well as past 132,000 miles during the trip). I pulled into the dealership and parked at the main entrance, not far from the new Jags and Range Rovers. I introduced myself and asked the receptionist where she wanted me to leave the car. She looked over my shoulder at the Monza, smiled and said, "Leave it right there. I like looking at it."

I jumped into a new Land Rover and left it there for the day. Later I found out that the sales and service staff had all examined the car and

expressed compliments on its design. I rewarded the receptionist by urging her to sit in it and enjoy the airiness of the interior. She did, quite happily expressing how much she would like a classic car one day.

I stayed overnight at a South Portland motel and as I packed up in the morning, a man packing up his minivan paused to ask me about the car and noted how rarely he sees one anymore. He thought it looked great!

My trips to Castine have taken me right past Maine Maritime Academy where the student population has just smiled as they've walked by between classes. In Bristol the participants in a library program that I led admired its lines and, in some cases, shared Corvair stories.

Brining me down to earth was a convenience store clerk in Brunswick on the trip home from Scarborough. When paying for gas he barked at me, "Are you going to paint it? It would look fabulous with a new paint job!"

Hemmings Loves Corvairs

If you attended the CORSA National Convention in Sturbridge, MA, last year, then you know that Richard Lentinello, a long time editor at Hemmings, really likes the Corvair.

Hemmings has several publications now in addition to the giant Motor News. The one that grabbed our attention recently was the May 2013 issue of *Hemmings Classic Car*.



Naturally, when we traveled to the mainland we searched out this issue; while we had to troll through bix-box bookstores to find it, the issue was worth the search. The cover car is owned by Bob Dunahugh, a former CORSA director from Cedar Rapids, IA. It's one of four Yenke Stingers that Bob owns, and this one served as a test car for Goodyear Tires. Read the story – it has an interesting twist!

Also, this issue has a nice feature reminding enthusiasts of the challenges confronting “compact cars” of the ‘60’s and ‘70’s.

Courtesy Phone Call

When I needed to replace the oil cooler seals in my Monza on the mainland, I took it to Copeland’s Garage in Warren. It’s run by the father-son team of Rodney and T.J. Copeland who employ a skilled team of mechanics. When you stop there you often see interesting classic cars. Like our esteemed president, T.J. Copeland is a devoted Jeep fan and a skilled off road

guide, driver and trainer.



While driving on Rte. 1 in Warren my cellphone rang; by the time I found it to answer it, the caller had left a voicemail.

“Hi Jeff, it’s T.J. I just saw your Corvair drive by on Rte. 1 and I wanted to warn you that I’m on my way to New Hampshire, so I won’t be available with the tow truck until tomorrow.”

How nice that he has such confidence in my mechanical ability and cares so much!

Winter Work

A big benefit of Dirigo Corvairs is getting to know really interesting, talented enthusiasts, and Dana MacEwen, in Bucksport, has been a stalwart behind Dirigo. He supports not only our club, but participates in the Central New Hampshire Corvair Association and the Bay State Corvair clubs, too.

On winter trips to Castine Dana’s house has been a perfect stop. There are three Shelties to greet you and occasionally, his granddaughter, Sophie – and if you’re lucky, his wife, Lynn.

Dana has offered his technical help on diagnosing my most unusual set of running issues – that of after a steady drive, the car wants to “bog down” under acceleration, sometimes for a moment and sometimes for much of the trip.

One piece that my Monza has missed since its purchase in 2007 is the winter/summer plate, and I often wondered whether the extra heat coming up from the exhaust door might not be creating a problem. Dana has considerable talent in sheet metal work so he constructed a plate for me and we installed it quickly during my last visit.



Since its installation I've made a 200 mile round trip from Rockland – Scarborough without any running issues. I have more trips this winter and spring so I'll have a chance to test out this theory.



Meanwhile, Dana is working on sanding off the microblistering that has crept up in his Corvair.





How nice to have a warm, dry shop to work in, too!



This should be a strong motor when it's returned to its car, too.

Happy Birthday!

We extend a Happy Birthday to "Crazy" George Hertlein, Cornville, on his 59th birthday. As noted on the Corvair Center forum, George turned 60 on March 13 and celebrated with a most appropriate cake and a stunning gift from his daughter Cheyenne.



The gift was a handsome framed copy of a 1964 Corvair convertible ad. Congratulations and Happy Birthday, George!

The Six Million Dollar Man?

It appears that Ron Moller, Cape Neddick, endured some recent refurbishment, replacing original parts with body parts. Ron Muisse from Massachusetts wrote that "Gomer" received a "new lower A- arm and strut. I hope it was stainless steel and well lubricated. With all the metal you have in you now, they will never let you on a plane." He also offered his "half price surgery services," noting that "Jay is good with a scalpel and Paul can sew very nicely. I am pretty good with a bone saw all we need is a good blacksmith to bang you out a new black iron socket, a little primer and paint and you would have been as good as new. Just like a few Corvairs I know."

We can't wait to see this restoration at our first Spring meeting!

Another 715 Mile Corvair Trek?

The New York International Auto Show comes up in two weeks and once again, Land Rover will make a splashy introduction of a new model. I'll be heading south to write up the event for Rovers Magazine – but how to get there?

The last time I made the trip, in December 2012, I tempted fate and the Monza ran wonderfully save for two brief stomach-churning moments along the Mass Pike.

Of course, anything can go wrong anytime on a classic car. I do travel with a replacement mechanical fuel pump and an electric fuel pump, a new alternator, a used oil cooler [thank you, Ron Moller!] and an old set of points, rotor, condenser and cap.

Nicely, some members of the Corvair Forum in MA and CT have responded to a post and given me their "HELP!" cellphone numbers. Dirigo members in Maine already know I'm shameless about calling when I need help.

Dirigo Corvairs Web Site

Remember that I always post every issue of our newsletter at www.dirigocorvairs.com. You can download any issue in the Adobe Acrobat format [.pdf]. Most every computer comes with Adobe Acrobat built into its operating system; if you don't, you can download it for free at www.adobe.com.

You can also read the by-laws of the club, find contact information for the club's officers and for the club's tech advisors. You'll also see photos taken at past events.

Dirigo Corvairs is also a chapter of CORSA, the international organization for Corvair enthusiasts.

I want to thank everyone who has donated to the annual cost of the website [approximately \$150/year] hosting; donations before Christmas helped me meet most of last year's expense. I have renewed the site for another year and I am happy to donate services as webmaster.

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