



CHAPTER 990



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

CORSA
International
Convention
July 21th to 25th
(See Inside)

REAR

ENGINE

REVIEW

JULY 2014



The driver of this Corvair is inside, attending the 2013 Inland Northwest Corvair Club's annual planning meeting

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, or the editor at 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

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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



Not sure who this is, but I'm glad she has finally gotten things under control!

ME AGAIN

I had every intention of having this out a couple of weeks ago. I'll not make excuses, except to say that life got in the way. Then again, I was hoping for a little input from others in the club, perhaps something detailing the rather wet and rainy day at the Car d'Lane car show. I'd also hoped to publish something regarding plans to caravan to the CORSA International Convention later this month. **(Just as I am about ready to call this one done, I receive an e-mail with Convention Caravan information. Thanks, Tom!)** Basically, if anyone has information or a good Corvair story they'd like to share, send it along and I'll try to get it in the REAR ENGINE REVIEW. Pictures of events or of your Corvair are welcome too. Jpeg format is probably best, but if need be, I can print and scan just about anything. (Articles or columns from club officers are especially welcome... hint! hint!)

CLUB BUSINESS CARDS

Contact INLAND NORTHWEST CORVAIR CLUB President Dave Fender for business cards with the new club logo on them. They have a place where you can add your contact information.

TREASURER'S REPORT



Submitted by Dave McChesney

Since last month's financial report, we have gained \$28.00 in member dues, plus a whopping 11¢ in dividends. That gives us \$142.99 in Checking and \$1261.65 in Savings, for a total of \$1404.64 in "the bank"

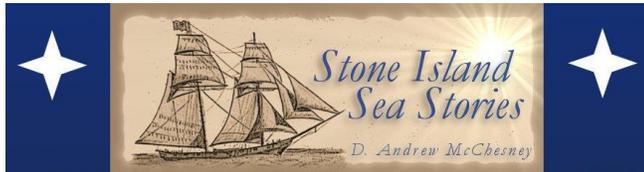
Dues are \$15.00 per year. CORSA members pay \$13.00. Payment in advance extends your membership one year from the current date of expiration. Late payment procures a year's membership from the date payment is received, a very special deal for those who are always overdue.

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:

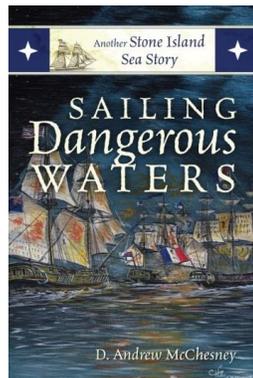
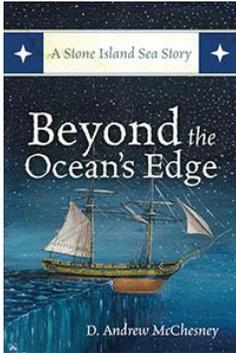
**Inland Northwest Corvair Club
P. O. Box 9689
Spokane, WA 99209-9689**

I currently check the club's Post Office Box every Saturday. Checks received for dues are deposited early the following week

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...seamlessly combine Age of Sail/Naval Adventure, typified by C. S. Forester's *Horatio Hornblower* and Patrick O'Brian's *Master and Commander*, with a unique Science Fiction/Alternate World twist.



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(Check the web-site for a list of book signings coming up in the next couple of months)

CAR D'LANE

Our "Big Event" for the year, the Car d'Lane cruise, Car Show, and INCC BBQ, came and went on Friday, June 13th and Saturday, June 14th.

No longer having an operable Corvair, your editor/reporter did not attend or participate in the Friday night cruise or the show on Saturday. (Word received, is that the car display on downtown Coeur d'Alene streets was a somewhat soggy affair.)

However, I did not sit idle at home before firing up the new rig and heading to Craig's place for the now traditional BBQ. Our

daughter Jessica has moved out and gotten her own place. Eva and I put the new truck to work and hauled the last of her stuff over to her apartment. Wife and daughter stayed there while I hit the road for Coeur d'Alene. Since I was heading that way, I decided to make a couple of stops relating to my new career as a published author. I stopped by the Hastings Entertainment store to see if they would be interested in carrying my books on consignment. They were, so I left them three copies of each, looked around a bit and then departed.

I also wanted to check out a newly established bookstore, wine bar, and gift shop. The Well-Read Moose was celebrating its Grand Opening that weekend, so I stopped by to check the place out and see if they too would be interested in carrying books from a local independent author. It's a neat little store in the Riverstone District, just off of Northwest Blvd and Lakewood Drive, at 2048 N. Main St. They hadn't yet figured out exactly how they would carry books by local authors but were looking forward to doing so. I gave them my contact information so they can get a hold of me when they do have it figured out. If I don't hear back in a reasonable amount of time, I will, of course, contact them again.

By that time I estimated the car show to be over, so I headed up the road to Craig's place and the BBQ. I had a great time there as well. Great to see everybody and the entire trip allowed me to get some road miles on the new vehicle and become more accustomed to driving it in different conditions. (By the way, I refer to it as *Crockett*, for Davy Crockett, King of the Wild [Nissan] Frontier.)



Seen at the BBQ in 2013

2014 CORSA INTERNATIONAL CONVENTION

This year's premier Corvair event is being hosted by Corvanatics, the Corvair Forward Control Club. It will be held at the Murano Hotel in Tacoma, WA from 21 to 25 July.

For more information about the upcoming CORSA Convention, visit the CORSA web-site at www.corvair.org. For those who are CORSA members and receive the CORSA COMMUNIQUE, past and present issues of this fine magazine also detail happenings at this year's event.

We are planning a caravan to go over for the **International Convention**. We will leave from the **Medical Lake exit** truck stop at **10:00 a.m. Sunday July 20th**. For those who are concerned about the mechanical stamina of their vehicles, Craig will have his enclosed trailer towed behind his truck, just in case there are problems with any of our Corvairs.

Craig and Tom will be returning sometime Tuesday and will obviously not be staying for the entire week. However, this is not to discourage anyone for staying for the rest of the convention. Hope we can have a good club representation...after all this is a rare occurrence to have the national convention in our home state!

Please see your Corsa magazine for event details and hotel info. Craig also has a blow by blow list of every event and when they take place. Craig and Tom will be staying at the host hotel (Murano). The hotel is offering a special Corvair friendly rate.

CALENDAR OF EVENTS

A month or so ago when I was asked to resume editing/publishing the REAR ENGINE REVIEW, someone suggested that I should include a listing of upcoming events. So when I put out last month's issue, I promptly forgot to include it. That being said, here is a list of our

club's upcoming events.

(These events, including any web-site links can also be found at www.corvairclub.com Click on the "Calendar" tab.)

JULY 21 – 25, 2014
CORSA International Convention
Tacoma, WA
www.corvair.org/chapters/corvanatics/files/Convention/index.php

AUGUST 9, 2014
Camaro Club Car Show
www.inwcamaroclub.com/Annual_Car_Show.php

AUGUST 30 – 31, 2014
SILVERWOOD COASTER CLASSIC
www.silverwoodthemepark.com/events-deals/classic-car-show-event-aug.php

SEPTEMBER 13, 2014
PALOUSE DAYS (CLUB DRIVE)
www.palousedays.com

SEPTEMBER 27, 2014
BIRD MUSEUM OF AVIATION AND
INVENTION (CLUB DRIVE)
www.birdaviationmuseum.com

OCTOBER 11, 2014
CIDER FEST
(More information to come)



At the 2013 edition of Cider Fest

DECEMBER 2014
CLUB HOLIDAY PARTY
Date and details to be determined

TIM (& ICHI'S) REPLACEMENT, pt. II

Having a new ride is certainly an enjoyable experience. I no longer worry that a breakdown is eminent, and I arrive at my destination more relaxed than I did before. Yet as nice as a new vehicle is, as nice as this particular vehicle is, I miss some of the things about those that have been superseded.

Tim had a tremendous cargo capacity when you look at cubic feet of storage space. Cargo volume with *Crockett* is much less, roughly a third of what the Rampside had. Of course, the ramp was special, and the deep well behind the cab meant that items were pretty much out of sight and out of the wind.

With *Ichi* I was getting around twenty-five miles per gallon, even in town, and on longer road trips I had seen it grow to over thirty. The new vehicle's fuel economy is more in tune with what I'd been getting with the Rampside, but it is taking some getting used to. By way of an example, with the Sidekick, a gallon of gas would take me to work, back home, and to work again. With the Frontier, that same gallon takes me to work and back home. Quite honestly, I don't know if I ever considered it in that fashion, back when I regularly drove the Rampside to work.

Finally, the Nissan Frontier is considered to be a "mid-sized" pick-up. Still, after driving a Corvair Rampside and later a Suzuki Sidekick, it seems huge. I've also noticed that with all the safety requirements and equipment, rear and side visibility isn't as good as in the older vehicles. Head rests/restraints, thicker pillars housing side air-bags, and the like seem to occupy a lot of the sightline when checking for traffic and obstructions. I've always bought and installed those four or five section mirrors in my vehicles. I had one in the Sidekick, and quite frankly miss the wide field of view it afforded. I have been looking for one to install in the new rig, but as time goes on, I'm getting more and more use to having the standard mirror set up.

If these seem like complaints levelled

against the new ride, they are not. These are simply observations I've noticed as I've gotten used to it. I enjoy the reliability, ruggedness, and comfort. During the current spell of hot weather, I really welcome the air-conditioning.



(From U. S. Navy or Naval Air Force Facebook page) An EA-6B Prowler from VAQ-134 Garuda on approach to USS George H. W. Bush (CVN-77). I worked on Prowlers and was assigned to VAQ-134 when I was first in the Navy. The Garuda are the last squadron to deploy with the Prowler, all other outfits, except the Marines having converted to the newer EF-18G Growler.