



### Just in Time - Winter!



Greetings all! Wow, March already!!! Where has the time gone? Where did the snow come from?

Well, not much has happened to my Corsa. My neighbor's son is currently in Boot Camp to head into the Marines. While he's there his dad asked me to go over his newly acquired 2002 Jeep Grand Cherokee. He wanted to have all of the bugs out of it so when his son returns he can jump in it and drive, not have to worry about fixing things on it.

Saturday, May 19th is the New Hampshire Corvair Associations Spring Dust-off!!! This is ALWAYS a great show! I encourage you to attend. It's a tough one for me, as it usually falls on a weekend we have my son's birthday. He's

turning 10 this year! I'll have to see if we can have his party the weekend before.

For the true Corvair nut, my son's birthday comes on May 14th, the last day of Corvair production in 1969.

**Dirigo's Annual Meeting** will be on Saturday, **April 28, 11:00 am** at the [Kennebec Tavern](#) in Bath, ME. We've met there in the past. The food tasted great, prices were reasonable and we enjoy a nice view of the Kennebec River and our Corvairs. As we get closer to the meeting, please drop me an email at this address: [4carbcorvair@gmail.com](mailto:4carbcorvair@gmail.com)



**[Bath ME, 2008] "Look what we fished out of the Kennebec!"**

At this meeting we will also elect officials for the upcoming year. If you would like to run, or would like to nominate someone, please do so by contacting Dana Macewen at his email: [bayviewcorsa@hotmail.com](mailto:bayviewcorsa@hotmail.com)

This annual meeting also serves as the opportunity to vote on changes to our bylaws. Again, if you'd like to vote on changes at the

meeting, please let Dana know so he can alert members in advance.

And when technical questions arise, from starting up your Corvair this spring to getting ready for the 2012 Convention, there are quite a few of us Dirigo members who would be more than happy to lend a helping hand. You can see contact information on our website, [www.dirigocorvairs.org](http://www.dirigocorvairs.org).

I hope all is well with all Dirigo members. Enjoy!

Ronnie Tinkham, President  
Gorham, ME

## New Hampshire Spring Dust Off



This entertaining event draws Corvair enthusiasts from NH, ME, MA and VT every year. This year's Dust Off will be held on Saturday, May 19, in Hopkinton, NH at the State Fairgrounds. Rain or shine, you'll enjoy a terrific ride across central NH, awards from people's choice to Best in Show, even valve cover races.

It's a pleasant drive across Rte 4 to Concord, and then a short ride west to Hopkinton. Ron Tinkham has attended in the past and recommends it highly; similar kudos have come from members of the Bay State club.

For more information, contact Joe Guignard at [gnard@empire.net](mailto:gnard@empire.net) or at 603-934-6476.

If you're interested in a caravan, let members know at our April meeting.

## CORSA 2012 Convention Update



From the [2012 CORSA Convention blog](#) we learn the NECC has set the formal schedule for this July extravaganza. I've always enjoyed the drive south, the camaraderie and the Corvairs at the Bay State event at Clark's Corvairs; the larger convention should be even more entertaining.

Nicely, it appears that attendance will be quite high this summer. The host Sturbridge Hotel reports "no vacancy" and nearby lodging establishments will fill up quickly, too. If you entertain any thoughts of attending, do book a room right away.

If you're interested in volunteering at the convention, the Northeast Corvair Council [NECC], a coalition of Corvair clubs which serves as the host for the Sturbridge event, would enjoy hearing from you. Contact either:

- Brian O'Neill [[bmoneill@juno.com](mailto:bmoneill@juno.com)]
- Ray Bombardier [[bomma@comcast.net](mailto:bomma@comcast.net)]

## Get Your Kicks on Rte. 66

[Bob Kinghorn, Thomaston, ME, took his Monza with over 100,000 miles on a Rte. 66 road trip starting in Thomaston, ME –ed.]

This is a story about two adventurous kids (old high school buddies) that had only seen each other twice in the last 50 years.

During the winter of '04-'05 one of them, the writer found an intriguing looking book by Peter Davies, entitled *American Road; the story of an epic transcontinental journey at the dawn of the motor age*. After reading this fascinating account of the trials and tribulations building the first real highway across the U.S. in 1912-1913, I was determined to find out more about it, and if it still existed why not find it and follow it westward?

Where to start research on the old highway? The Owls Head Transportation Museum, of course! Volunteer Dave Dillon, the intrepid keeper of all OHTM knowledge in the Lang Library knew exactly where to start and dug out an ORIGINAL 1928 "Official Road Guide of The Lincoln Highway –Fifth Edition".

This is an extremely detailed 536 page document that divides the 3,142 mi trip into 31 sections of roughly 100mi. each. It explains in great detail section by section everything imaginable that you would have found along the way in 1928!



While Dave was gracious enough to let me stay all day and make dozens of notes, there was no way I could absorb it all. Still needing more information, I googled "THE LINCOLN HIGHWAY" and a great bonanza of information popped up – including an association dedicated to preservation of the old highway (US Route 30). They restore old mile markers, and sell exact copies of the book I had read at the OHTM Library! They also had a laminated map of the route, so I bought that, too.

Now to find someone who had the time to go with me.



I pulled out my address book and started making calls – no one could commit to a month long trip. Finally when I got to the M's –I called my High School and old canoe trip pal, Paul Murphy, told him what I was up to, and he said "when do we start?" He had recently retired, and being single like me, had few commitments. Paul (who lives in Rochester, NY) began doing his own research, turning up even more interesting information about the Lincoln Highway and various scenic sights to look for along the way.

While examining the route in an old road atlas, we discovered that the Lincoln Highway passes through Joliet, IL where it crosses another famous highway – Route 66. After much discussion we developed two different plans:

Plan A - Starting from Thomaston, Maine on May 1st we would drive South to Gap, PA (where one of Paul's brothers lives just off the Lincoln Highway) and follow it all the way to Salt Lake City, UT, then turn South to the Grand Canyon where we would visit another old high school friend who lives in Prescott, AZ. This old friend happens to be something of an expert on Route 66, having traversed it several times in everything from a 1938 Ford Coupe to a '99 Corvette. He provided us with a 7 page list of roadside sights to see and people to visit! We would then travel east on Route 66 returning to Joliet, IL and there pick up the Lincoln Highway Route 30 heading east.

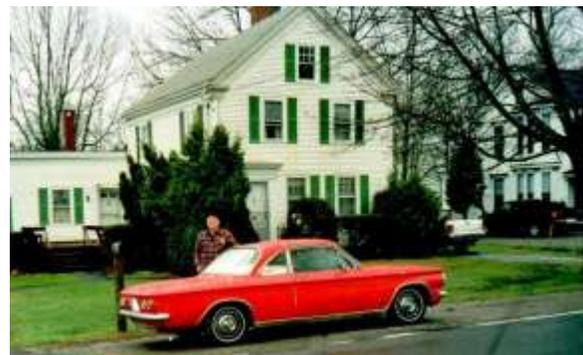
Plan B – Follow the Lincoln highway West to Joliet, then switch to Route 66 if the weather looked bad for continuing West on the Lincoln Highway.

Regardless of which plan we chose, this trip was not going to be a rush job – we would only drive 5-6 hours per day taking in the various sights

and historic places that could be 50-75 miles north or south of the Lincoln Highway.

My '64 Corvair coupe received a very thorough checkup by myself and my faithful mechanic and Corvair guru, Jim Westervelt. Most things looked good, but we replaced fuel lines, one rear wheel cylinder and brake hoses. Rear wheel bearings were removed from the riveted cages, repacked with grease and bolted back together. We took this precaution because if a wheel bearing seizes on the axle shaft on an EM, the whole assembly including the rear axle comes out, and suddenly you are three-wheeling!

Next, I prepared a list of camping gear, maps, guides, spare parts and tools. Paul drove to Maine with a station wagon load of "stuff" and we spent a whole day figuring out what to take and what must be left behind due to lack of space. The Corvair was so loaded down there was no way it was ever going to leave the road at any speed!



Sunday, May 1, 2005 dawned, a dismal rainy, foggy day in Thomaston. We left promptly at 7am –next stop Yarmouth for breakfast with another high school friend, Andrea, who wanted to see her old friends - perhaps for the very last time! As we left the restaurant, Andrea said to Paul, "Bob will need a rest stop in about another 45 minutes." This also came to pass.

When we made our first stop to re-fuel, the man at the next pump came over and said “Does Ralph Nader know you are out here with that thing?” This was only the first of many disparaging remarks about my wonderful little car!

At the next rest stop while I was checking the oil, a man and his daughter walked by and the father said to the daughter, “Look at that car – the engine is in the rear – isn’t that funny?” By the time we reached Hartford, CT the weather had cleared, but the comments continued, such as “Hey – a Corvair – they are not safe!” and “ I stayed at a motel in Gowanda NY – the owner had six of them, but of course none of them would run – that’s the first one I’ve seen run in years!”

We spent the first night at my Mother-in-law’s home in Wappingers Falls, NY, 370 mi. from Thomaston. Not bad for a first day’s drive!

The next morning we were on the road at 8:05am. heading down through PA to Gap, PA, the official starting point of our tour along the Lincoln Highway, US Route 30, and the home of Paul’s younger brother, Tom and his family. Our first side trip was a stop to tour and hike up to the falls in the Delaware Water Gap, The Falls were spectacular, as they were running full tilt with the spring runoff.

Near Stroudsburg, PA we hit a huge pothole followed by a loud BANG and a clanging noise. I looked in the rear view mirror and there racing up alongside the car was our left rear hub cap. It changed lanes directly behind us, jumped the curb and went over the embankment. I thought never to be seen again. Paul insisted on stopping the car and going back to look for it. After walking about ½ a mile we were about to give up, thinking it had dropped to the bottom

of the ravine. Walking back to the car we noticed something sparkling in a bush about 15 ft. down the hillside; sure enough we had our hubcap!

We arrived just in time for dinner at Paul’s brother Tom and wife’s home in Christiana near the Lincoln Highway(Route 30) and Gap, PA. Tuesday morning we were on the Lincoln Highway at 8:30am stopping at Jennie’s Diner, an old Art Deco stainless steel diner for a hearty Oatmeal breakfast before continuing to our next stop at the Pennsylvania Railroad Museum and Strasburg Railroad. After touring the museum and riding the Steam engine powered train, we had lunch at the Lancaster Central Market and toured the Lancaster, PA Cultural History Museum .We then drove back to brother Tom’s for another dinner and overnight stay.

Wednesday, May 4<sup>th</sup> we taped the “GRAND CANYON OR BUST” sign that Tom’s wife Carol had made in the window of the Corvair, said our good- bye’s and headed for another ancient diner for breakfast, the “Gap Diner”. We then continued on the RT#30 by-pas around Lancaster and picked up Rt #462 which is the old Rt#30 through York, heading to Gettysburg.



We arrived at the Gettysburg Battlefield just as a tour bus was pulling in, so we followed it

through the park, jumping out every time it stopped to hear the tour director and a park Ranger explain what had happened at each place. I gained a new appreciation for what Joshua Chamberlain and the Maine Union Soldiers accomplished.

Following this most interesting tour we headed west again to Chambersburg, PA where we turned off the Lincoln Highway and headed for Johnstown, PA to view the historic site of the famous Johnstown Flood of 1899.

Thursday, May 5<sup>th</sup>, we were out of our motel at 6am, after talking to a very informative desk clerk who helped us locate the National Flood Museum. We spent the entire morning hiking around the Dam site and touring the Museum, developing a better understanding of what a great tragedy this broken dam had caused to the entire valley.

After leaving the Johnstown area, we opted to drive on the PA turnpike rather than battle the mountainous Lincoln Highway into Pittsburg for several reasons:

1. Due to our overloaded condition, the Corvair was struggling on the steep grades, having to complete most grades in second gear.
2. We kept encountering very slow moving trucks (many more than we expected) which were using the old highway to avoid the recently increased toll rates on the PA Pike. This caused us to lose our momentum on the steep grades, resulting in constant down shifting.
3. The Corvair brakes were not working properly; we were constantly losing fluid at a very slow rate and had great difficulty in pinning down the source of the leak.

We pushed on, returning to Rte. 30 just beyond Pittsburg reaching our destination of Canton, Ohio where we were cheered on by a man giving us a hearty “thumbs up” when he saw the old ‘Vair!



Friday, May 6<sup>th</sup> dawned a beautiful day. We headed to the Classic Car Museum until recently a privately owned lifetime collection of many rare cars – a 1901 St.Louis, 1932 Stutz DV-32 Boat tail Speedster, 1909 Holmes, 1903 Franklin, etc. The place is full of vintage memorabilia, live flowers and plants. Many cars are sitting on Persian and Oriental rugs. The original owner’s 85 yr. old wife still comes to dust, waters plants and find new items to display. Our tour guide for this place was a very knowledgeable and informative –janitor!

From this Museum we walked one block to another car “Museum – where every car is always on sale! It is located in the basement parking garage of the Marriott Hotel, and has many fine examples of all makes of post-WWII and some pre-war restored cars on display and for sale.

The afternoon run took us all the way across Ohio on the Lincoln Highway (Rte. 30) to Lima, OH. We turned south onto I-75 to Sidney, OH where we planned to use Bob’s nephew’s well equipped garage to execute brake system

repairs, as we had consumed 2 quarts of brake fluid since leaving Maine!

When we arrived, no one was home, but the door was unlocked so we just moved right in! Nephew Pete, wife Diane and son Matt arrived two hours later: they were returning from Purdue University where they had gone to fetch Matt and all his belongings at the end of the school year.

After a leisurely dinner and much conversation we started to work on the brakes at 9:30pm. Pete found the source of the tiny leak. It seems that Bob had left the crush washer out of the connection between the brake hose and the right rear wheel cylinder when he replaced the wheel cylinder.

Of the 100 or so spare parts we were carrying, we did not have a crush washer! Matt and I raced to the Auto Zone store just before their 10 pm closing and secured a new one. By midnight, all was well with the Corvair and we all fell fast asleep.

Saturday, May 7<sup>th</sup> found us on the road again driving on the quiet back roads, heading north to Van Wert, OH where we rejoined the Lincoln Highway heading west to Indiana.

The next side trip was to Auburn, IN to see the Auburn – Cord Duesenberg Museum, housed in the original Art Deco style showroom and corporate office building. This is a “not to be missed” auto museum anytime you are headed west.

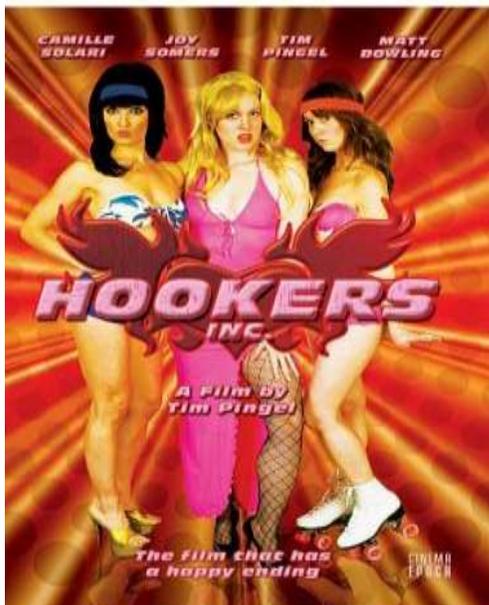


Four hours and two rolls of film later, we returned onto the Lincoln Highway heading to South Bend, IN, arriving too late to visit the Studebaker Museum.

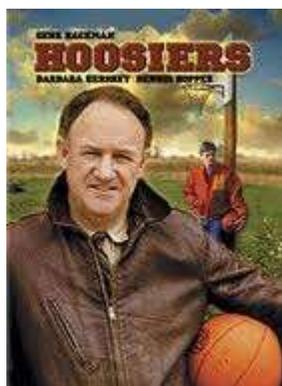


While checking into our motel, we saw two young ladies pull in and park right next to our car. We thought this was a little unusual, as it was 4:30pm and there was only one other car in the lot. When we went to the car to get our bags, they were still standing by the Corvair, and started asking all sorts of questions about the car, our trip - and us! Eventually, we excused ourselves saying it had been along hot day, and headed for our room. After a nap and freshening up, we decided to go across the highway to a Greek Diner for dinner. When we opened the door the girls were still standing there talking beside the Corvair! We quickly retreated back inside the room. Eventually they drove away, and we headed out for dinner. The

question remained; were they *hookers*, or just overly friendly mid-western *Hoosiers*?



**Hookers..?**



**...or Hoosiers?**

The following morning, we arrived at the Studebaker Museum, which is across the street from the old factory, only to find it closed 'til noon on Sunday. Having no place else to go, we pulled out our folding chairs and waited under the shade of a large tree.

Very shortly, a young man came walking along and wanted to know all about the Corvair. As the conversation progressed, he told us that he had just got out of prison the day before, and he was looking for a ride to Chicago to visit his mom whom he had not seen in 20 years, but he did not have the money for the train. So “soft touch” Bob gave him the cash. He politely thanked Bob for the funds and quickly disappeared!

Now a few more people had gathered about the Corvair and began making the inevitable comments. One guy said he had owned two of them, and they were great cars; another said he was driving his down a steep mountain road in Colorado, and the engine over-revved and blew out all the valves! Still another fellow said “don’t bother going to Iowa or Nebraska- you can fire a gun, since there is nothing for it to hit, and the bullet just goes until it just drops in the dust there.”



The Studebaker Museum was well worth the wait – there is everything there from President Lincoln’s personal Studebaker carriage and Funeral carriage to Conestoga style wagons, military vehicles, an example of every Studebaker car ever made and Studebaker – Packard Dream cars!

After leaving the Studebaker Museum, we stayed one more night in our motel in South Bend but we encountered no more “ladies of the night”. The next day we decided to leave the Lincoln Highway, and proceed north into Michigan to see the Gilmore Museum in Hickory Corners, MI. This houses a fantastic display of

250 fully restored and operating antique and classic autos housed in a series of beautifully restored 2-story barns. There is also a full size antique Shell gas station and a restored Art Deco diner called the “Blue Moon” which is fully operational, serving hot dogs, burgers, cokes and shakes.



After spending the best part of the day here, we headed back to Indiana to pick up the Lincoln Highway west to Joliet, IL, arriving in very stormy weather. That evening while listening to weather forecasts, we learned that it was very windy and snowing to the west where we had intended to go. So we decided to adopt Plan B – head southwest through Illinois on Route 66!

Tuesday, May 10<sup>th</sup> – we got an early start – weather had cooled to 60 deg. and it was a beautiful day as we headed south through the Midwestern National Tall Grass Prairie to the town of Wilmington, IL home of the “Polk-a-dot” Drive-in Diner on Rte. 66, where life size statues of James Dean, Betty Boop, and Elvis greet you as you enter the diner! A little further on we saw our first Burma Shave signs – “Don’t stick your elbow out too far – it might go home in another car.” Then another diner- The Launching Pad Drive-In with a 15 ft. tall Gemini rocket standing out front.



At O’Dell, IL we passed a house that had a huge display of antique gasoline pumps right in the front yard! Just beyond O’Dell we came to our first restored antique gas station, Souby’s Service, featuring Shell gas pumps. After taking this photo-op we headed for Pontiac, IL where we found a museum dedicated to the history of Rte. 66 in Illinois. The owner was our tour guide and explained the hundreds of pieces of memorabilia and old photos of things that existed along the “Mother Road” as it was known. As we were leaving the museum, and getting in the Corvair, a young man walking by looked at the ‘Vair and hollered “To hell with Ralph Nader”, another passed by and said “my buddy owned 13 of those!”



We passed another Burma Shave sign – “The Wolf is shaved so neat and trim – now Red Riding Hood is chasing him.”

While continuing on through Normal, IL we saw a rather abnormal sight – about 20 college coeds soaking up the sun (87 deg.) on a hillside in their new bikinis – just another scenic spot on Route 66!

### “Crazy George’s” Wins Corvair of the Month



George Hertlein, Cornville, ME, better known as “Crazy George,” entered his ’65 140 hp Coupe in the **Corvair Forum’s** “Corvair of the Month” competition for January 2012 – and won!



Dirigo President Ron Tinkham sent out an email urging members to consider a vote for George’s coupe. With its lowered suspension, mag wheels, subtle striping and neat interior, it won against some handsome completion.



Congratulations to George – we hope to see his Greenbrier on the road this season!

### 2102 Northwest Econorun



You might remember that Dirigo member and former Maine resident Mike Klaus volunteered to head the 39<sup>th</sup> annual Northwest Corvair Econorun this May 4-6 in La Conner, WA.

With gas prices in Maine leading the rest of the nation in spiking upward, the Econorun will certainly highlight a fabulous feature of our favorite cars - you can afford to drive them.

Before they merged with Exxon, Mobil solicited publicity by organizing the “Mobilgas Economy Run” from 1936 – 1967 [except during WW II]. Given America’s ennui concerning fuel economy, it’s hard to remember that this event once presented Mobil with a premier marketing opportunity.

Mobil itself acknowledged that real world mileage would be less than the winner's figures. Nash/AMC used the event to trumpet its compact cars, and in 1960 Chevrolet entered Corvairs hoping they would win their compact car class [they lost out a Falcon]. Still, they performed well at 27.03 miles per gallon in the 2,061 mile event.

Perhaps hoping to deflect attention away from its second place showing, the same car then went on to scale a snowy Pike's Peak to its 14,110 ft. summit – a perfect “made for TV” moment [you can enjoy the television promotion on YouTube].

Back in 2003 Dennis Simanaitis of Road & Track met up with some former drivers who commented on the Economy Run.

“Cars for the Mobilgas Economy Run were chosen at random off the dealer floor. Then each was allowed 2500 miles of break-in, and this was where a lot of creative rule-interpretation took place. ‘Searching for frog-hairs’ was the way one engineer termed the process. “

“Break-in crews and their chase vehicles headed for desert trails. Only here, the chase vehicles were in front, generating sand to be engine-ingested for accelerating the break-in process. Funny how air-cleaner elements got left out and, what do you know, oil-bath air cleaners were occasionally absolutely dry. “

“USAC got wise to this and outlawed desert trails; break-in cars had to stay on paved roads.”

“However, your lead/chase car wasn't prohibited from running on the sand shoulder. What's more, it just might be dragging chains behind, all the better to stir up the sand. Plus, if the wind was right.... And, of course, you

wouldn't choose that particular road unless the wind *was* right.”

“On the way back, teams stayed off the brakes and played toss-and-catch coming down Angeles Crest Highway, all the better to scrub off the side ribs of the tires and lower their rolling resistance.”

It's unlikely that contemporary econo-chasers would stoop to such trickery. If so, we're confident that Mike Klaus' volunteers will catch them in time.

If you can't attend the event you can celebrate Mike's accomplishments by purchasing a handsome t-shirt with the event logo.



The shirts are not yet available while the club searches out another vendor but you should be able to order them soon.

For more information check out the North Cascades Corvairs website  
<http://northcascadescorvairs.org>

## Got Ideas?

It's 2012 and DiriGO Corvairs plans to continue its entertaining activities for Corvair enthusiasts of all stripes.

Maine has 22,783 miles of road, over which only 380 are interstate highway – rarely has a state's roads been better laid out with a Corvair in mind! Why not invite members to visit your region of the state for one of our events?

If you have an idea for an event, a gathering, a drive, a new locale, a rally, a tech session, a

charitable effort – get in touch with any member of the Leadership Team and share your thoughts.

If you're a newer member or prospective member, visit our website, [www.dirigocorvairs.org](http://www.dirigocorvairs.org), to download free copies of this newsletter, keep up with club announcements and read our bylaws.

Members, if you know of someone with an interest in the Corvair, why not forward a copy of Dirigo to them and invite them to join you at an upcoming gathering?

Through April our Leadership Team remains:

- Ron Tinkham, Gorham – President
- Ron Moller, Cape Neddick – Vice President
- Ken Holm, Whitefield – Treasurer
- Kathryn Billington, Norridgewock – Secretary
- Jeff Aronson, Vinalhaven – Editor/Webmaster

## Bylaws of Dirigo Corvairs

### Article I: Purpose

The purpose of Dirigo Corvairs is to promote the enjoyment and appreciation of the Corvair vehicle, and to provide activities and technical assistance in support of Corvair enthusiasts in Maine.

### Article II: Establishment of the Organization

Section 1: The club will be established by the approval of bylaws by the officers [*pro tem*] listed below. The club will be governed by the articles of these bylaws.

Section 2: The officers *pro tem* will circulate the bylaws to prospective members and call a meeting to enact the proposed bylaws.

Section 3: The officers *pro tem* will serve at will until the first meeting of the organization in 2011. At that time, officers will be elected by the members present at that meeting in accordance with these bylaws.

### Article III: Officers

Section 1: The officers shall be a president, vice-president, secretary and treasurer.

Section 2: Officers shall be nominated from the floor at the annual meeting.

Section 3: Officers shall be elected annually by a majority vote of those present at the annual meeting.

### Article IV: Duties of Officers

Section 1: The President will preside over and conduct meetings, appoint all committees, and be an ex-officio member of each committee.

Section 2: The Vice President will assume the duties of the President at meeting in the absence of the President. The President may designate specific responsibilities to the Vice-President as needed.

Section 3: The Secretary will take minutes of all meetings or designate a member to serve as Secretary Pro Tem. The Secretary will notify members of time and place of meetings, conduct the correspondence of the organization, collect and account for all the organization's funds, turning over money to the Treasurer and taking a receipt thereof, and forward all bills to the Treasurer.

Section 4: The Treasurer will keep and maintain the financial records of the organization; and receive all organization funds from the Secretary giving a receipt thereof.

Section 5: The disbursement of all funds will be the responsibility of the officers.

#### **Article VI – Executive Committee**

Section 1: The Executive Committee shall consist of the officers of the organization.

Section 2: The Executive Committee shall have the authority to appoint committees consistent with the purposes of the organization.

Section 3: A majority of the Executive Committee shall constitute a quorum.

Section 4: Meetings of the Executive Committee may be conducted in person, by telephone or online. The Secretary and/or his/her designate will keep minutes of each meeting and share them with the membership.

Section 5: The Executive Committee shall appoint an Editor for the organization's publications.

#### **Article VII – Meetings**

Section 1: Meetings of the club will be held at least three times annually.

Section 2: As Maine is a geographically large state, dates and locations of meetings will be determined by the Executive Committee in consultation with members, with consideration to travel times and distances. Meetings may be held in conjunction with events of other clubs and organizations.

Section 2: Additional meetings and events of the club may be held at any time, subject to approval by the Executive Committee.

Section 3: The annual meeting will be held during the month of April at a date and location set by the Executive Committee. Members will be notified in advance.

#### **Article VIII – Membership**

Section 1: Membership to Dirigo Corvairs is open to any person who supports the purpose of the organization. A membership will include adult members of a family and children under the age of 18.

Section 2: Each membership is entitled to one [1] vote.

Section 3: Membership dues will be approved by vote at the annual meeting.

Section 4: Membership in national organizations supporting the purpose of Dirigo Corvairs is not required but strongly supported.

#### **Article VIII – Amendments to the Bylaws**

Section 1 – Amendments to the By-Laws may be proposed at any meeting of the membership for a vote at the next meeting. A change of the by-laws requires a 2/3 vote of those present.

#### **Article IX – Officers Pro Tem**

Section 1: For purposes of establishing this organization, the officers pro tem shall be:

- President
- Vice-President
- Secretary
- Treasurer

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**Howdy Corvair fellows**  
**Welcome to rafeecorvair.com**

The collage features several images: a collection of bolts and nuts, a carburetor, a coil of yellow hoses, a black rubber seal, a silver wheel, a brake disc, a man standing between a dark blue and a light blue classic car, a red classic car with a white top, a set of four headlights, a motorcycle, a car engine, a car chassis, a black metal tray, and a set of tools.