

May 2011

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dues

Membership in the Central Virginia Corvair Club is \$12.00 per year, due in July. Application on web at Corvair.org/chapters/chapter232. Membership in the Corvair Society of America (CORSA) is \$ 45.00 per year. Visit Corvair.org. Or send dues to addresses listed below.

CVCC
228 Richland Rd .
Hartwood, VA 22406-4215

CORSA
P.O. Box 607
Lemont, IL 60439-0607

To get this newsletter in full living color by email, contact Wade Lanning at wblanning@comcast.net.

CALENDAR

Tuesday, May 10: CVCC Monthly Meeting, 7 PM, River City Diner, 803 E. Parham Rd, Richmond. Take I-95 Parham Rd Exit 83B (west).

May 13-14, Virginia Vair Fair, Marriott Chesapeake. More details and registration form in this newsletter.

Monday, May 30, Memorial Day Cruise-In, Car Show and a Movie! Hulls Drive-In, 2367 North Lee Hwy, Lexington, VA 24450 5pm-7:30pm. Prizes will be awarded in several categories including a category for either rear engine or air cooled! Following the Cruise-In, all participants are invited to stay for the evening's movie, "**How To Tame Your Dragon**". All proceeds to benefit Blue Ridge Church of Christ's youth mission. For more info and to preregister, go to: http://blueridgechurchofchrist.net/index.php?nid=54965&s=ev&event_id=325033&event_start_date=2011-05-30&viewmode=week&viewdetails=true. The Cruise-In & Show is being organized by CVCC member Alan White. This would be a good chance for CVCC members to check out one of the venues that is under consideration for the 2012 Vair Fair.

Saturday, June 4, 54th Annual Fredericksburg Antique Auto Show. Historic downtown Frederericksburg. 8 am – 3 pm. Contact Gordon Brown 540-372-6896.

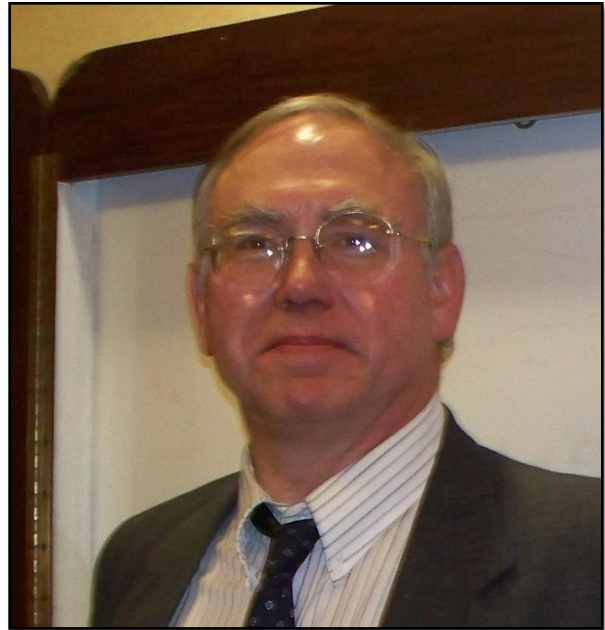
Saturday, June 18, 42nd Annual AACA Car Show & Swap Meet. Richmond International Raceway. Gates open at 8 am, trophy presentation at 3 pm. Enter at Gate 2.

For local cruise-in and much more local car show info go to www.carclubcouncil.com

From the President

It's May and you know what that means. It's time for me to late register for the Vair Fair! I have sent in my registration and reserved a hotel room. I think I'm ahead of schedule.

In local Corvair News, Marty Miller of the Classic Car Center in Fredericksburg has bought two more Corvairs. One is a red and white Rampside he found in Pennsylvania. The other is a red and white El Cormeno (that is how the former owner advertised it). Imagine, two Corvair station wagon based pickups in the same city! When Ray and I stopped in recently to see it I thought I was looking at Ray's car painted another color. They are very similar, with the major difference being Ray's is a 1962 and Marty's being a 1961. We need to have a photo op with both vehicles at the same time.



Don't forget this year's Vair Fair is in Chesapeake on May 13th and 14th. See you there.

I'm just awakening my Corvairs after their winter nap, so I should have one to drive to the Vair Fair. Or borrow Ashley's, since that one has been on the road all winter!

Frank

May Birthdays!!



1- Allen Bristow
1- Noah Whelan
4- Lauren Bristow
6 - Rex Buel
9- Mike Cassell
10 – Drew White
19- Kevin White

22- Percy White
23- Jerry Turner
24- Bryan Ramsey
24- Kevin Ramsey
29- Carolyn White
30 – Gloria Kessinger

May 13-14, 2011 Virginia Vair Fair

Tidewater Corvair Club announces the 2011 Virginia Vair Fair, celebrating the 50th Anniversary of the 1961 Corvair, to be held May 13-14, 2011 in Chesapeake, Virginia.

Mark your calendar now for hospitality, Corvair Games, People's Choice car show, valve cover races, raffles, great food, vendors, and lots of fun for all.

Location: Norfolk Marriott Chesapeake, 725 Woodlake Drive, Chesapeake, VA 23320, \$99 + tax room rate per night, Reservations: (888) 236-2427 or (757) 523-1500, ask for the Corvair Fair rate.

For event information and registration, see <http://www.corvair.org/chapters/tidewater/vairfair.html>, or contact John Gilliland, (757) 471-4278 jwg1701@cox.net. Registration form also attached to this newsletter.

April Meeting Minutes _____ **by Ray Davis**

President Frank DuVal called the April 12, 2011 meeting to order at the River City Diner with the following members present: Mark Francis, David Robertson, Wade Lanning, Nelson Riggles, Van White, John Loth and Ray Davis. Frank noted the small turnout. We were in the private dining room with the gun club on guard outside our door. Treasurer, Ray Davis, reported \$1,920.73 in the checking account.

Frank reminded everyone to get their registration in for the Vair Fair. The Classic Car Center's Swap Meet and Car Corral is on April 16. Flyers were passed around for these events as well as Caleb's Faith Car Show on April 30 in Barboursville. It was suggested we be looking for tours, trips or other activities for August.

Frank read and explained the ballot issue of allowing CORSA to charge chapters fees for services. As CORSA president, Jamie Reinhart, explained it, chapters would be assessed a fee for each non-CORSA member to cover insurance and benefits. This fee would probably be passed on to the members. No action was taken.

There was also a discussion on a two-tier membership fee for our club. Currently, the club expends between \$22.70 and \$33.55 per month for printing and mailing the newsletter to 20 members that do not receive it via email. At the lower \$22.70 figure, this equates to \$.90 per person per month or \$10.80 for the year. This figure does not include envelopes and labels. It was suggested that members receiving the newsletter via email receive a discount on their dues. Currently, we have 45 members paying \$12, which totals \$540. If the email newsletter recipient's dues are \$8 and the USPS newsletter recipient's dues are \$17, the total dues received would be \$540. A motion was made and seconded to adopt the two-tier membership fee structure. After discussion and a consensus the motion was tabled until a decision is made by CORSA on the issue on the ballot mentioned previously. It was felt that we might lose some members if CORSA requires the club to pay an extra \$5 for non-CORSA members, which would make their club dues \$13 (email newsletter) or \$22 (USPS newsletter).

There being no further business, the meeting was adjourned.

Respectfully submitted, Ray Davis, Secretary

Relay for Life Car Show

by Alan White

On April 2nd, Rex Buel and I attended a Car Show in Buena Vista, VA. to benefit Relay for Life. Rex displayed his '65 Red Turbo Corsa Convertible and I displayed "Ole Blue," my '65 140hp Monza Convertible. As is the norm, these were the only two Corvair's on display and they both received a lot of attention.

The weather was not very cooperative as it was cold and windy. As lunch time approached, we retreated to a Mexican restaurant adjacent to the car show parking lot for lunch. We did this every bit as much for the warmth and shelter as we did for the food, although the food was quite good and reasonably priced. Once lunch was over, we planned to take our time and continue to enjoy the warmth but alas, it was not to be. No sooner than we had finished eating, the heaven's opened up and the rain began to pour. Realizing our windows were down, I tossed money to Rex and sprinted out the door to roll up our windows. Thankfully, we had both decided not to put the convertible tops down! We had been cold and blown around by the wind and now to top it off, our cars were wet!

We were thinking that this had been a pretty miserable car show but then the sun came out and they began awarding prizes. The day seemed to get a little warmer, the wind seemed to calm down a little and sun shown a little brighter when Rex and I were both rewarded with "Top 25" trophies!



David E. Davis Remembered

by David Robertson

The new June issue of *Automobile* arrived the other day. I was shocked to read that its founder, auto journalist David E. Davis, had passed away March 27th. Most car enthusiasts will remember him for his many years as editor at *Car and Driver* and his hot/cold friendship and feuding with writer Brock Yates. Corvair enthusiasts should remember him as one of the most persistent, outspoken champions of their favorite car.

I first encountered his prose way back in elementary school. The library was giving away some old magazines and among all the 'normal' periodicals that held no interest for a kid, was a copy of *Car and Driver* 1966 touting the "New Cars for '67". It was the mid '70's and there wasn't much exciting or interesting hitting the showrooms, but here was an artifact from the golden decade of the '60's brimming with cool stuff. I snapped it up and still have it (it's here somewhere among all the clutter...). In one column, David E. chided GM for doing

so little to save the Vair, for being “chicken”. Rather than improving the Corvair and fulfilling its potential, he said they were trying to kill the car slowly by discontinuing the Corsa, the turbo, and (at that time) the 140. He said they would rather sell their Mustang-copy Camaro, a car he considered inferior to the Corvair and the Mustang, than develop the Vair into the great car he envisioned. He was pretty critical, in general, of the American car companies for building over size, overweight barges that went fast, but couldn’t stop, steer, or corner decently, which was true of most of the 60’s Detroit iron.

Under Davis, *Car and Driver* carried many articles about the Corvair. John Fitch and his Corvair Sprints and the one-and-only Phoenix were also favorite topics. Fitch and Corvair engineer Frank Winchell were some of his favorite people. On the other hand, DED despised Ralph Nader, almost from the start, and continued to criticize him and his tactics on into the past decade.

In middle school, I started reading *C/D* in the school library and finally got a subscription in the late 70’s. About that time, the Delorean car came out. As to how it drove, DED wrote “It’s a Corvair, guys”. Davis always made it clear that he did not like John Delorean, mostly for John Z.’s slick style and constant self-promotion, but also because of his book, *On a Clear Day, You Can See General Motors*. I have never read that book, but apparently Delorean painted a pretty nasty picture of GM and the Corvair affair while making himself look good. In DED’s eyes, legitimately being able to compare John’s new stainless steel baby to the Corvair that he had put down, was probably justice served.

In the mid-nineties, I switched to *Automobile*, after Davis started that magazine. The Corvair received many mentions and some small features over the years, but a few years ago there was a major feature with great pictures, “David E. Davis on the Corvair”. I can’t remember the month and year right now, but of course I kept it (once again, I know it’s here *somewhere!*).

Kentucky native Davis, gave a funny and insightful presentation at the 2004 CORSA Convention in Lexington. He spoke of his days at Chevrolet’s longtime ad agency, Campbell-Ewald, writing Corvette and Corvair advertising and of adventures on winter rallies in which early Corvairs participated. He was in awe of John Fitch. One vivid mental picture he painted, that sticks with me to this day, is of Fitch piloting a giant Chevy wagon across a frozen field of hard-packed snow at terrifying speed, steering with one hand while calmly chatting and smoking a cigarette, as though they were motoring to the corner store.

David E. also spoke passionately about the Corvair’s demise, about the battle within GM between those who believed in the car and the ‘grey-eyed men’ (I think that’s what he called them) who wanted nothing to do with anything different or innovative. They wanted to maintain the status quo and keep the profits flowing.

He also told how he got into writing, shared some great stories, and fielded questions. Afterwards, he happily autographed my copy of his book, *Thus Spake David E*. For me, this was the highlight of a great convention.

When you consider all the exotic, big bucks rides Davis had the privilege of driving over several decades, all the industry big wigs and racers he knew, his tastes for fine clothing, good whiskey, fine shotguns and hunting dogs, it is truly amazing that he still cared so much for our humble little car. Yes, the Corvair has lost yet another friend, the Automotive press has lost a giant, and the world has lost one hell of a guy.

New Toy in Florida

Club members George and DeLinda Jones in Florida have a new Corvair toy. After all, you can never have enough toys, or it seems at least some of us practice that philosophy. It's a '67 Monza coupe, 140/PG with a 3.55:1 positraction differential. It also has air conditioning, AM/FM Multiplex, a telescopic column and a wood wheel, along with wire wheel covers.

It still wears the original Butternut Yellow paint, but it's faded and checked. Only minor rust issues and George has the repair panels for it. George said "I'm trying to convince DeLinda that she likes the 2010 Camaro Synergy Green as the new color, but I don't think she's buying it".

Corvair Goes to Floyd

Included here are pictures from a Corvair trip Mark Francis took to Floyd, VA. One is through the windshield of his Corvair as he was coming into town. The others are with his '63 Spyder parked in front of The Floyd Country Store, site of the Friday night county music jamboree. The store has been recently remodeled to include a restaurant and it is now air conditioned. And yes, it also now has restrooms!!

Mark's Corvair was probably the only Corvair in town and perhaps the county.



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May 2011 Car Hobbyist News from the Council _____ by Fred Fann

April Fool's Joke Gone Bad

We all had to deal with the ego of one person during the beginning of April. That person is Rick Kopec of the Shelby American Automotive Club (SAAC). Kopec took a template of the New York Times and wrote an article about US Senator Schumer coming up with a plan for the IRS to assess and tax antique vehicles and unregistered racecars. Some things just aren't funny and this is one of them.

This council has fought the illegal taxing of antiques since the personal property tax law exempted them in the late 1990s. As recent as a year ago the council worked on stopping the taxing of antiques in Blackstone. A couple of years before that it was Powhatan and there have been other localities. So heated were the conversations about taxing that I've had a couple of local officials slam the phone down while I was discussing this with them. Taxing anything is no laughing matter. But Kopec thinks it is.

In fact he fashions himself as a modern day Orson Welles (link to his comments is below). Welles created panic in the 30s by going on his radio show and telling people that Martians had landed. He intended it as a Halloween prank. Kopec claims his was an April Fool's prank.

SEMA, AACA and many other leaders in the antique car community had to deal with this. It cost both time and money. Links:

<http://www.sema.org/sema-eneews/2011/14/sema-action-network-addresses-collector-car-tax-april-fools-hoax>

<http://blog.hemmings.com/index.php/2011/04/06/shelby-americans-april-fools-fools-the-world/>

http://www.underhoodservice.com/Article/86309/Many_Auto_.aspx

Kopec and SAAC have forever tarnished their reputations. Kopec has appeared on TV and written books and articles about Shelby vehicles. This joke places a stigma on him. The board members of SAAC should have reined this in. The article still appears online. Not removing the offending article shows the true intention which was to get attention. This means not only do we car hobbyists have to keep an eye on actions governments take but also on SAAC and Kopec.

Ethanol Gasoline

Although the House voted to prevent the EPA from moving forward on E15 gasoline the Senate has yet to take action. But Senator Tom Harkin, D-Iowa, has a bill that is before a Senate panel that would require 90 percent of all vehicles to run on E85 (which is a blend of 85 percent ethanol) by the 2016 model year. Automakers are strongly opposed to this bill. It would not only make new vehicles more expensive but it would really hurt we car hobbyists. Older vehicles – all those made before 2007 (and some made afterwards including motorcycles, ATV's, boat motors, lawn mowers, etc) – would not be able to run on E85. Harkin wants more corn turned into ethanol. The problems with that are so few vehicles can run on E85, food prices would increase and we are already spending \$6 billion in tax dollars for ethanol subsidies. Co-sponsors of this bill are Al Franken (D-Minnesota), Tim Johnson (D-South Dakota), and Amy Klobuchar (D-Minnesota). The Senate has not brought this bill up for a vote. Less than 2% of gas stations even offer E85 and they are in a few mid-western states.

It will be very interesting to see what happens in the ethanol debate or war as some journalists are calling it. If the government begins increasing the amount of ethanol in gasoline it would be bad for our older vehicles. Ethanol has been blamed for lower gas mileage and increased pollution. You have to wonder why the EPA approved E15 so quickly with little testing.

Road Repairs

On the state level it looks like there will be \$2.6 billion in borrowed money added to the six-year transportation improvement plan. A total of \$11.2 billion will be available for the 2012 – 2017 capital improvement plan. This will be the most money invested in transportation in many years. Over 900 projects will be funded with this money. Our state leaders chose not to increase the gasoline tax but to borrow money.

Classifieds

FOR SALE: '62 ElVair/Cormanio. Customized Wagon now an ElCamino Style Pickup. May be one of four mentioned & recently sold on Ebay. Motor, Brakes, Carbs rebuilt. A/C (needs work, worked during Buffalo Convention) cruise control (needs work, hook up vacuum), some rust front and rear. I have new valence. PG. Tonneau cover and vinyl top. \$4750, Ray Davis, 540/752-7725, scout1977@hotmail.com (4/11)

FOR SALE: 1963 Coupe, four speed. Some rust, one 4" spot rusted through. Clutch cable broken, all original parts. Parked 6 years, wife's first car, no time or money to restore. Wanted \$800 will take \$500. Jonathan Priddy, Danville, 336/ 613-8347 (4/11)

FOR SALE: '65 Monza 4- door, all the parts are there, some front end damage, but from the gas tank flap and back it's in great shape, 110 hp w/ pg. It ran well when parked. Asking \$500, Cody Scott, 757/377-3363 (4/11)

FOR SALE: About 30 Corvairs. Variety of 2 doors, four doors, two convertibles, one van. Need to be moved as soon as possible. They are under a partial shelter, I can pull the vehicles out to a location where they can be easily loaded. There are several motors and other parts available. If assistance needed to load, I have a tractor with a front bucket that can be used. Prices start at \$250 each. No titles for any. David Collins, Pittsboro, NC chiefcollins@pittsboronc.gov, (919) 542-3200 ext. 33 (4/11)

FOR SALE: 1 set of rear Gabriel Red Ryder shocks (used only 1 year) for an early model. Still look and work like new. \$20. Call (804) 598-0650..or.. I can try to bring to a meeting if anyone is interested. Mark Francis (5/11)

FOR SALE: *Price reduced!!* 1965 Monza convertible,restored,white/black interior,110/power glide,26,000 miles (documented),power top clock,wire wheel covers,lots of extras. Runs great/looks great. Located in Roanoke VA. 2004 Vair Fair first place late model winner. Priced to sell at \$9,700. Complete history/photos upon request. Contact Jack @ 540-721-5207 or email to: thekuhns@gibsonmedia.com (5/11)

FOR SALE: 1969 Monza convertible, serial # 0085. It does run (has a '69 110), the matching # PG transaxle works (I installed new seals, but the cable I used leaks), parking brake works, and it steers. 69 crossmember is solid. Has lots of rust and dents, but is still structurally sound and has no major collision damage. Trunk is good. Comes with full set of useable Clark's floor pans and many patch panels cut off a '68. The OE 110 engine had head and piston damage, but the case, crank, cam & lifters look good (car only had 55K on it when parked in early 70's) and comes with car. Pretty decent blue interior (no carpet or boot). OE top was rotted, but frame is intact. No windshield, but has good clear side glass. Nice dash. Car will have to be trailered. Asking \$1000, but all offers considered. David Robertson 804/266-7295 corvairdave@msn.com.

From the Leeky Seel, Corvair Minnesota Newsletter.

45 years ago my '64 Corvair was manufactured with Air Conditioning. One of the changes they had to make was to grab Electrical Power for the Blower-Fan (under the dash) from the main harness. They did this at the big umbilical connector that supplies the instrument panel. As it turns out the purple wire (from the Ignition Switch) going to the Starter Solenoid is in that connector right next to the big Red wire from the Battery. The Solenoid (purple) wire and the A/C jumper wire were twisted across each other right at that connector.

The other day I was checking out my A/C, not that we have needed it this summer, but I was testing it – just in case. Not ten seconds after I turned off the engine - - - the **starter engaged** as I was standing next to the car! At first I couldn't believe it.....the engine lid was still open so I grabbed a half-inch wrench and slipped off the negative battery cable.

It took some ill advised snooping to ferret out exactly why that was happening and then to disconnect the appropriate wires to isolate, and find.... "where is the short". I ripped apart a lot of my homemade wiring in the engine compartment only to find it was all in good shape...so it had to be up front, at the dash. I was upside down looking and checking and wondering, when I spied that big connector and thought if I could unhook that guy I would be able to see if the short was upstream or down from that point in the wiring. That's when I saw the color change in the wiring - - Red next to Purple on one side of the connector and Gray next to Purple, coming out. That flagged my attention and I focused in on what I could see and figure out.

The Gray wire had been added to give power to the A/C, so that's why the Red wire was replaced. As I looked closely at the two wires I was thinking if those two wires touched! I reached up there and twisted them apart and there was a sticky situation – then a little pop as the 'stuck together' insulation's separated...revealing a bare spot between the two. There was the answer to the starter going all by itself. If it had happened a minute later when I was not beside the car, the battery could have burned itself up by burning up the starter motor, my car and my garage!

I put it all back together thinking I had dodged the bullet and saved the day. Also I can use the car again whenever I please. I noticed a small crack in the plastic connector. This crack is exactly where the RED wire goes through the connector. If that single Red wire connection was getting hot - - a common occurrence in CORVAIRS- - then my job is only half done. That RED wire needs to come out of this connector and be re-attached – to its Gray wire – external to the plastic. Both to make certain it is a good low resistance connection and also to air-cool the new joint.

Many articles have been written about the other end of this wire - - in the engine compartment - - and how to protect from fires "back there" and only scant reference has been made to the front end of this RED wire. The wire carries the same current on either end and it has the same kind of connector – front and back – so, why wouldn't it be a worthy precaution to tighten up the front end (or at least to grease it) when you are doing such a nice job in the rear!

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32nd Annual Virginia Vair Fair
May 13th - May 14th, 2011 in Chesapeake, Virginia

TIDEWATER CORVAIR CLUB CORSA CHAPTER #236

Event Registration (Pre-Register by 4/15/2011)

Please complete the form below and mail, along with your check made payable to TCC to: Anne Davis, 4220 Lindberg Place, Virginia Beach, VA 23453, (757) 471-5207

	Number	Before 4/16/11	After 4/15/11
Registration – Includes Friday Night Italian Buffet (First 2 individuals)		\$25	\$30
– Each Additional Family Member (over 1 st two)		\$10	\$12
People's Choice (per car)		\$10	\$12
Valve Cover Race (per car)		\$5	\$7
Vendor outdoor space (per roughly 8'x15' or one parking space)		\$10	\$15
Corvair Games (Gymkhana)		\$10	\$12
T-Shirts – Indicate quantity of: MED _____ LG _____ XL _____ 2XL _____		\$12	\$15

TOTAL Enclosed

The People's Choice will include the following eleven classes:

61	EO	E2D	E4D	LO	L2D	L4D	FC	W	B	S
1961 Corvairs	Early Open	Early 2Door	Early 4Door	Late Open	Late 2Door	Late 4Door	Forward Control Truck/Van	Wagons	Beater	Specialty

On the lines-below please specify the year, model, and license plate number of each car you plan to enter, as well as the appropriate class you plan to compete in. Use additional paper if you plan to enter more than two cars.

Entry	Year	Model	License Plate	Class
1				
2				

Name: _____

Address: _____

City, State, Zip Code _____

Phone Number: () _____ CORSA Chapter: _____

Names of Additional Family Members (included in registration) 1. _____

2. _____ 3. _____ 4. _____

Saturday Night Dinner - On Your Own (List of local dining facilities will be included in your registration packet.)

Host Hotel: Norfolk Marriott Chesapeake, 725 Woodlake Drive, Chesapeake, VA 23320, Phone (757) 523-1500, call this number and identify yourself as an attendee of the Corvair Vair Fair and you will receive the special event rate of \$99.00 per night. Reservations must be made by April 22nd in order to receive this special rate.

Also see the TCC website www.corvair.org/chapters/tidewater for additional event information.