

June 2011

officers

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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

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

Tuesday, June 14: CVCC Monthly Meeting, 7 PM, River City Diner, 803 E. Parham Rd, Richmond. Take I-95 Parham Rd Exit 83B (west).

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.

Here are a few more fun events submitted by Mark Francis you might be interested in.

June 4 & 5, Chippokes Plantation Car and Tractor Show

September 9-11, Somerset Pasture Party, Somerset VA.(near Gordonsville). Great car show and antique power show with steam engines.!!! A must on my list.

September 16-18, Field Day of The Past, Rockville-Centerville Va. in Goochland County, BIG car show and everything else plus antique gas stations relocated to the site. (great for pictures!)

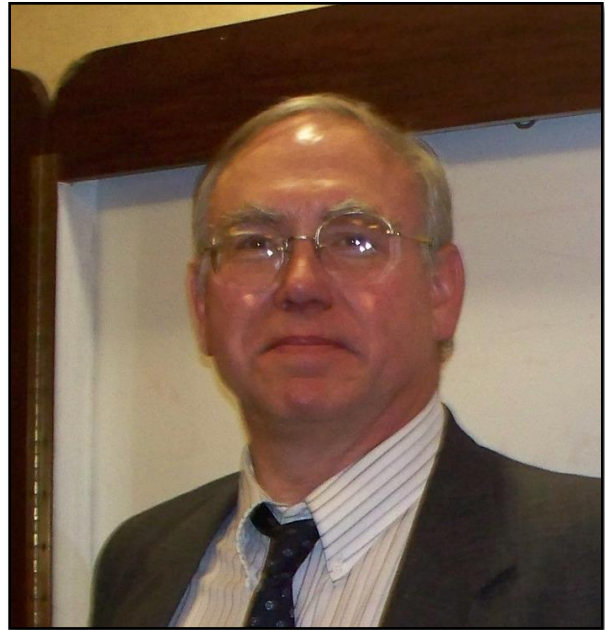
For local cruise-in and much more local car show info go to www.carclubcouncil.com

From the President

It's June, and the weather is already hot and humid. But, it is still nice to get outside and work on Corvairs. Just need more shade and water.

The Vair Fair has come and gone this year. I think a great time was had by all who attended. Attendance was down for many reasons this year, but the hotel was first rate and Tidewater went out of their way to make sure everyone had a good time. They had a great hospitality room. No need to go off premises for dinner on Friday or lunch on Saturday.

Vair Fair details and results of who won what are in this newsletter. Many in our club brought home plaques.



I was able to venture down in my 66 4 Door A/C Monza with no problems. Now that I have given it its spring dust off, I should attend to preventative maintenance.

Back to the garage,
Frank

June Birthdays!!

1- Red Edwards
1- George Jones
2- Helen Smith
6- Lisa Welsted
10- Frank DuVal
12- Beth McCray
13- Emily White

14- John Killen
22- Alan White
25- Nicholas Morgan
26- Patrick Reilly
26- Paul Whelan
27- Abie Whelan

New Member

Please welcome **Vernon and Lisa Welsted** to our club.
They live in Flint Hill, Virginia and own a 1966 2-dr Monza.

May Meeting Minutes

President Frank DuVal called the May 10, 2011 meeting to order at the River City Diner with the following members present: David Robertson, Wade Lanning, Van White, John Loth, Russell Davis, Ralph & Dianne Ramsey, Tina & Paul Whelan and all their children.

Old Business

- Vair Fair: Several at the meeting plan to attend.
- Dues: changes in dues structure on hold pending CORSA's membership policy review.

New Business

- Discussed Corvairs on Craig's List, some are odd & some look good.
- Upcoming events include Hull's Drive-in Show in Lexington, AACA shows in Fredericksburg & Richmond, possible October show at the Colonial Heights tractor museum.
- Blue Chip Machine (Russell Davis) has redesigned harmonic balancer puller, crankshaft cam gear guide for enlarging the bolt holes and has bought a machine in order to set up & check distributor mechanical advance.

Being no additional business the business meeting was adjourned and socializing resumed.

Submitted by Wade Lanning on behalf of Ray Davis, Secretary.

Automotive World Passings

The world lost two giants in the automotive business in March. One was Glen Pray, former owner of the Auburn-Cord-Duesenberg Company who passed away on March 23 at the age of 85. He developed and sold a replica Cord 810 using a **Corvair-powered** front wheel drive design.

The other was Billy Thompson, owner of White Post Restorations near Winchester, VA. He passed away on March 16 at the age of 72. Many of our club members had toured his facility over the years and learned much about how to undertake a restoration.

Club Dues

Annual club membership renewals are due July 1. Unless you have already paid through 2012, please send the renewal fee of \$12 with **checks made out to CVCC** to:

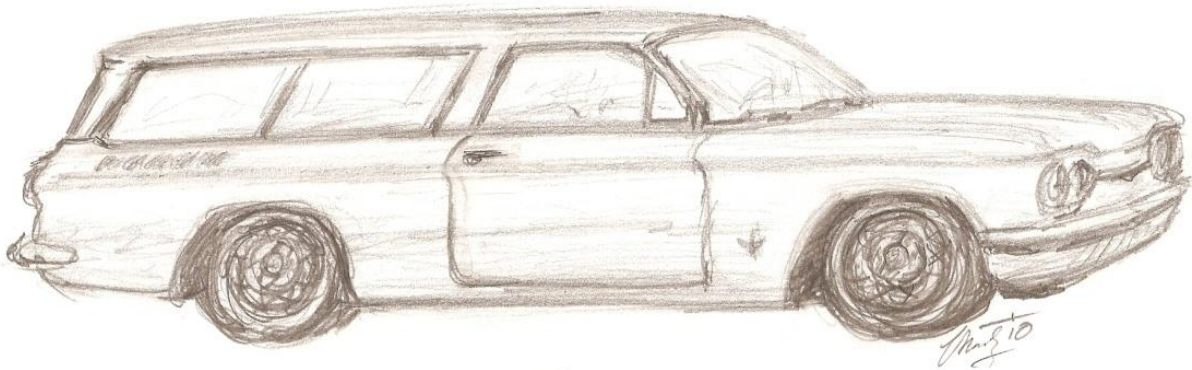
Ray Davis
228 Richland Road
Hartwood, VA 22406-4215

If you don't know your dues status, feel free to contact Ray at the phone or email address on page 1.

Corvair Nomad _____ **by Wade Lanning**

Last year while setting up our trip to Marty Martino's to see the Biscayne Motorama GM show car undergoing restoration in his shop, I mentioned to him that I had toyed with the idea of building a two-door Corvair wagon. To do this, the B-pillar would have to be moved back and rebuilt, the remaining rear door area would be filled in and coupe doors could be used with modified window frames. New side windows would have to be made, but since they are flat that wouldn't be too hard. The door glass would have to be operated with an electric lift unless the crank mechanism was modified or another window mechanism could be adapted. Other details would have to be addressed, but those above would be the most extensive.

Well Marty, being an avid customizer, was real interested in doing the conversion. However in the meantime reality set in with me, along with the cost, so I decided not to pursue the project. Anyway, when we arrived at his place, Marty had already roughed out the design and presented me with the sketch below. I'm sure if Marty built it, the car would be awesome. So if anyone wants to do this, Marty is at your service.



2011 Vair Fair Results

For those of you that stayed home, you missed a great Vair Fair hosted by the Tidewater Corvair Club. The hospitality room food was awesome and the weather cooperated both days. Here is how our members did in the People's Choice show and Corvair Games.

Alan White - Late Open, 3rd place
Ray & Natalie Davis - Wagon, 2nd place
Rex & Ann Buel - Late Open, 2nd place
Alan White - Late 2 door, 2nd place
Frank DuVal - Late 4 door, 1st place
Jeff & Cherie Roadcap - Speciality, 1st place
Ray & Natalie Davis - Best 61
Jeff & Cherie Roadcap - Games, 1st place

All CVCC members that entered a car in the show won an award. In addition, Jeff Roadcap won the 50/50 drawing. Below are scenes from the show.





To the casual observer, 1965 and 1966 Corvairs probably appear identical, but we know there are several differences. One major change that few people notice involved the heater box.

If you look inside the air intake behind the rear window on the passenger side of a '65 you'll see a cutout in the sheet metal. A rectangular portion of the heater box extends up through this hole and is capped with a removable, black, sheet metal cover. Why it is there, I do not know. Perhaps it was meant to provide access to the inside of the box so it could be cleaned. Maybe the designers had planned to offer some fresh air ventilation option for the heater system, but then abandoned the plan after the box's design had been finalized.



I actually tried this idea once. I removed the cover on my '65 4 door's box and put a screen over the opening. The heater fan would then blow outside air through the ducts, but it wasn't enough to be worthwhile. Maybe they reached the same conclusion.

In any case, the box was redesigned for '66. The portion in question and its removable cover were gone, along with the hole in the car. As a rule, this has been one sure way to tell a '65 from a later 'Vair, but to every rule there is always an exception...

At the Vair Fair, there was a '66 Monza that was built in Canada (a very rare bird in these parts). It had the '65 style heater box and body cut out! This car also had a '65 front deck lid with the 'Corvair' script on it, in addition to the '66 script on the nose. Deck lids are easy to change, so that may not be factory, but it appears the GM plant in Oshawa was using up leftover '65 parts or possibly whole body shells to build some of their '66s.

Wonder if there are more such 1966 Corvairs out there? Have you run across any Corvair oddities in your travels? Let us hear about them...

Last Corvair Sold by Chevrolet

This 1969 Corvair, Serial # 5214 sold on eBay for \$19,099 on May 16, 2011. Here is the info about it that was posted on eBay:

This car is a true piece of history and a "survivor" in every sense of the word. **Not only is it entirely original with only 890 original miles, it is the last Corvair ever sold by Chevrolet.** It has a very interesting history in that for many years it was believed that it was the very last Corvair built, but it is actually the last Corvair sold.



It was built without a dealer order and stored at the Willow Run assembly plant. It was then moved to Chevrolets Show and Display garage a few blocks behind the GM Building where it was stored until 1975. On November 15th, 1975 it was purchased by Merollis Chevrolet, a dealership near Detroit. The car was purchased by Arthur Astor and added to his extensive collection in 1997. This well known collection (The Astor Collection) was auctioned in Monterey in June of 2008. It has been in another private collection since that time. The car is a true time capsule. It is virtually brand new with only a tiny random scratch here and there. It looks, runs, and drives as if it just left the factory. The original tires have been replaced because the sidewalls are cracked, but they have been retained and they are included in the sale of the car.

Here is some interesting historical information about this car from Dave Newell, (Corvair Society of America) Corvair expert and author:

"I've personally been researching this 1969 Corvair story and the mysteries surrounding it since the 1970s. I've interviewed Gerry Phillips and Jim McLernon, the Chevrolet managers, plus all those involved with 1969 Corvair production and decision making that I could locate. Those men included the engineers who laid out the off-line assembly area where the last 3,806 of the 1969s were built, many of the supervisors, plant management, line workers, Chevrolet distribution personnel, auditors, etc. at the time----even GM Chairman Jim Roche, who was directly involved with the last Corvair.

1969 Corvair number 5214, was one of the final 2500 or so '69s which were built without dealer orders and stored at the Willow Run assembly plant when production ended. These were then shipped to dealers as orders came in and 5214 was one of the last few 69s left at the plant. Chevy Manufacturing Manager McLernon sent the last few cars to Flint, and 5214 ended up being the last one left there. It was taken down to Chevy's Show and Display garage a few blocks behind the GM Building, where auditors discovered it and brought about its auction to local Chevy dealers.

In a now famous letter, Gerry Phillips stated that "regardless of serial number" 5214 was the last Corvair built. Gerry admitted to me that the car was not the last one built, and that he had confessed the error to an internal GM auditor who made him sign another letter to that effect. The bottom line was that he misinterpreted what was told to him by Jim McLernon, Chevy's manufacturing manager. McLernon also told me that 5214 was simply the last Corvair that GM sold. 1969 Corvair #6000 was definitely the last Corvair built."

Cruise-In and a Movie* _____ *by Alan White

The Shenandoah Valley is beautiful in the spring time as the lush mountains and rolling valleys come back to life from the sometimes harsh winters. People in these parts take a cue from the flowers and as soon as the flowers begin to show themselves, car lovers begin to travel to car shows and to the famous Hull's Drive-In in Lexington, VA! Hull's is the only community owned drive-in theatre in the nation, and Lexington and the surrounding area support it from early spring to late fall. In addition to the movies, Hull's hosts flea markets, yard sales and most anything else that the community feels would be a good fit.

On Memorial Day, Hull's Drive-In hosted "Cruise-In and a Movie." Blue Ridge Church of Christ in nearby Fishersville, VA was looking for a way to raise funds for an upcoming youth mission trip to Nicaragua. Always looking to have fun and to involve people from outside the church, Blue Ridge approached Hull's Drive-In about allowing them to use the facility for a Cruise-In followed by a movie. Since the theatre only operates Friday-Sunday, the Monday of Memorial Day was vacant and seemed like a perfect fit.

The movie that was chosen was "How to Train Your Dragon." This is a very good family movie that had never been to the Drive-In before. For the car show, Blue Ridge Church of Christ, knowing that I have an affliction that doesn't allow my lips to make the "N-O" sound, approached me to run the car show. Being that I'm about the only church member that's ever even been to a car show, made me the logical choice! Being a Corvair guy, my first official act as car show coordinator was to declare that there would be a rear-engine class in the show! Being the Car Czar has its privileges!

Another unilateral decision that I made was to have several different classes with each car allowed to enter up to 2 classes if it so qualified, and declare that no car could win more than one award. I have been to too many car shows where one car won 4-5 awards and most everyone else went home empty handed.

We gave out 11 different awards in the following categories and thus 11 people went home happy: Pre-1960, 1960-1989, 1990-Present, Camaro, Corvette, Chevelle, Rear-Engine, Convertible, Kids Choice (where any kid under driving age could vote for their favorite), Congregational (anyone that attends our church could vote for their favorite) and Best In Show. We initially had a Mustang class but no Mustangs showed up for the event. The class was quickly renamed "Chevelle!" Thankfully I had been wise enough to put "Best In Class" on the awards and not "Best Mustang!" My best Corvair buddy and arch nemesis Rex Buel won the "Best Rear-Engine" class with his Red 1965 Corsa Turbo Convertible. Also present were Ole Blue, my 1965 Monza 140hp Convertible and Ole Yellar, my 1965 Monza 110hp Coupe. Both Rex's and my convertibles competed head-to-head in both the Rear Engine and Convertible classes and while Rex won the Rear Engine class, Ole Blue took home the "Best Convertible" class. It beat out several other cars including a Corvette and a T-Bucket for the award! All-in-all, the show wasn't very big but it seemed to be a big hit with everyone in attendance.

Lexington is going to make a great venue for next year's Vair Fair. One more note-worthy award winner that I just couldn't let pass is the fact that my 2010 Camaro took home the award for Best Camaro! It doesn't matter that it was the ONLY Camaro there because it would have kicked the tail of any other one that dared show its face anyway!



Rex Buel's turbo convertible



Alan White's 140 convertible



Alan White's Camaro



Award winners at the "Cruise-In and a Movie"

Check out Chevrolet's Newest Concept Roadster, the "Mi-ray" – Korean for "future." (from the Detroit Free Press March 31, 2001

The Mi-ray debuted today in South Korea, Chevrolet's newest market and home to the roadster's designers. General Motors said its exterior and interior take cues from a fighter jet, along with past Chevy sports cars such as the **1963 Monza SS, 1962 Corvair Super Spyder** and Corvettes of the past.

Mi-ray features racer-style scissor doors and ambient lighting to highlight an angled line on the body. The front end includes what Chevrolet called "new signature daytime running lamps." Retractable flaps control airflow while serving as access points to the electric charging port and the gas cap.

The interior has a carbon-fiber cockpit shell. The instrument panel uses back projection.

The concept vehicle runs on battery power during city driving, using two 15-kilowatt electric motors and a 1.6-kilowatt-hour lithium-ion battery. For performance driving, the roadster has a 1.5-liter four-cylinder turbocharged engine that drives the rear wheels.

Mi-ray can switch between front-wheel and rear-wheel drive and uses a dual-clutch transmission.

GM replaced its Daewoo Korean nameplate with Chevrolet in January. The Detroit automaker had bought Daewoo out of bankruptcy in 2002, giving it a mandate to provide GM's global mini, subcompact and compact cars. The Chevrolet Cruze compact and the upcoming Chevy Sonic subcompact and Spark minicar all came out of Korea.

Last year, GM exported 1.8 million vehicles out of Korea, including one out of every four Chevrolets worldwide. Still, GM Daewoo's domestic sales numbered only about 126,000. So along with launching the Chevrolet brand, GM is launching eight new or refreshed products in Korea, in an attempt to cover more segments. *(Submitted by Alan White. Reprinted with permission of the Detroit Free Press)*



There's a battle over how much ethanol goes into your tank.

The US Senate is discussing ethanol. One senator wants 90% of the vehicles made in 2016 to run on 85% ethanol. Others in the senate want to phase out ethanol tax credits. Senator Tom Harkin (D-Iowa) wants the 85% ethanol vehicles. And he is fighting to continue the ethanol subsidies. "If you're going to reduce subsidies for ethanol, how about reducing subsidies for oil companies, like all the tax benefits they get? Why should it just be on ethanol?" Harkin asked during a conference call with reporters on recently.

Senator Charles Grassley (R-Iowa) and Senator Kent Conrad (D-North Dakota) have introduced legislation to reform ethanol subsidies. Called the Domestic Energy Promotion Act, the bill would reduce the Volumetric Ethanol Excise Tax Credit, or VEETC or blenders' credit, to 20 cents in 2012, down from the current 45 cents. It would be further reduced in 2013, and then become tied to the price of crude oil for the remaining three years of the subsidy. Harkin is a co-sponsor. Harkin thinks ethanol subsidies can end if three things happen: having more flexible fuel cars, more blender pumps at more gas stations and a dedicated pipeline for ethanol from the Midwest to the East Coast.

Apparently he thinks if ethanol has better market access it can compete without tax help. None of those three things would help us with fueling our old cars. They would mean higher percentages of ethanol in gasoline. Currently \$5.7 billion is spent on ethanol subsidies.

There could be a battle between big oil and the ethanol industry. Going to 85% ethanol in gasoline would mean big bucks for ethanol producers and a loss of revenue for big oil. Unfortunately our older vehicles won't run on E85 and the EPA says E15 is unsuitable for vehicles made before 2000.

Ethanol is still being hailed as a way to reduce importing foreign oil and a way to boost the rural economy. But using more corn for ethanol will also push food prices up. In a report this past April the UN says world food prices are near a record high due to inflation. The price of corn jumped 9.1% in the US in April. The US is the largest grower of corn but the UN report says not enough is being grown even with additional planting to rebuild global stocks. 40% of the corn produced in the US goes to ethanol production.

The ethanol debate has been taken up by NASCAR. During the Memorial Day weekend race in Charlotte NASCAR racecars will burn E15 gasoline. NASCAR is going along with E15 to make it look more "green" and stop criticism about the environmental impact of racing. In fact NASCAR has a green-innovation director. The E15 NASCAR is using isn't the same as what you might buy at the pump later this year. NASCAR E15 is high octane that produces a little more horsepower but at the expense of lower mileage.

Growth Energy is the organization that asked the EPA to increase the ethanol content of gasoline. "There's no sport more American than NASCAR, and there's no fuel more American than ethanol," said Tom Buis, CEO of Growth Energy, which promotes ethanol and partnered with the racing body. Could this be a PR move for the ethanol producers?

The battle over how much ethanol goes into your tank will continue. We already know ethanol has corrosive properties that damages tanks, fuel lines, pumps and injectors. We already know using more ethanol for fuel will push food prices up. It will be interesting to see what decisions Congress makes on ethanol.

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: 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. (5/11)

FOR SALE: Truck load of used parts. Two '65 4-spd transaxles, one early 4-spd transaxle, two LM PG transaxles, three LM engine blocks no crank or cam, two '64 steering boxes, two '65 steering boxes, '65 3.27 differential, LM 3.55 diff gears & carrier, '65 bare diff case, EM bare diff case, two parts heads (a 102 & a 140), several LM vent windows assemblies, numerous LM & EM headlight bezels, numerous torque converters, two 66-69 4-spd input shafts, set of '64 rear control arms, leaf spring & coupe coil springs, set of black '66 Corsa door panels, set of bronze '66 Monza door panels, box of EM & LM interior & exterior door handles and window cranks, some exhaust manifolds, set of LM convertible vibration dampeners, about 30 EM & LM wheelcovers (no wires), numerous starters & alternators plus other boxes of misc parts. \$100 for all. Buyer must take it all. Wade Lanning, 804-586-1023 (cell) 804-861-5748 (home) or wblanning@comcast.net. (6/11)

FOR SALE: 14" Wire Wheel Covers w/o center inserts. Good Condition but not show quality. I have taken them apart, cleaned, painted background black and reassembled. I bought them thinking they would fit my '64 Corvair but they turned out to be too large. Asking \$195. Jerry Turner, 804.358.6229. (6/11)

FOR SALE: Corvair body cart. Has heavy duty steel wheels with caster on one end. Will support a Corvair with the drivetrain and suspensions removed. Has anchor pins that align with holes in LM frame supports so the body won't slide off. Great for parting out Corvairs and still being able to move the body. Pictures available if interested. \$50. Wade Lanning, 804-586-1023 (cell) 804-861-5748 (home) or wblanning@comcast.net. (6/11)

SERVICE: Russell Davis can provide your specialized Corvair tool and machine needs. Machining heads to reduce compression to allow use of regular gas (see picture to the right) and carb high performance modifications are just a couple areas of expertise. He makes special Corvair tools including bearing greasing tools, headlight bezel tool, harmonic balancer puller that can be used without lowering the engine and EM axle bearing pullers. See pictures and order online at <http://bluechipmachineva.com/index.html> or call Russell at 757-642-0665 to discuss your needs.

