

July 2011

officers

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newsletter

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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

CALENDAR

Tuesday, July 12: CVCC Monthly Meeting, 7 PM, River City Diner, 803 E. Parham Rd, Richmond. Take I-95 Parham Rd Exit 83B (west).

Saturday, September 17th: Whelan Farm Hoe-Down. This yearly club event involves eating, Corvair field events, eating again, a hayride, eating some more, a bonfire, camping out if you want, eating one more time. Family, pets and toys of all sorts welcome. Tour Paul's collection of 100 (more or less) Corvairs in various condition. *Details in future newsletters.*

October 14-16: Vairs in the Valley, Maggie Valley, NC (near Asheville). The Smoky Falls Lodge, 2550 Soco Road (US Hwy 19), Maggie Valley is the host motel. Call toll-free (877) 926-7440. Show registration contact Ron Mercier, 1131 Falling Leaf Trail, Sylva, NC 28779. Telephone (828) 631-2800 or go to <http://www.ncmountaincorvairs.com/shows.php>

More local fun events you might be interested in.

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

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 many more local car show info go to www.carclubcouncil.com

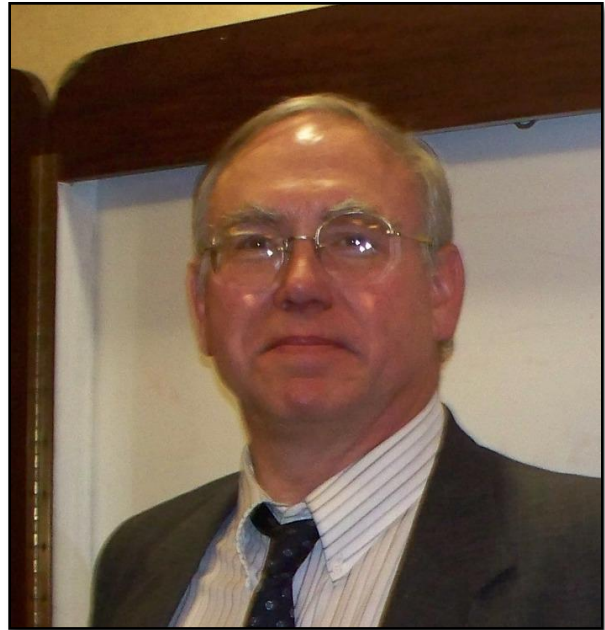
From the President

It's July, and the weather is continues to be hot and humid. Hmm, it must be summer, happens every year. But, it is still nice to get outside and work on Corvairs, take in a car show, and drive your Corvair.

July reminds us of the 4th, fireworks, our founding fathers and all those who have served and continue to serve to keep our country safe and the greatest in the world.

Happy Fourth of July!

Back to the garage,
Frank



July Birthdays!!



1- Nelson Riggle
1- John Gilliland
8- Edward Barnes
15- Brandon Waldorf (Whelan)
17- Jon Rintels

20- Stephen Eldred
21- Ann Buel
25- Deedra White
27- Steve Wright
29- Brooke Loth Birdsong

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.

May Meeting Minutes

President Frank DuVal called the June 14, 2011 meeting to order at the River City Diner with the following members present: David Robertson, Wade Lanning, Van White, John Loth, Ralph & Dianne Ramsey, Steve Wright and Van White.

Old Business

- Club dues will stay the same for now pending CORSA's membership policy review.

New Business

- Whelan farm club picnic set for Saturday, September 17.
- Trip ideas:
 - o Visit the 2012 Vair Fair site at Lexington, VA.
 - o Cooters Place Homecoming, August 13 & 14 in Sperryville, VA.
More info at <http://www.cootersplace.com/>
 - o Return to the Classic Car Center in Fredericksburg.

Being no additional old or new business, the meeting was adjourned and socializing resumed, spilling over in to the parking lot since it was a warm evening.

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

Corvair Sighting

by David Robertson

The July 2011 issue of *Automobile* contains a one-page feature titled "Cross-Country Classics", about a few classic car owners who went on long trips in their old cars. One, Ned Coonen, bought a 1961 500 Lakewood wagon in Oakland, CA and proceeded to drive it home to Downers Grove, Illinois in 2008, covering 2100 miles. He shared his story on-line at:

http://www.automobilemag.com/features/news/1107_cross_country_classics/index.html



That trip pales in comparison to another featured driver's odyssey... How about 10,000 miles in a 1959 Renault Dauphine? Talk about a glutton for punishment!

Spring Warm-Up at Myrtle Beach _____ by Rex Buel

In March Ann and I went to the “Spring Warm-Up” in Myrtle Beach, arriving a day ahead of the show. I drove my red turbo convertible and about 50 miles from Myrtle Beach it started raining (crosswind). Ann got a few drops of rain on her arm!!

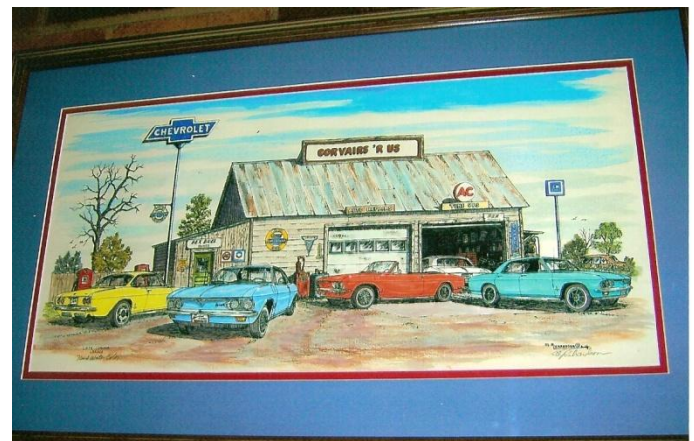
On Friday I went out to start the car and the clutch cable broke. A week before the trip I had new throw out and pilot bearings installed along with a new clutch and flywheel. To make a long story short, someone bringing parts to vend had a clutch cable with him. Many offered to help. We were able to push the rear of the car up onto Bill Pritchard’s tow dolly and lifted the front of the car in order to rest the tires on two rims to stabilize the car on the jack. Thanks to Bill Pritchard and Richard Jenkins for their help!

At the awards banquet I won the long distance trophy, the hard luck award, the 50-50 drawing and the grand prize of a watercolor painting of a Corvair garage with Corvairs in front by artist Al Richardson. Someone said it looked like this was fixed! The funny thing is that I seldom win anything!

All in all, it was a good trip. It’s always a good time when we are with Corvair people.



*Rex Buel and Bill Pritchard (inside).
Richard Jenkins (underneath)*



Painting by Al Richardson won by Rex

MEYE62 _____ by John Gilliland

Where do I start with this saga? I guess that I need to give out a little history and fill in the rest later. I own a 1962 Corvair coupe model 700. In about Oct or Nov of 2009 I took it apart and sent it off to the paint shop. I did most of the body work prior to that trip so it shouldn't take long to get it back. I went to the paint shop weekly watching in amazement at the car was being painted. In mid Dec of 2009 I got the call to come and pick the car up and part with some more money. I had the best intentions to have the car back together in the next month or so but then life happened.

Now I will fast forward to June of 2011. I have been earnestly placing parts back on the car for about three months now. I have not finished all the little cosmetic things but the car after setting for about one and a half years fired up after a new battery was installed and a few shots of \$3.99 per gallon gas went into the carbs. It spit and sputtered for a few minutes but leveled out and idled just fine.

What I wanted to write about was the conversion from two tail lights over to four tail lights. My 62 never came with backup lights and I had the 62 blanks in place. In my mind it should be a easy fix to just place a tail light in the back up spot and do the wiring. WRONG !!!!! There is no room in the wall behind the backup lights so I would need to use the 62 fixture with the bulb coming out of the bottom. It also will need to go from a single pin to a double pin fixture so the turn signals and the brake lights will work correctly. This was not going to be easily done. The fixture as you will see in the photos could not be converted or at least not by me until I found a replacement two pin socket.

I tried pulling the old single pin out and forcing in an old two pin light socket but it just didn't fit correctly. I went to my local auto parts store and found a GM replacement two pin socket and with a little cutting on the fixture and some on the new socket it fit like a glove. I have them all in place and I have tested the wiring and all is good. I will make it solid and the 62 will roll off the rack by next week sometime. See pictures of this light project below.



1. My 62 had the blank backup light cover plates in place.



2. Backup light hole showing tabs that you use with blank covers.



3. This is a shot of the two tabs you bend and break off to install the backup light fixture.



4. I have removed the original socket from the backup light fixture



5. This is the replacement I used for the original single pin socket.



6. You need to file out the round hole so that the square socket will lock in place



7. This is the starting of filing some material away to make the correct fit.



8. This show a very nice fit in the original location for the bulb



9. The picture to the left shows the dual lights in place. They will give a better indication of braking or turning, especially at night.

One Mystery Solved _____ **by David Robertson**

Last month, you may have read the article concerning the change in the heater box between 1965 and 1966 Corvairs (“An Exceptional ‘Vair”, June). In it, I put forth a couple of theories concerning the disappearing cover plate and the change in the box. Turns out, the answer was as close as the 1966 Shop Manual Supplement!

On page 15-1 it states: “The 1966 Corvair Direct Air Heater is basically a carryover from that used in the 1965 vehicle. The Blower and Air Inlet Assembly has been changed so as to remove the never-used outside air intake, but its basic installation remains as in 1965.” Aha!



Late model heater boxes. 1966-1969 style on the left, 1965 style with fresh air inlet box on the right.

(Editor’s note: this change possibly saved GM some money too. They were struggling to make money on the Corvair by then. There were about 157,000 Corvairs built from 1966- 69, so if they saved \$3 each, that would have saved about a half million bucks over the last four years of production.)

Now, does anyone know why most (all?) ‘65s have an unused hole drilled through the ‘firewall’ of the trunk into the passenger compartment? I’ve never seen this on any later models and have no idea why it is there. Anyone have an answer for that one?

July 2011 Car Hobbyist News from the Council _____ **by Fred Fann**

Big Ethanol wins again, then loses – on June 14th a vote was taken in the US Senate to end the \$6 billion a year ethanol subsidies – and it failed. Then on June 16th another vote was taken in the Senate and by a 73 – 27 margin the ethanol subsidies are supposed to end. It is not expected to make it into law. Attachments to the bill and a possible veto by the president will most likely prevent the subsidies from ending. It does show that people in DC are getting very worried about the deficit.

More people are getting concerned about E15 and other ethanol blends and the damage these blends could do to engines. More ethanol also means less gas mileage and possible engine problems. What I have heard is that the EPA is working on the approval of so called blender pumps for ethanol. The blender pumps would allow varying amounts of ethanol fuel such as E10, E15 and E85 to be dispensed. These pumps would be similar to the old Sunoco pumps that would dispense economy, regular, super, premium and super premium gasolines all from the same pump. The problem the EPA will have is making sure people don't make a mistake in fuel selection. The EPA recently releases a picture of an orange and black label that will go on E15 pumps. The problem is many people will just ignore the sticker just like they ignored warnings about putting leaded gasoline into unleaded cars until the government mandated a nozzle and gas filler size change.

Car hobbyists are not at all happy with ethanol. There is an abundance of information on the internet about ethanol and older vehicles. Ethanol is a solvent and can dissolve rubber and other materials causing problems. The EPA says E15 and greater ethanol blends should not be used in vehicles made before 2001 and should not be used in any air-cooled engines.

In May the US Senate voted not to allow drilling for oil off the coast of Virginia. Both of Virginia's senators voted against the measure. Many in the senate stated concerns because of the BP Gulf spill last year.

The EPA has released the 16th annual U.S. greenhouse gas inventory. The report shows a 6.1% decrease in 2009 greenhouse gases as compared to 2008. The decrease is attributed to the poor economy. The US submits this report to the Secretariat of the United Nations Framework Convention on Climate Change (UNFCCC). UNFCCC's purpose is to address climate change.

The EPA continues to delay carbon regulations from going into effect. The reason for the delay is the Obama administration fears what carbon regulations would do to the economy at a time when he is running for re-election.

DMV has halted a systems redesign called CSI. DMV contracted with a company called Accenture to do some of the redesign. The goal was to get people in and out of the DMV customer service centers quicker. Currently DMV has spent \$23.7 million on the \$69.9 million project. Six months ago the DMV commissioner signed a \$36 million contract with the company. DMV thought that Accenture would only use employees in the US but wanted some of the work to be done by employees in Argentina. This was unacceptable to the DMV and the work was halted. DMV says it will still be able to complete this project by 2013. It is not known how much money and time will be saved once the new CSI system is in place.

Below is information on the CSI system from the DMV website:

The Citizen Services System (CSS) was developed in the late '80s. A lot has changed since then. It's time for DMV to change, too. It's time for us to rethink the way we do business and to build a technological infrastructure that makes conducting our business functions and serving customers easier, more efficient, and more secure. That's systems redesign!

We have already named our system, CSI, which embodies these goals:

C = Customer-Centric

S = Secure, Service-Oriented, State-of-the-Art

I = Intelligent

The vision of the CSI system redesign project is based on utilizing a fully integrated system to serve and manage our customers, our contractual business partners and our stakeholders. The scope includes, but is not limited to credentialing, tax processing and financial management.

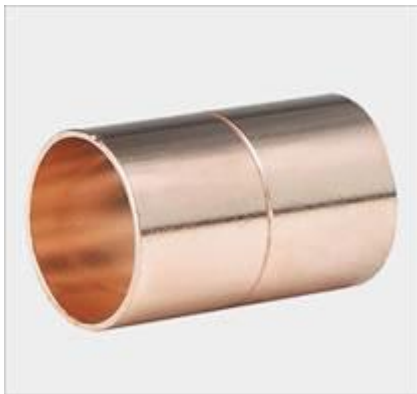
The Virginia DMV provides a multitude of services to private citizens, transportation entities, courts, law enforcement agencies, government agencies, insurance companies, and related transportation clients. The agency employs more than 2,000 full and part-time employees to collect transportation revenues, issue numerous types of credentials, and process tax filings for fuels tax, rental tax, and the International Fuels Tax for motor carriers. Through a network of 74 Customer Service Centers (CSCs), 13 Motor Carrier Weigh Stations, 56 DMV Selects (license agents) and a headquarters location, DMV annually issues over 1.7 million driver's licenses, registers almost 6.4 million vehicles, weighs approximately 17.5 million trucks, and collects over \$2.2 billion in revenue. Currently, all of this is accomplished using disparate and outdated automated systems that run independently and on multiple, diverse platforms dating back to the late 80's.

During agency strategic planning efforts several years ago, DMV recognized that in order to effectively meet its mission and the ever-changing needs of our customers, the agency needed to re-engineer its business processes and build a comprehensive, integrated automated solution to support the core business functions.

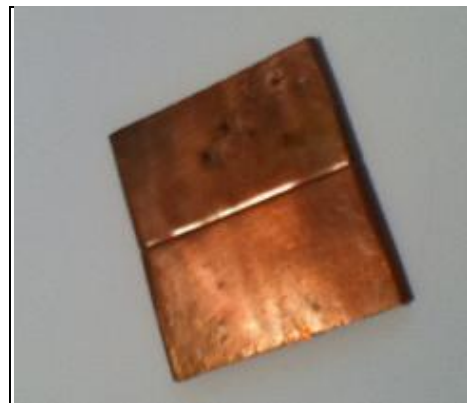
(Editor's Note: For more car hobby information about this, antique license and similar matters, go to the Car Club Council of Central Virginia online newsletter at <http://www.carclubcouncil.com/newsletter.html>.)

Cheap Welding Tip _____ ***by David Lanning***

When welding up a hole in sheet metal, placing a copper welding spoon behind the hole helps keep the molten welding from dripping through. However welding spoons can be pricey, so I made one out of a copper pipe connector. I just hammered it flat to make a plate and held it in place with clamp or a pair of vice grips. I could tell a difference when welding up a hole when using it, especially since I'm still a novice welder. Plus it might work better to get a short length of pipe (6" or so) and do the same thing. Sure beats \$30 for an official welding spoon.



Connector Before Flattening



Connector After Flattening

Classifieds

FOR SALE: '62 ElVair/Cormanio. Customized Wagon now an El Camino 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/powerglide, 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: 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)

WANTED: Good rocker panel trim support brackets for '62 or '63 Monza. It takes four pieces to make a set for a car. Need two pieces. Also looking for set of NOS or very good used rocker trim. Wade Lanning, 804-586-1023 (cell) 804-861-5748 (home) or wblanning@comcast.net. (7/11)

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

