

August 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, August 9: 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 the next newsletter.*

An Early October Weekend: Goat's Milk Tour, Lexington, VA. See more info on page 5 on this newsletter.

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.

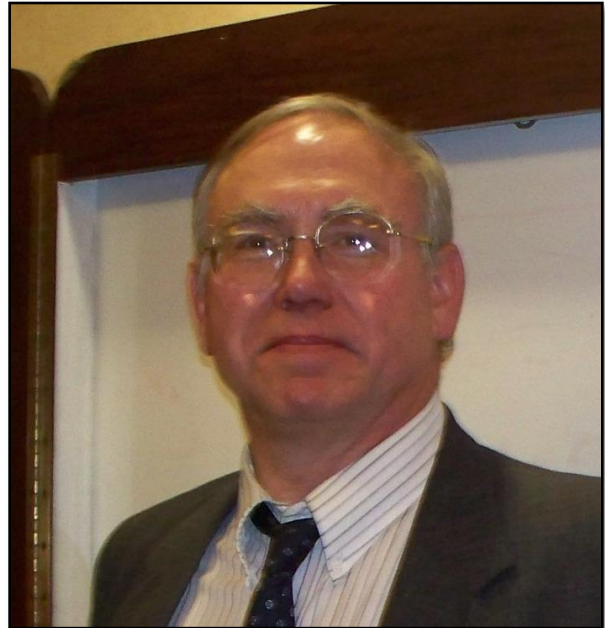
September 16-18, Field Day of The Past, Rockville-Centerville Va. in Goochland County, BIG car show and everything else plus antique gas stations relocated to the site. (great for pictures!)

From the President

It's August. July was the hottest July and also the hottest month ever on record for Washington DC! It was not nice to get outside and work on Corvairs. So I took time for inside work around the house when it was 101° F and a heat index of 127°. Maybe August will get me back outside and continuing maintenance on my Corvairs.

Ashley's 65 has a new home. No, it was not sold, just now parks in Arlington for the next two years. She has started graduate school at Marymount University. We waited until Sunday to drive it up. It was much cooler then, only 99°F instead of the 101 & 102 °F along I-95 on Friday and Saturday.

The planning of the Goat's Milk Tour is shaping up. Mark your calendars for this event. Details as of printing time follow in this newsletter. Alan White has done a lot of leg work for this event.



And of course the Whelan Farm Hoe-Down is on the calendar for the weekend of September 17-18. I better get an autocross car together quick. Or is that get a quick autocross car together?

Back to the garage, soon. *Frank*

August Birthdays!!

1- Lillian Farmer
2- Phil Picardat*
5- Marsha Davis
6- Michael Eldred

6- Barbara Loth
14- Trish Reilly
15- DeLinda Jones
19- Jeremy Barnes

21- Elizabeth Rintels
23- Mel Herwald
29- Lisa Novarro

(* indicates deceased member.)

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.

July Meeting Minutes

President Frank DuVal called the meeting to order at the River City Diner with the following members present: Dave Weaver, Wade & Phyllis Lanning, Diane & Ralph Ramsey, Del Patten, Van White, David Robertson, Mike DeJong and Ray Davis. Steven Wright had an emergency at home and left before the meeting began (all is well).

Frank welcomed Dave Weaver back to the fold. He also welcomed members of the Central Virginia Cadillac-LaSalle Club who were joining us for a joint meeting. Wade determined the event to be a "Cadivair" meeting. Their President, Ron Threadgill, shared a DVD of automotive ads from the 50s and 60s that were shown and discussed during the meeting.

Treasurer, Ray Davis, reported \$1,917.89 in the checking account. Dues had been received from 13 members (now 19).

Frank mentioned members Alan White and Rex Buel, both over the mountain, are in charge of the 2012 Vair Fair to be held in Lexington. David and Wade suggested the information for the VF needed to be turned into CORSA for the Communique by October 1 for the November/December issue and December 1 for the January/February issue. David reminded us that since we had few activities last year, we need to plan now for future activities. A motion was made and passed to have the Goat's Milk Tour in early October and that it be a road trip to Lexington. We would check out the motel facilities; drive the rally route and possibly check out some of the attractions. Ray indicated he had asked Alan and Rex to look into this excursion. David suggested the Wakefield Cruise-In as an activity. There appeared to be some weak nonverbal agreement. Other suggestions were: August 13-14, Cooter's Place Homecoming in Sperryville; August 13, Feed the Need Poker Run, Highland Springs; September 9-11, Somerset Pasture Party; September 16-18, Field Day of the Past, Goochland. There were no takers for other activities. It was also suggested the Christmas Party be held at the Riverside Dinner Theater in Fredericksburg (actually it's in Stafford). Frank reminded everyone that the Whelan Farm Hoe Down is September 17. Somewhere along the way, the meeting was adjourned.

Respectfully submitted, Ray Davis, Secretary

The Fleurbrier

Natalie Davis has quite the green thumb; her flowers and arrangements are beautiful. However they are too big to fit in their modern Buick, so Ray's Greenbrier is used for flower transportation. Now dubbed the Fleurbrier, it was previously known as the Museumbrier that traveled the country to exhibit CPF historical artifacts before being bought by the Davis family.



Novarro's Corvair Wins Award!!

Club members **Gerry & Lisa Novarro**, who now live in LeLand, NC, recently attended a big local cruise-in where their Corvair won special recognition. Here is Lisa's report and pictures she sent.

"We have some braggin' to do! Gerry and I and Delilah went to the SunCoast Cruiser's cruise in at Smithfield's BBQ this last week and we won the Crew's Choice Award! Delilah was dressed up for the occasion, and she and I accepted our award....."



Lisa & Delilah with the Crew's Choice Award



The Novarro's '64 Monza convertible

Non-Ethanol Gas

This information was posted in this newsletter some time back, but an update is worthwhile. The following link will take you to locations in Virginia where ethanol free gas can be bought. Other states can be searched on this link too.

<http://pure-gas.org/index.jsp?stateprov=VA>

You'll see there are many stations on the list in the Shenandoah Valley. Also many around the state are at marinas where you may not be able to fill your car, but you can get it in gas cans for your small engines. Prices at marinas tend to be as much as \$0.90 - 1.00 more than gas a stations. **Russell Davis** reported that Southern States on Rt 460 on the west side of Windsor, VA only sells ethanol free gas at their vehicle pumps and their price is about 8 cents higher than nearby ethanol laden gas.

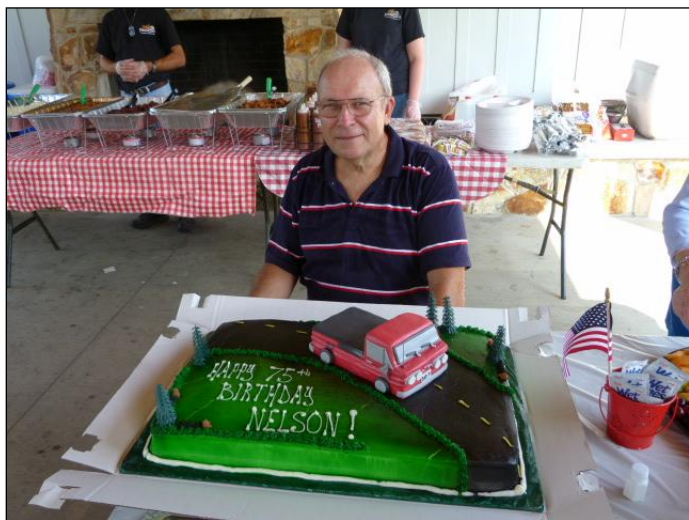
Corvairs in Print

The August 2011 *Hemmings Classic Car* magazine has a one page story about how previous Corvair owner and sports car racer, Donald Addor, inspired Don Yenko to build the Yenko Stinger Corvair. While at a race in Maryland with his TR-3 in 1962, he loaned Yenko his personal Corvair tow car, a '61 Monza with a Powerglide, to go to town to pick up something he needed. After a while he was wondering why Yenko wasn't back, only to see him out on the race track throwing the Corvair through the curves. When he came in off the track, Yenko said that even though he sold Corvairs at his dealership, he didn't realize how well they handled. After this Corvair experience, Yenko began his fore ray into Corvair racing.

This fine magazine should still be on newsstands for a little while longer before the next issue comes out.

Special Birthday Cake

During July, **Nelson Riggle** celebrated his 75th birthday. Since Nelson and Joan have had Corvairs a long time, his children had a special birthday cake made like Nelson's Corvair Rampside. It was very well done and detailed, and it was a beautiful red, just like the real Rampside!



Goat's Milk Tour in Planning Stages

In early October, plans are being made for a club trip to Lexington, VA to visit the site of the 2012 Vair Fair. The Vair Fair will be held at the Howard Johnsons motel on Rt 60. For those that went on the tour several years ago that included Hull's Drive-in, the Howard Johnsons is across the road from where we stayed then.

Current plans are to convoy to the Howard Johnson's on Saturday morning. There could be two convoys; one from the Richmond area and one from the Fredericksburg area. From the HoJo we will drive the Blue Ridge Parkway to the Peaks of Otter lodge for lunch. Following lunch, sightseeing will be on the venue and later a Vair Fair planning meeting back at the HoJo. On Sunday morning we'll do more group activities before heading home.

The dates for this tour will be either October 8 & 9 or October 15 & 16, so keep those weekends open on your calendar. For planning purposes, also let the club officers know if you want to participate. We hope you can come and drive your Corvair, but if you can't bring a Corvair we still hope you can make it. More details will be provided next month in this newsletter and at the monthly meetings.

Road & Track Article

Thanks to club member **Mark Weaver**, on the following five pages is an article from the August 1963 issue of Road & Track magazine about two special Corvair based experimental cars that GM had built, the Monza GT and the Monza SS.

Both the Monza GT and the Monza SS are still in existence and have been displayed by GM at various venues. The Monza GT has been loaned to CORSA on a number of occasions for exhibit at the conventions. The Monza SS retains the Corvair engine in the rear, like the production Corvair, where as the GT is mid-engined.

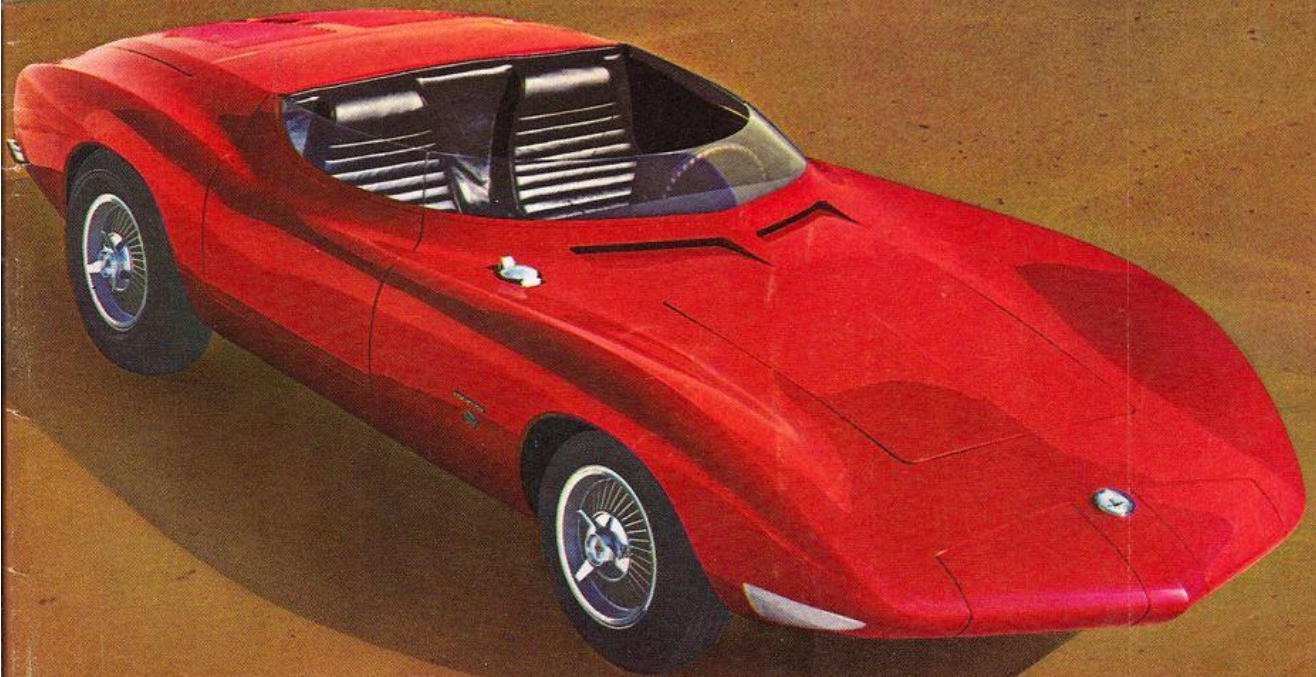
Opening Acts of the Continental Racing Circus

AUGUST 1963
FIFTY CENTS

ROAD & TRACK

THE MOTOR ENTHUSIASTS' MAGAZINE

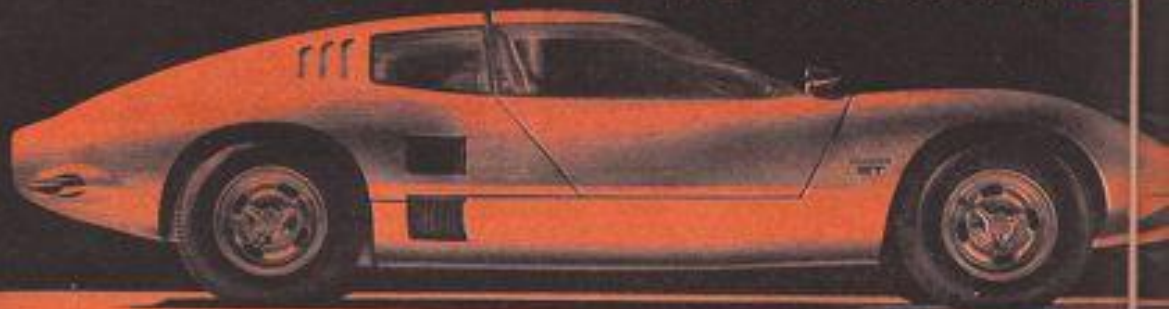
Corvair Monza SS: dream car with a future



RT

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MAGNIFICENT MONZA



*General Motors Styling bridges the gap
between dream and reality*

AT LAST YEAR'S Elkhart Lake 500, the spectators were startled to see a metallic gray, rakishly beautiful and totally unfamiliar coupe, so low it could hide behind many roadsters, being driven around the track. After making two laps at a moderate speed the car was loaded into the General Motors van, from whence it had come, and thereupon, with no fanfare, disappeared.

A month later the coupe made its second appearance, this time at the *Los Angeles Times* Riverside GP for sports cars. On this occasion, after being driven around the circuit, the car was placed on exhibit in a tent in the infield, along with the Corvair Super Spyder and the Corvette Shark.

Even though General Motors top brass—through its public relations department—was at this time requesting "no publicity" on the car (*Road & Track*, among others, was requested to please *not* do a story), the coupe continued to be shown: at Watkins Glen during the U.S. Grand Prix, Laguna Seca, the Art Center School in Los Angeles and other places. This contradictory situation went on until finally the announcement was forthcoming from GM that the

Monza GT, as the coupe was known, would be shown at the New York International Auto Show, along with a similarly styled roadster to be called the Monza SS.

The N.Y. show is over, but the furor and excitement caused by these two show cars is not, and won't be for a long time. Many of those who attended the show, ourselves included, thought the pair of Corvairs two of the most exciting vehicles in the Coliseum. The old adage—"You build it, we'll buy it"—was never more true.

It is a moot point as to which of the two cars excited more interest and probably boils down to whether the viewer prefers coupes or roadsters, more than to styling, practical or technical reasons.

Both cars are Corvair based, although the GT carries the engine ahead of the rear axle while the SS engine is located in the standard Corvair position behind the rear axle. Both are for two-passengers only, with no pretense of being anything but 2-passenger cars.

The similarity in styling between the two cars is obvious and some components are duplicated: the 13-in. special mag-

MAGNIFICENT MONZAS

nesium wheels, disc brakes on all four wheels, Corvair 4-speed all-synchromesh transmission, hydraulically operated clutch, and adjustable foot pedals (the seats do not move fore and aft to change the driving position).

The SS roadster is actually the more "standard" of the two cars—if the term can be used at all here—in view of its stock engine installation position and the fact that it has doors for each passenger, for the engine compartment at the rear and the shallow luggage compartment at the front. The GT coupe makes no pretext of having luggage space at the front, and the interior is reached by opening the entire cover of the driving compartment (including the windshield, top and "doors") which is hinged at the front, while the engine compartment is opened to view by the entire back swinging open from a pivot point just behind the rear wheels.


Headlights on both cars are the French Cibie rectangular-lens units, hidden behind clamshell doors; a styling gimmick that looks great when the doors are closed and the lights hidden from view, but with the doors open the sleek front end configuration is relegated to something out of "The Beast From 20,000 Fathoms." And, at their low level, these lights are illegal in most states. If the cars are ever destined for production, some other front lighting arrangement will have to be designed—a point we are sure hasn't escaped GM stylists.

The suspension, which is attached to tubular steel extensions of the chassis platform, is independent all around. But unlike the standard Corvair, it utilizes parallel A arms at both front and rear with torsion bars as the springing medium.

In creating the body design for the GT coupe, aerodynam-

ics played a genuine part in the ultimate configuration and follows the theories first laid down by Dr. Kamm: a small, clean shape, flowing from a small front, for good air penetration, to a sharply chopped off tail to reduce both overall length and the disturbed airflow at the back. The roadster version was a logical progression of this theme and retains both a clean shape and a family resemblance to its forerunner—the GT. Both cars have bodies of glass fiber reinforced plastic.

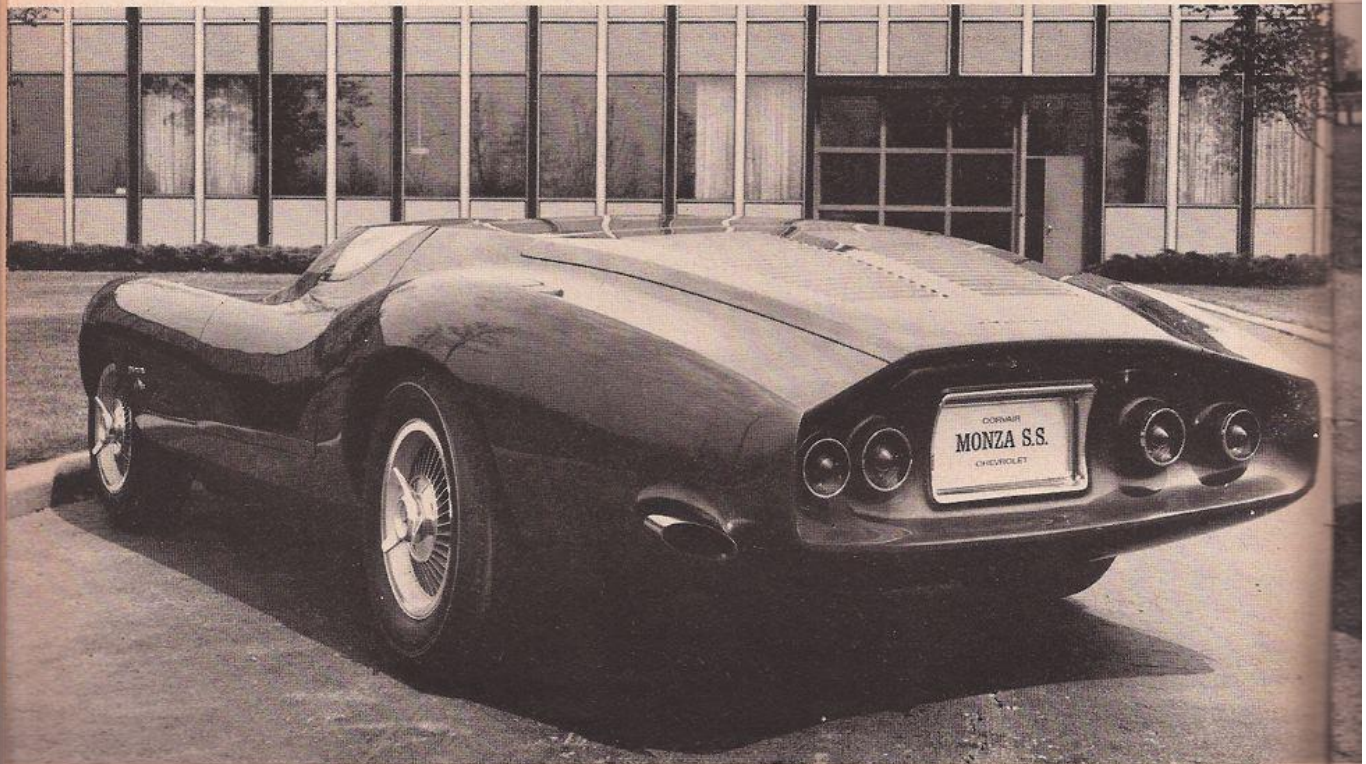
No production has been announced for either car and we think it is a pity. However, we can think of several currently produced sports cars that would probably suffer a loss in sales if either or both of them were to go into production.

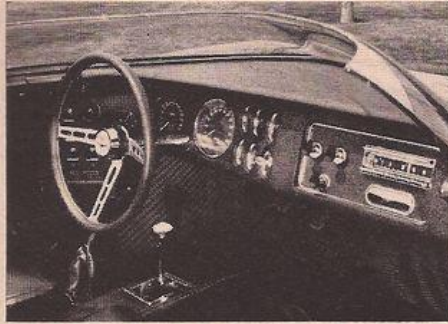
Be that as it may, what started out in the GM styling studios as a pair of "show cars" may soon be seen on the road in a production version. We sincerely hope so, for selfish reasons; cars of this type probably won't increase GM's income (in fact they may even prove to be a loss) but the enthusiast market sorely needs a boost, and these are two cars that could do it. 

GENERAL SPECIFICATIONS

	Monza GT	Monza SS	Corvair Monza
Wheelbase, in.	92	88	108
Track (front & rear), in.	53	53	54.5
Overall length, in.	165	164.5	180
Overall height, in.	42	30	51.5
Overall width, in.	62	63.8	67
Front overhang, in.	39	39	30.3
Rear overhang, in.	34	37.5	41.7

High tail, in the current fashion of sports/racing cars, is used. Very much appreciated is lack of the Ferrari "ducktail."

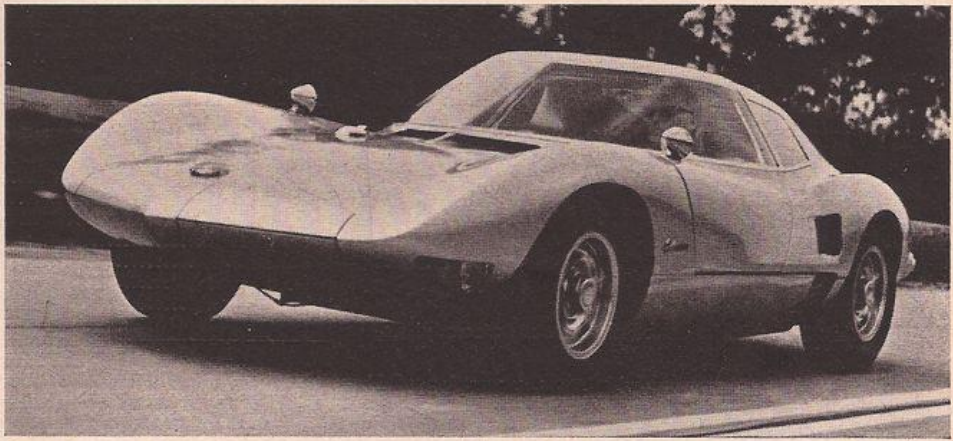




SS instrument panel is handsome and functional.

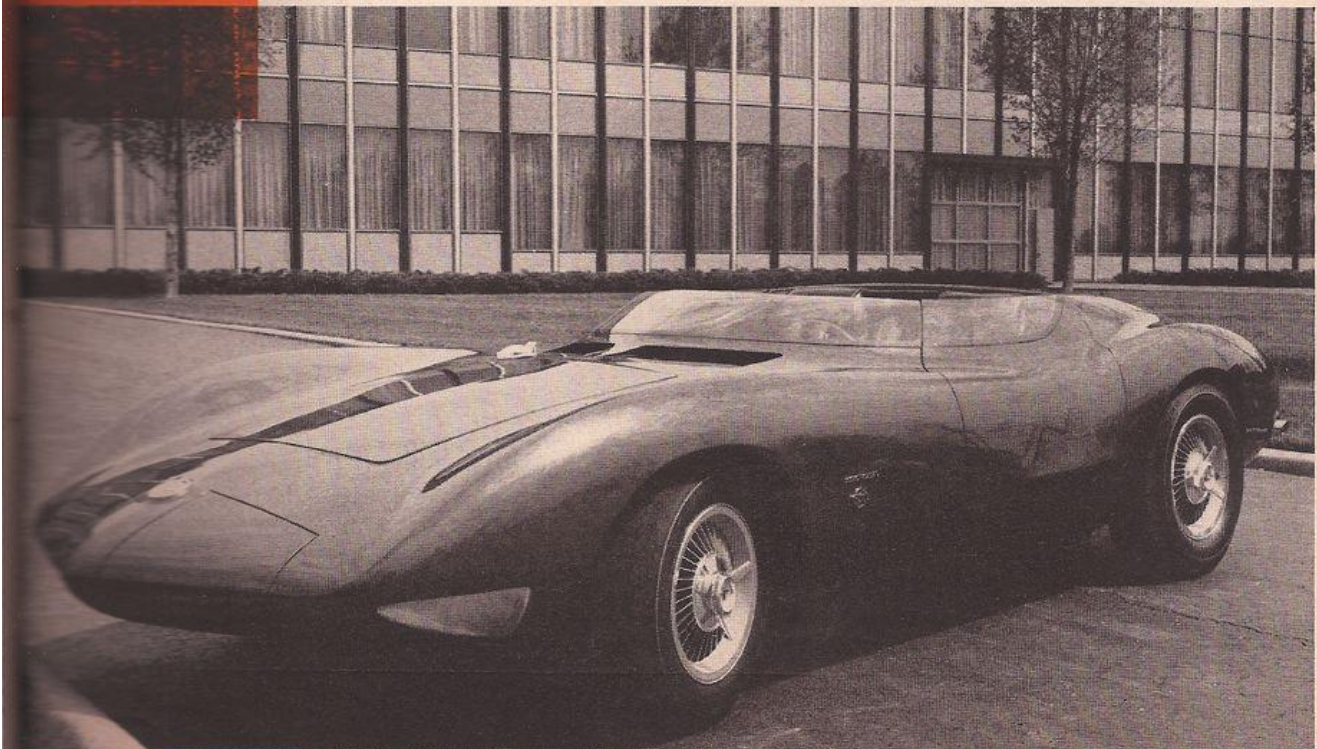


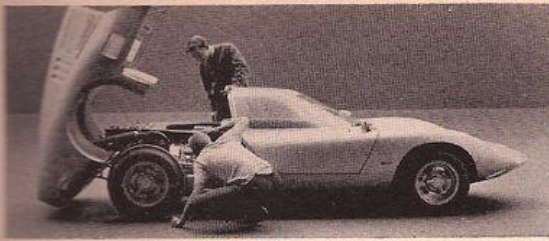
Watch out for your fingers, it may bite.



Passenger compartment air enters slots at windshield base.

Technically interesting, visually exciting. Our orders are in, how about yours?

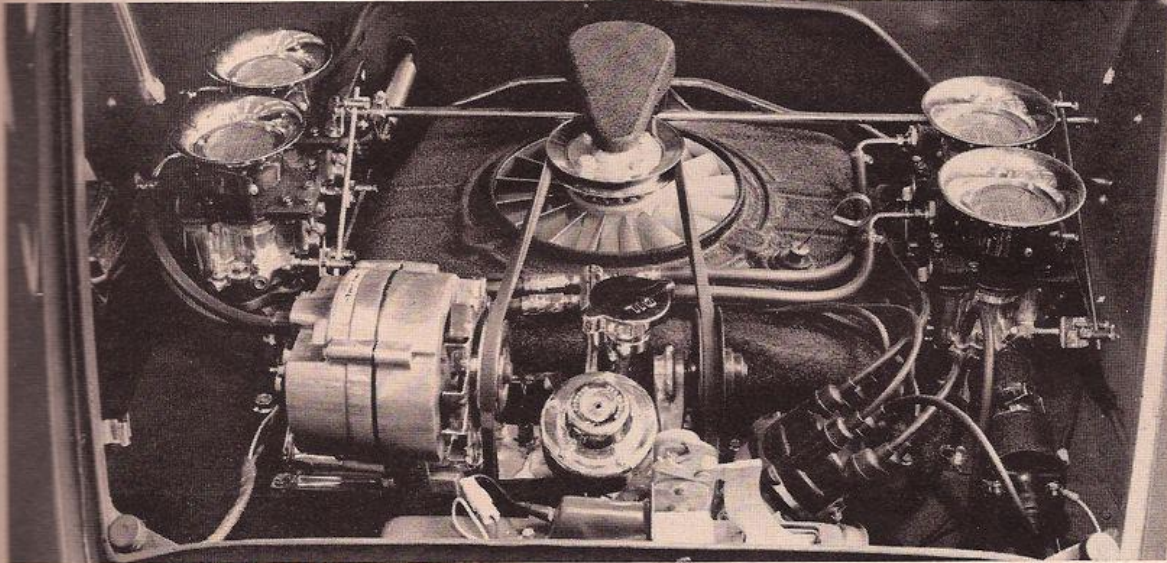




Entire rear section opens for engine work.

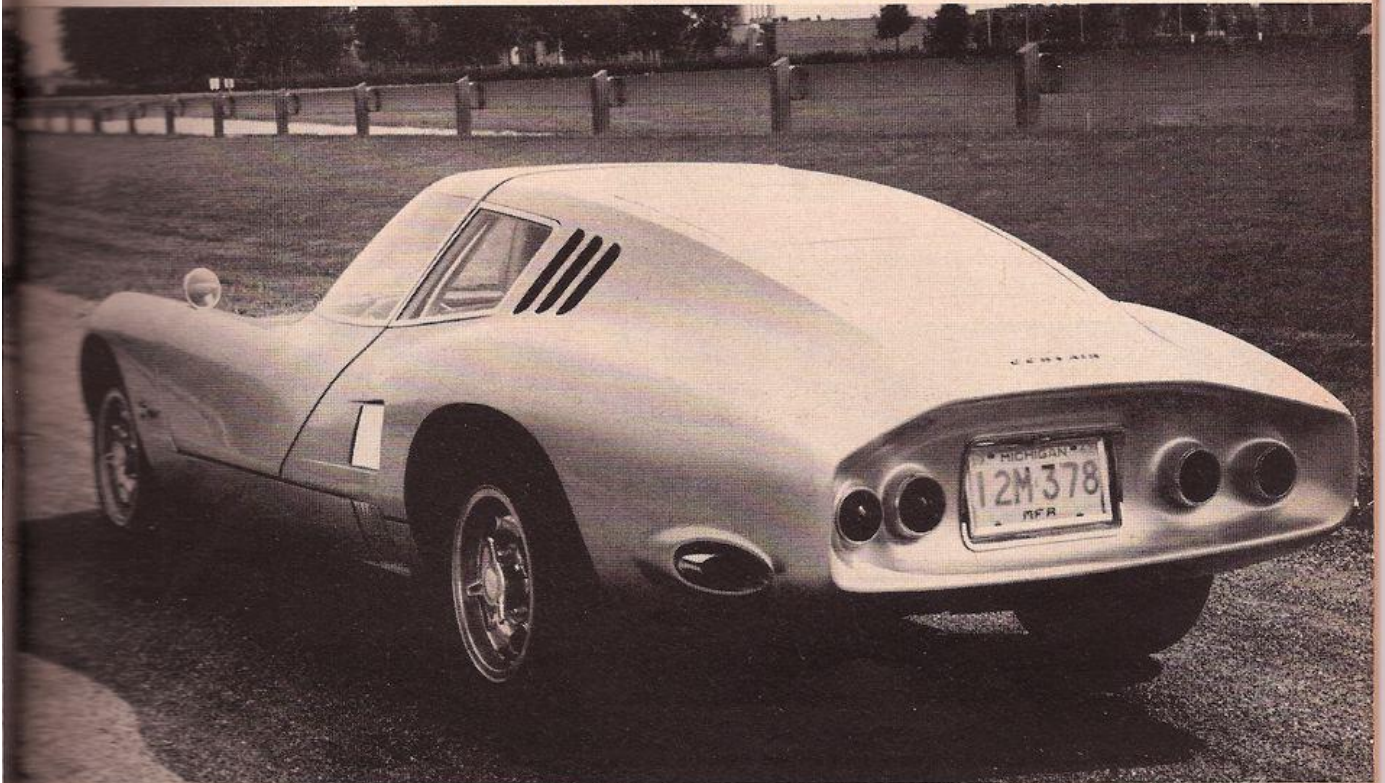


Cockpit entrance is gained by lifting canopy.



Four carburetors are used on the SS engine; two on the GT.

Forward visibility is excellent; rear view (and ventilation) can be increased by opening louvered section of top.



AUGUST 1963 19

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

Last month I reported that the first step had been taken by Congress to end the ethanol subsidy. For 33 years Congress has propped up the ethanol industry with subsidies. This year \$6 billion of your tax dollars will go to blend ethanol into the gasoline you buy. The ethanol industry spokesmen stated that without the subsidy 112,000 jobs would be lost and the industry would fail. Now that the end may be near those same people are saying they no longer need the subsidy. Perhaps they never needed it. We're going to have to wait and see what happens. At the time of this report no one knows what Congress and the President are going to do about the debt ceiling and budget cuts.

One interesting thing is that Celanese Corporation is considering making ethanol from natural gas. If the ethanol subsidy actually ends then this company has determined it can make ethanol from natural gas for about two-thirds of the cost of making ethanol from corn. The company is seeking legislation from Congress that would permit the production of ethanol from natural gas. In fact the company is building a plant in Texas to produce ethanol. Why not just skip the ethanol all together and just convert vehicles to run on natural gas? It's cleaner and we wouldn't have to depend on foreign oil. But that's not the way things work in the world of politics.

What happened to those electric cars the Chevy Volt and the Nissan Leaf? Take a look at these sales figures:

March: Volt 608 – Leaf 298
April: Volt 493 – Leaf 573
May: Volt 481 – Leaf 1141
June: Volt 561 – Leaf 1708

The sales figures for electrics are horrible. Consider that Ford sold 194,114 Fusions in June alone. The Volt is Chevy's electric car that has a small gasoline engine. It costs over 40K and many believe the production costs are higher than the price. The Leaf is an all electric car with no gasoline engine. It requires a special electrical charging station if you want to charge the car in a reasonable amount of time. A standard Leaf retails for almost \$33K (the 2012 models will increase over \$2400). The EPA says a Leaf can go 73 miles on a charge. Ford Fusion prices start just under 20K. The EPA says a Fusion can go over 30 miles on a gallon of gasoline. It doesn't take a mathematical genius to figure out that electric cars are not a good buy. Apparently buyers have figured it out. GM is closing the Volt plant this summer for four weeks instead of the usual two weeks. No need to make something people aren't buying.

The last time electric cars out sold all other types of cars (steam and gasoline) was in the year 1900. They also out sold the others in 1899 – those were the only years. In 1912 an electric car cost about \$1,750 while a similar gasoline car cost \$650. Apparently some people ignore the lessons of history and are going to repeat the same mistakes again. I wish I knew how much the federal government spent on electric vehicle research. Currently our government gives a tax credit of 10% of the electric car's value. And some states also will give a tax credit to someone who purchases and drives an electric car. One website stated that over the next 10 years that tax credit could be in the billions. (If someone buys them)

Taxes – it's what every legislative body in this country seems to be discussing. In Connecticut the assembly wanted to increase the taxes on antique vehicles. It also wanted to change the age to be an antique from 25 to 30. The bill died in committee when the assembly adjourned. Several states are considering tax hikes and status changes for antiques. It's all about the money or rather the lack of money.

Government operates on money. If you want to do something interesting and enlightening go to a local government (city council or board of supervisors) open budget hearing. You will see all kinds of people asking the local government for money for all kinds of things and I can guarantee that some will surprise you.

Spending money makes the people happy and our elected representatives want to keep those voters happily re-electing them. With all the budget problems at the federal, state and local levels some real changes are going to have to be made. It will be interesting to watch.

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: *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: 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 '62 or '63 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.

