

Bay State Corvairs

VAIRFORCE



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Chapter 017

BAY STATE CORVAIR OFFICERS



President:
 Jason Cesana
 117 Chestnut St.
 Manville, RI 01757
 (401) 692-0852
jacesana1@verizon.net

Vice-President
Membership Chair:
 John Teixeira
 122 First Street
 Raynham, MA 02767
 (508) 822-6138
jt09330@Comcast.net



Treasurer/Merchandise Coordinator:
 Peter Roca
 51 Everett Street
 N. Attleboro, MA 02760
 (508) 316-1661
pdr1961@comcast.net

Secretary/Editor:
 David McMillan
 33 Woodhaven Blvd.
 N. Providence, RI 02911
 (401) 231-0784
dmac632000@yahoo.com



Tech Advisor:
 Lionel Bernard
 27 MacArthur Drive
 Millbury, MA 01527
 508-754-2097
Lionelsgarage@aol.com

Tech Advisor:
 Jim Bengiovanni
 6 Allen Road
 Milford, MA 01757
 508-473-4989
jimb26@verizon.net



CORSA Representative:
 Karl Haakonsen, Eastern Dir.
 Roslindale, MA
 (617) 469-2692
cityhawk@pobox.com

MAAC Representative:
 Tom Russ
 Milford, MA
 (508) 478-6678
teruss@verizon.net



Event Coordinator:
 Elaine Sedani
 Brockton, MA
 (508) 584-7792
r.sedani@comcast.net



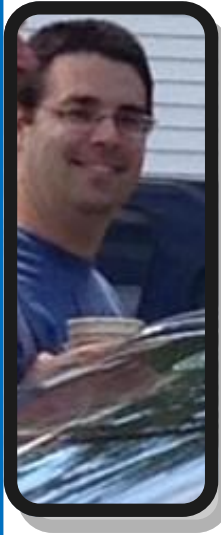
Refreshment Coordinator:
 Cathy McCafferty
 N. Attleboro, MA
 (202) 957-4326
czarinacatrina@verizon.net

On the Front Cover: Nice setting for a Vair pic. In front of the waterfall at 'Freedom Park' in beautiful and rustic Harrisville, RI.

On the Back Cover: The Year's Schedule! Dark and bold events are "Club Events" that we encourage you to bring your Corvaire so Bay State Corvaire has a good showing. Take part in all events if you like of course!

From the Driver's Seat

Jason Cesana, BSCC President



Are you ready? For what? For cruising season silly! The days are getting warmer and longer. I have had the 64 out for about three weeks now. I couldn't be more pleased with the way she handled the EXTREME cold this year. That being said, I learned a lesson which I should have known, but...

Well I can't leave you hanging! I took the car out of the garage in such a hurry this year as the temps were close to 65 and was so thrilled to be able to drive that I neglected to do my pre-season check. It did not cost me anything except oil. One day, shortly after I took the car out, I noticed a puddle under the car. Nothing unusual in public parking lots and I couldn't remember if it was there before I parked. I didn't notice anything leaking so I shrugged it off and drove home. That's when the story changes. I stopped the car and got out to double check and yeah, that puddle followed me home. Boy was the oil coming out! Quickly shut the car down and let it sit for a few hours to cool down. I usually check bolts and screws at the end of the year because, as many of you know, I drive the car much more than normal. I did not do that last year. After taking the lower shrouds off, I found a lot of oil and grit. I also found that the oil cooler was loose. The good news was I found no sign of push rod tube leakage. So I tightened up the cooler and washed the oil away to keep an eye on the area to see if I solved the issue. So far so good. At the same time I ordered a thermostat to replace the one that went bad. That goes in tomorrow. So lesson learned. Always, ALWAYS check your car when bringing it out of storage before driving it.

Along with the mechanicals I also ordered new mirrors and an engine lid emblem. The mirrors were a must as the old ones would not stay put. The engine lid emblem was missing the little clips and was pretty sun worn so I wanted to spruce it up a little.

So enough of my story. On to more important news. On Sunday, May 3 is the Spring Brunch. If you have not called or emailed myself, or Elaine Sedani and you ARE planning on coming, please do so. We are the only group going as the restaurant is no longer doing brunches on Sunday but was gracious to do one for us, BUT, we need a head count so they can prepare. Shortly after that on Saturday, May 16 is the Central New Hampshire Corvair Clubs annual Spring Dustoff. I really cannot say enough of how much I would like to have MANY Bay State Club members to make the trip. It is a great show shared with great friends. They support us with our Clarks Show, so let us support them. Plus,

you get to spend a day with some really awesome people. What more can you ask for?

So until next month; check the car and then take a drive.

What a treatment for this year's long winter!

Jason

A Word from the VP

John Teixeira, BSCC Vice-President

Greetings Bay State Corvair Club members we are now 106 strong. Very impressive. I hope everyone has their Corvair out and ready to show. It's been a long winter and a sunny day driving your Corvair to a show is a long awaited experience.

If you couldn't attend the March meeting, you missed an entertaining evening with DJ Cruisin Bruce Palmer. Bruce is probably the best known DJ by the car show and cruise night enthusiast in Southern New England. He spoke of how he got his start hosting a show at his college radio station and how radio became his passion. Bruce has been a longtime supporter of our club and never fails to recognize us at events. Bruce always plays Corvair Baby by Paul Revere and the Raiders for us. The club made Bruce a Bay State Corvair member. It was a good night.

Other items discussed were the club's plan for a yard sale on June 6th at Treasurer Pete Roca's house, so start digging out those unwanted treasures in your garage or basement. We are also pursuing another Corvair featured night at the Bass Pro-Shop cruise.

OK upcoming events:

The Edward Twins show followed by a Wright's Chicken Farm Dinner on Sunday April 26th.

Monthly meeting at The Tavern on April 29th – Bring your Vair!

The annual Spring Brunch at Rachel's in Walpole on May 3rd - Again bring those Vairs!

And of course the Spring Dust-off sponsored by our sister club Central New Hampshire Corvair Club on May 16th

That's all from me this month. Hope to see you soon.

***Be safe at all speed,
John***



From the Editor's Laptop...

Just six or so more newsletters from me left till I take a "leave of absence" from editing! Hey, I need a break before I put in another decade of cranking out newsletters. So I don't think a year or two sabbatical is asking too much.



Also, on the 'cranking' theme, the Corvair Season is about to ramp up! Are you ready? Is your Corvair ready?

Did someone say Ramp? Dave Silvia writes about the advantages and forward thinking of Ramp-sides in his monthly article on Page 6.

So, we hope to see you at the Spring Brunch this Sunday, May 3rd at Rafael's Banquet Facility in Walpole. This event is always seen as the kickoff of our Corvair 'season of events.'" See the ad at the top of Page 5.

Saturday, May 16th is Central New Hampshire's annual Spring Dustoff at the Hopkinton Fairgrounds in Contoocook, NH. Low key, but great time with great people! See the ad/flyer on Page 13.

With the Fall Classic coming up in September (only

about four months away!), we are looking for trophy sponsors (\$50 per class) and gift basket items for our Chinese Auction table. The event will be upon us before you know it and we really need to start collecting items and filling out the sponsor list! Contact Jason Cesana or John Teixeira if you'd like to help!

And speaking of collecting, we hope you can support the club's yard sale which is scheduled for 9am till about 2pm on Saturday, June 6th at Peter Roca's house at 51 Everett Street in North Attleboro, MA (just "down the street" from the Tavern where we meet monthly). Any decent item (no junk please!) you have and no longer need or want and can contribute as a donation to the club cause is very much appreciated. We always have a fun time at these and the funds raised will provide us with seed money towards the Fall Classic at Clark's. Need money to make money as they say. If you can't make it for the actual event, you can bring your items to the May monthly meeting on Wednesday, May 27th.

Hope to see you soon!

Vairy truly yours,

Dave

THE EDWARDS TWINS SHOW

A group of thirteen Bay State Corvair members attended the Edwards Twins Show at the Assembly Theater in Harrisville, RI on Sunday, April 26th. Followed by a family style dinner at Wright's Farm Restaurant just down the road apiece. The Twins are phenomenally talented and entertained for nearly two hours with their singing impressions of the stars including Celine Dion, Stevie Wonder, Ray Charles, Cher, Barbara Streisand, and others. It was as if the stars themselves were singing for us! Of course, dinner at Wright's really hit the spot afterwards. And we didn't have to wait to be seated!



Cat McCafferty and Jason and Tracy Cesana discuss how great the show was.



Teddie Borey enjoyed the show.



John Teixeira's view of the stage.



The group prepares to feast at Wright's.

ANNUAL SPRING BRUNCH

AT RAFFAEL'S BANQUET FACILITY

ROUTE 1, WALPOLE, MA (\$25 PER PERSON)

SUNDAY, MAY 3RD ARRIVE AT 10AM FOR 10:30 SEATING

CONTACT ELAINE SEDANI IF YOU PLAN TO ATTEND! (CONTACT INFO PAGE 2 OF THIS NEWSLETTER!)

Sunday Brunch

Omelet Station, Homemade Waffles, Scrambled Eggs, Eggs Benedict, Fresh Fruit, Muffins, Bagels, Danish, Quiche, Home Fries, Bacon, Sausage, Fresh carved Baked Honey Ham, Roast Beef, Seafood Selection, Chicken Selection, Beef Selection, Pasta Del Giorno, Rice Pilaf, Vegetable Medley, Salad, Assortment of Cheeses, Assorted Breads, Juices, Coffee, Tea, Decaf AND a Sweets Table

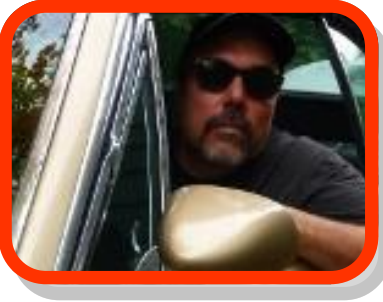


President Emeritus Ray Bombardier crosses an item off his 'bucket list' Visiting the Cadillac Ranch in Amarillo, Texas



How about that Ramp?

By Dave Silvia



Like a lot of people I own a pickup truck. It's a small one, a Chevy S-10, 4WD, extended cab with the ZR2 package which includes a bunch of skid plates underneath, front and rear locking differentials and a 3" lift to the body. It's old and we use

it a lot but it does have a very big drawback. You have to pick things up pretty high to put them in the bed of the truck. It is not bad if it is a couple of 2x4s but it is a problem when picking up something like a Corvair transaxle. This problem is certainly not unique to my truck. Most trucks sold today are 4WD and even with the tailgate down you still have to lift things pretty high to put them in the back. True, I could go to Home Depot and buy ramps for the truck, but they are pretty clumsy and could be downright dangerous as what your loading could easily slide off the ramps or roll on top of you. If it is just a push lawnmower, it's no big deal. If it is a snow blower it might be another problem.

It's funny; we live in a time when vehicles can literally park themselves. Cars and trucks come with backup cameras, collision avoidance systems, and Wi-Fi. Our cars have become rolling Best Buy showrooms – crammed with every gadget and computer you can imagine. They handle better,

are more efficient, and safer than the vehicles made 50 years ago. Yet, it seems one vehicle made 50 years ago solved a problem that no manufacturer today has been able solve: How do you make a truck easier to load?

We all love our Corvairs and we love to list all the innovations of the Corvair. You know – First rear-engine car with independent suspension, unit body, air-cooled, pioneer of modern turbocharging, etc. The list goes on and on. Yet the most innovative thing might not have been all that technical: the Ramp on the Corvair Rampside. It wasn't an engineering miracle to put the ramp on the side of a Corvair – but it sure makes a lot sense. You lower the ramp, roll your cargo in, close the ramp, and off you go. No one gets hurt, nothing falls, no hernias, no drama; it was simple and safe. I know Chevy did not sell a lot of Rampside and that they were only made for 3 years – I always wondered why. Perhaps it was because the truck owners of the time could not warm up to the Corvair's non-conventional design. Perhaps it was due to the fact that the Rampside could not hold all that much weight. Nowadays, most people buy trucks and use them as cars and never really haul anything that weighs more than a snow blower anyway. Maybe the time has come for truck manufacturers to look back at the Corvair Rampside and put something on their trucks that always made sense: A RAMP!

1962 CORVAIR 95 MODELS



CORVAIR PANEL, with easy access into doors

With optional (extra cost) left side large doors matching those on the right, the Corvair offers outstanding outside loading on either side of the street.



CORVAIR—Easy handling, good-looking and remarkably roomy inside, the Corvair is a natural for light-duty delivery van operators everywhere. With 101 cubic feet of cargo space and an unparalleled 1,700-lb. payload capacity, it will outwork most panel trucks with ease and economy. Big right-side double doors open on spacious curbside load compartment, with 4½ feet of head room for easy cargo handling. Wide-opening double rear doors add still more convenience, plus adaptability to a wide variety of cargoes and handling procedures. Optional left side doors (extra cost) make load space even more accessible.

RAMPSIDE PICKUP—To take more work out of loading and unloading, a rugged-built cargo ramp swings down even with the floor of the deep-well load compartment. It provides a gateway nearly four feet wide to allow you to roll on big loads easily. With the floor only 16½ inches off the ground, the ramp forms an easy slope when lowered, particularly at curbside. Hand trucks and wheeled equipment can be rolled right aboard, and even objects that can't be rolled are far easier to handle. When closed, the ramp fits flush with the body side, secured by double spring locks plus a safety latch.

LOADSIDE PICKUP—Here's Corvair 95 convenience and payload performance at lowest cost. The trim-lined Loadside features a roomy, full-width pickup box, 80 cubic feet big. The drop-floor cargo area amidships boosts overall cubic capacity and is extra handy for bulky objects. For full-length level load space, an optional three-section floor is available at extra cost. It covers the drop-floor area, forming a curved, protected storage space. Sections of the floor are removable for a variety of special arrangements, including partial use of the cargo well, crew seating accommodations and many more.



CORVAIR 95 RAMPSIDE PICKUP



Optional level load floor is also available for Rampside models, with ramp door offering convenient access to protected sub-floor storage space.



Optional (extra cost) level floor for Loadside models extends versatility of drop cargo well, offers height-level loading area and protected storage. Sectionalized construction permits partial use for special purposes.



CORVAIR 95 LOADSIDE PICKUP



Corvair Memories

By Peter Roca

In December 1964, my mother bought a brand new 1965 Chevy Impala 4-door sedan from Butler Chevrolet in East Providence. It was white with a blue interior, which is still one of my favorite color combinations. I can clearly remember sitting in the living room at



home on that cold December afternoon, watching a “Yogi Bear” cartoon with my brother Steve on our little black & white TV, when my mother pulled into the driveway with the new car. Wow...what a car, and what a feeling of exhilaration! There are few things in life more exciting than driving a new car home, which probably helps to explain my new car addiction to this day (“Hello everyone. My name is Peter and I am a new car addict. Anyone want to come outside and see my new Prius?”)

So what does this have to do with the Corvair, you may ask? Well, I’m getting to it, so be patient. But, there’s one other notable thing about that ’65 Impala I want to mention. My mother didn’t want my three siblings and I to mess up that beautiful new blue interior, so she had thick plastic seat covers installed which stayed on until she traded in the car five years later for a ’70 Impala. Whoever bought that used ’65 Impala from Hines & Stone Chevrolet in Attleboro got a car with a pristine interior, once



they ripped off those miserable seat covers. For five years, we sat on cold hard plastic, all the while knowing that just underneath was a nice, soft, warm and comfortable fabric. I’m not bitter. Really.



Corvairs, man! Yes, yes, I’m getting to it. So, at some point in 1965 or ’66, I don’t remember when exactly, the ’65 Impala needed service that required it stay overnight at the dealership, and they gave my mother a loaner. Enter the Corvair. It was a black 4-door early model, which is all I remember about it. But, I vividly remember my mother’s reaction to driving it. She hated that car, calling it a “miserable piece of junk” (or some other four-letter word, sometimes spoken by ladies of the era). The final straw was when we pulled into the driveway and smoke began wafting from the defroster vents. Thinking the Corvair was about to blow up, my mother screamed at us

to get out of the car, which we hastily did. The car didn’t blow up, but we also didn’t tempt fate so we never got into that car again. The dealership was called and instructed to come and get the car from our driveway. So, my friends, that was my introduction to the Corvair!

What’s your earliest Corvair memory? Write about it and send it to Dave for inclusion in the *VairForce*!.

Our 42nd Year!

Get the 2013-2018 Catalog

If you did not get the catalog in 2013 or 2014, you can get one **FREE** on your first **\$50 order** during 2015.

(Additional catalogs \$3 with an order)

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Oil Pan Pick-up Tube Replacement

By Jim Bengiovanni

Back in July of 2009 when I acquired my 1966 Monza Convertible it had a Clark's "ultimate" oil pan installed on it. Over the years I was

able to find out (thanks to BSC member Bernie Gryniewicz for the info) that it did not have the special performance oil pickup tube as an option.

I had decided over the winter to drop the oil pan to check on the possibility of sludge buildup, even though I have only put around 5K on it and to check for any signs of engine wear issues. Fortunately there was no indication of either problems once the pan was removed. However, I decided that since the pan was off I might as well install the performance pick-up tube at this time.

Installation is pretty simple. Remove the one

bolt that holds the support arm, tap the original tube out with a mallet to remove; tap the new one into the hole where the old one was installed; install the one bolt and you're done.

See the photo of both side by side; the round one is the stock part.

Ready the engine and oil pan surfaces for a new gasket with a through cleaning before installing. I



did use a gasket cement to hold the "optional" paper gasket in place on the pan prior to bolting it back on. The recommend pan bolts have a self locking feature to help prevent them from loosening. I'd recommend them if you do have them. Tighten to 100-120 inch-pounds if you have a torque wrench. If not, use a 1/4"

ratchet to help prevent over tightening. You can always tighten them a bit more if you find a bit of leakage but you do **not** want to "strip" out a bolt by over tightening.

Fill with oil and check for leaks and tighten bolts only if necessary.



A New Monthly Feature! Parts of the Past

By Dave Silvia

Back when Corvairs first arrived on the scene, auto parts vendors found a whole new breed of car owners to target in the market. One of the most famous parts vendors was of course, JC Whitney. Back in the 1960's JC Whitney had

several pages of their catalog dedicated to just Corvair parts.



Even as Corvair interest waned in the 1970's, JC Whitney still devoted a small section of their catalog to Corvair parts. One of the more long lived parts was the Tube Grill for the rear of the Corvair. Tube grills were all the rage in the early 60's and they even made them for the front of early Corvairs to make them look like a "real car". But this rear tube grill was different; it replaced an actual grill and looked pretty cool. They required no cutting to install and were made of stainless steel. JC Whitney stopped selling them in the early 1980's and today they are actually hard to find. Occasionally they pop up on eBay – but be prepared as they typically sell for \$200+.

**STAINLESS STEEL TUBULAR TYPE
REAR EXHAUST
GRILLE
for 61-69
Corvair**



Replaces original exhaust cover without alterations. 3/4" diam. 2/3 full tubing.

19-5294T—61-64. 5 bar	\$29.98
19-5295P—65-69. 6 bar	34.98

MEMBER UPDATE!

The 2015 Membership count is currently at

106!

PLEASE WELCOME OUR TWO NEWEST MEMBERS!

Al and Joann Kotkin from Webster, MA. They have five children and they're originally from NJ and are members of NJACE and also SFCC! Thanks to Brian O'Neill from NJACE/NECC for the referral! The Kotkins own the yellow 65 Corsa convertible pictured below.



Also welcome Steve and Nancy Rendini from Stoughton, MA. They have two children and they own the 1965 Monza convertible pictured at right. That's Steve standing behind the car.



ANNOUNCEMENTS!

Monthly Meeting!

7 PM Wednesday, April 29th at
The Tavern on Route 1 in
Plainville, MA

Refreshments will be provided
by Arthur and Carlyne Phillips
We still need refreshment hosts for June,
July, August, September, and November.
Please contact Cathy McCafferty!



Have you made your reservations for
the Fall Classic at Clark's yet?
What are you waiting for?
See the ad on page 16!

Terry Stafford and His Lime Rock Articles

PART 3 OF A 6 PART SERIES

by Terry Stafford

Lehigh Valley Corvair Club

Intro by Al Lacki

Way back in 1992, Terry Stafford of the Long Island Corvair Association wrote a series of six articles about preparing Corvairs for the Northeast Corvair Council (NECC) time trials at Lime Rock.

Although Corvair Days at Lime Rock are just a memory, Terry's articles are still relevant today because they provide good advice for putting Corvairs in tip-top mechanical condition. Perhaps you'd like to drive with NECC this year at, say, New York Safety Track or New Jersey Motorsports Park. And so we are reprinting Terry's articles right here, for the very first time.

This series of articles is not just for track guys. Are you bringing an old Corvair out of a deep slumber? Are you hoping to drive your Corvair to the CORSA Convention in Tennessee this year? Terry's articles can help you prioritize the things you need to do to get your Corvair ready for the long haul. And they're entertaining, too.

By the way, Terry is still racing his 1964 Fitch Sprint Spyder in various autocross and NECC events. Shown above is a photo of him taking another driver out on the course at Summit Point Race Track.

What is the day like at this Lime Rock event anyway? Well, it's always sunny and about 80 degrees... Oh, you mean what will you be doing? Here is an activity list, just for you: Tech inspection, Drivers meeting, Practice driving sessions on the track, Lunch break, More practice driving, and finally, Timed laps. Now, I'll walk you through the day.

When you arrive (early), you'll take your day's parking space in the paddock. (The rush of feelings will start here). Pay your registration fee if you haven't already done so. Then empty everything out of the trunk, interior, and engine compartment of your car, including the spare, floor mats, and wheel covers, and get in the tech inspection line. Bring your helmet and long sleeve shirt. (Don't forget the car!) Look around a little and chat discretely with some of the other drivers in line with you.

After your car is inspected, inflate your tires as you come back to your parking spot. (We'll discuss this again later, but +10 psi works.) Listen carefully for announcements over the track's public address system. The drivers meeting comes next. You don't want to miss it!

At the drivers meeting, you will hear the rules and procedures of the day. Novices can benefit a lot if they ask for an instructor to ride along. It can make the basics come easier, and helps in finding "the line", and brake and turn-in points. You will also be assigned a run group, (A,B,C) at the drivers meeting. NECC will set up at least 3 run groups of similar run potentials, based on the car and the drivers experience. Each run group will get about 20 minutes of track time to learn the track lay-out and get a feel for how the car is handling.

When your run group is called over the loudspeaker, get into your car, drive to the track's pit lane and put on your helmet. The fun is about to begin!

As you wait in line for your run group to be sent out, you can lean out the window to talk to Paul Newman and Mario Andretti (who come to every one of our events). Your run group of about 15 cars will be let out onto the track with considerable spacing. At least the first 2 laps will be run with the yellow caution flag out at all corner stations. It means "Not Full Speed" and "No Passing" and is the time to locate all of the corner stations around the track. When the green flag comes out, you are on your own. (This is the Big One, Edith).

Once all run groups have had their "get acquainted" laps, we switch from run groups to open track time. By now, you have lost all control and will be wandering around and grinning at everyone.

Open track time isn't restricted to any particular run group. Any and all drivers can get on the track during an open track session. Don't be flummoxed. The slower cars have the right of way, and passing zones are limited to one or two straight sections around the track. All of this is covered during the drivers meeting. And there will be plenty of time, especially in the early afternoon, when only a half dozen or so cars will be on the track.

When the first open track session is announced, get in line again. You'll be let out on the track as space becomes available. Cars come back into the paddock at will to catch a breath, (you have to breath,) adjust tire pressure, let everything (including yourself) cool down, add some fuel, pick up an instructor, etc. And get back in line to go back out when you are ready. ;////////// (Continued on Next

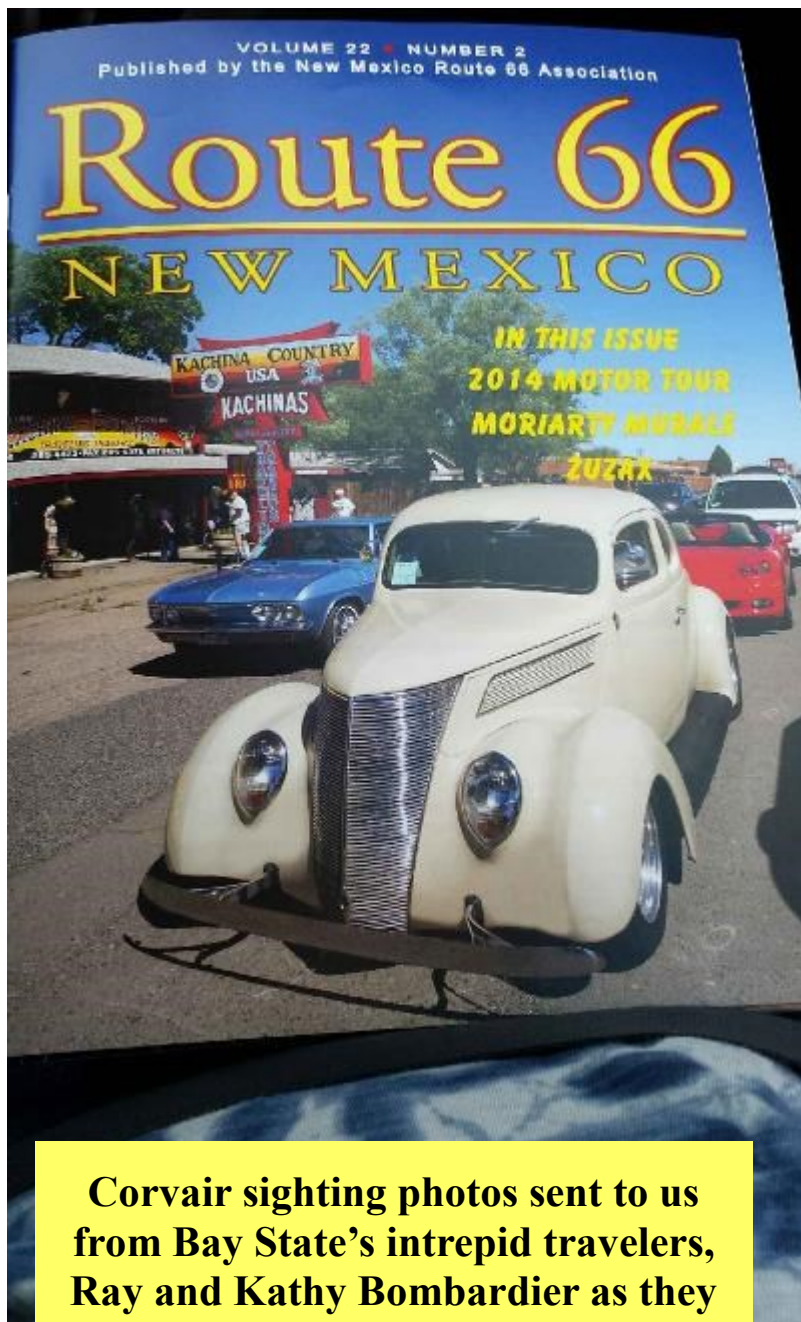


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Each track usually calls for a mandatory shut down for a lunch break for the workers. The afternoon will start with more open lapping sessions and then finish with timed runs. For the timed runs, you'll wait your turn in the pit, (interesting feelings rushing by), and have a chance to get last minute advice from Mario and Paul. Finally when given the signal you'll charge out of the pit lane, (very interesting feeling here), for a solo run of four laps. (One warm-up lap, two timed laps, a checkered flag and one cool-down lap). Your best time will compete for trophies in your class, but who cares you're hooked by now!

So that will be your day at the track. Now back to your car. You did your brake line test last month, right? Well do it now and let's rebuild the brakes this month. Replace the brake fluid at this time, (once a year, they say), and dust each drum, (wear a mask), and adjust. Inspect each wheel as follows. Shoes: not too thin or cracked. Drums: if scored or heat discolored, have them cut (turned.) With help, check the action of each unit one at a time (with all other brake drums in place.) You must attain full release, (shoes back to the post,) when your helper releases the brake pedal. Three causes if you don't attain full release: wheel cycling needs honing, emergency brake cable needs lubricating, or heat-fatigued springs. Check brake springs by dropping them on the garage floor, (not in the grass under the tree in the back.) A good brake spring will give a dull thud, not a high-pitched spring or ringing sound).

Homework: Window shop for a Snell helmet. (Snell upgrades its helmet specifications every few years. Log onto the NECC website at www.neccmotorsports.com to determine what kind of helmet is currently required. Loaner helmets may be available at the track, but don't count on it. Ed.) Watch the Long Beach Grand Prix.



Corvair sighting photos sent to us from Bay State's intrepid travelers, Ray and Kathy Bombardier as they cruised out west along Route 66.



Did You Know...

Traffic jams of New York, San Francisco and Paris are well known - beaten only by those in Seattle where a driver annually spends 59 hours stuck in traffic. Traffic jams are nothing new. In 45 BC, Rome

banned all vehicles from within the city - and in other cities vehicles, including horses, were allowed only at night...because of traffic jams. **Chuck Cromwell**

The Longest Traffic Jam in History 12 Days, 62-Mile-Long

Every car enthusiast should know that: China is a great automotive market and will remain so as long as more and more manufacturers are attracted by cheap labor costs and state incentives.

But the downside of this breathtaking boom is actually the continuously increasing number of cars that reach the public roads in China. If we are to trust the estimates, no less than 7 million cars are expected to be on the road by 2015 in Beijing. What's more, nearly 14 million cars are purchased each year, while 650,000 vehicles meet the road every month. It's like saying: "hey, everybody in Beijing must have a car. No, make that two!"

Authorities have tried to stop residents from buying so many cars, mostly in an attempt to reduce pollution and ease traffic, but their efforts are almost useless. Beijing drivers for example must leave their cars at home one day per week, based on a scheme that involves the last digit of the number plate, again in an effort supposed to ease traffic on Chinese roads. Still, local reports claim that the daily Chinese driver spends two or three hours per day in traffic, just because of the huge number of cars.

Well, the inevitable has happened in the end and it's hard to find someone to blame. Back in August 2010, China was crowned the unofficial "host" of the mother of all traffic jams, with a huge car panorama that stretched for more than 62 miles (100 km) and lasted for 12 days.

The traffic jam was caused by trucks carrying coal to Beijing and unofficial sources claim that each vehicle moved with the insane speed of 2 miles per day!

It all happened on the Beijing-Tibet Expressway near Beijing and, ironically, the cause of the huge traffic jam was the road work on the highway. Trucks carrying construction supplies to Beijing, most of them supposed to be used on the expressway in order to ease traffic, were blocked at the exit, thus causing a traffic jam that lasted over 12 days.

The highway was initially designed to be used exclusively by trucks, but due to the growing number of vehicles, passenger cars started using it too.

Since we're talking about China, there are no clear statistics concerning the number of stranded drivers, but instead reports published on the web at that time claim that some of the cars advanced with a speed of 2 miles per day! That's insane, we know, but such a huge gathering had some positive effects for the local region.

For example, those hoping to become the Chinese version of Donald Trump had a chance to make a name for themselves by selling food and water to drivers. Obviously, prices were shockingly high and some of the drivers even refused to buy the goodies, in which case they were robbed or even stabbed. But let's take every-

thing one at a time.

Twelve days in a traffic jam is a lot, that's pretty clear, and even if some drivers already had bread and cigarettes as a method of precaution, everybody had to buy at least a cup of water. *Sadly, traffic jams have a very negative impact on drivers' health. Ever heard of the Traffic Stress Syndrome? It's a disease that affects drivers and makes them feel scared whenever they're stuck in slow traffic. As a result, some of them drive recklessly and press the throttle, which in some cases lead to serious consequences on the road. Of course, there are several symptoms, but the most common one is sweaty palms.*

Of course, the Chinese living in the area tried to take the most out of this unfortunate moment and raised prices as much as possible, with reports claiming that a cup of water cost 3 yuan, which is 0.4 American dollars. If drivers were starving, they had to pay 2 yuan (around \$0.3) for an egg, while those who wanted cigarettes were almost ripped off: the price was nearly \$8 a packet.

Lorry drivers were the ones most affected though. Water and food were very expensive, but some of them were robbed during the night. What's more, local residents syphoned gasoline out of their cars while sleeping and one driver even needed medical assistance as he was stabbed in the arm.

In an effort to prevent this ad-hoc road rage, authorities sent more than 400 police officers in the area, but thieves were still hard to stop during the night.

Ironically, nobody wanted to leave and although some of the lorries were carrying fruits and vegetables, drivers refused to take a detour because of the high gas prices.

"We are advised to take detours, but I would rather stay here since I will travel more distance and increase my costs," a lorry driver told the Global Times, perfectly emphasizing the reason why the traffic jam reached 62 miles (100 km) in the 12th day.

Playing cards was the only effective way to kill time, although doing that for 12 consecutive days is not such a pleasant activity for sure. Others preferred reading, while some spent the spare time sleeping under their lorries, thus trying to stop thieves from stealing gasoline.

Surprisingly, the Guinness World of Records claims that this isn't the longest traffic jam in history. A previous episode that took place in France, spanning from Lyon to Paris, is regarded as the biggest jam ever. It stretched for 109 miles (175 km) and happened on February 16, 1980. The reason? Poor weather and the huge number of cars on the French Autoroute.

Wondering if authorities sent water and food to the area? There are no reports in this regard, but since so many drivers complained about the exorbitant prices of water and bread, such a scenario is very unlikely.

Sadly, authorities expected the traffic jam to last about a month, so drivers who managed to squeeze out from the area after only 12 days were very, very lucky.

As a conclusion, stop whining about the extra 10 minutes you spend in traffic every day when you go to work and just think about the drivers that had to face 12 days in a traffic jam without water, food and toilets. But this doesn't mean that authorities shouldn't do something about it - it's all because of the increasing number of cars and unless **carpooling** becomes a much more popular programme, such traffic jams could take place everywhere around the globe.

Source: <http://www.autoevolution.com/news/the-longest-traffic-jam-in-history-12-days-62-mile-long-47237.html>



26th ANNUAL
NEW ENGLAND SPRING DUST-OFF



10:00 - 4:00 Saturday May 16, 2015
Pre-register until May 9th.
For details contact:
Jon Guignard (603) 934-6476



Dust-Off information...Come help us celebrate our 26th Annual New England Spring Dust-Off. Join us at the Midway (Gate G) of the Hopkinton State Fairgrounds, on Saturday, May 16th from 10 to 4 PM. The show will take place rain or shine! We'll have trophies and awards for 3 places in 8 classes plus long distance, best of show, and hard luck. There will be valve cover racing and a back seat driving event as well as Chinese auction baskets, door prizes, and a special raffle. As always there will be food and convenient restroom facilities. Pre-register until May 9th. To those who missed our 25th due to weather, it turned out sunny & warm at the fairgrounds.

You should have been there!

Registration form is below!

Don't miss out! Make plans to attend now!

THE 26th ANNUAL NEW ENGLAND SPRING DUST-OFF PRE-REGISTRATION FORM

This information keeps our pre-registration mailing list up to date and allows us to fill out your forms in advance of the show. If you attend in a different Corvair, report it at the registration tent to insure you are placed in the proper voting class.

Name: _____

Address: _____

City/Town/State/Zip: _____ Phone: _____

Fax: _____ Cell: _____ Email: _____

Which local Club (s) do you belong to? _____

Are you a CORSA member? _____

INFORMATION ABOUT THE CORVAIR YOU WILL BE SHOWING

Year: _____ Model: _____ Body Style: _____ Engine: _____ Trans: _____

Special Features: _____

PLEASE CIRCLE YOUR VOTING CLASS. SPECIAL CLASS (H) IS FOR STINGERS, SPRINTS, MODIFIED, CORVAIR BODIED OR POWERED, ETC.

A - early open, B - early coupe, C - early sedan or wagon, D - late open, E - late coupe, F - late sedan, G - forward control, H - special

Pre-registrations must be received by May 9th. Make checks payable to CNHCA and send with this completed form to:

Jon Guignard, 7 Bennett's Ferry Rd., Sanbornton, NH 03269

REGISTRATION FEES	Pre-registration	On Site	Totals
Vehicle display includes flea market space.	\$15.00 per entrant	\$20.00	_____
Flea market space without an entered vehicle	\$20.00	\$20.00	_____
Valve Cover Race per person racing - not valve cover	\$ 3.00 per person	\$ 5.00	_____

Grand Total _____

CLASSIFIEDS

Cars

1963 Monza coupe automatic with 70,000+ Very solid car, barn find—survived a few father/son restorations. all there all trim, glass, #matching motor and trans, also have new tires, some OEM spare parts. Car hasn't run, but the motor does turn over and creates spark, possible issue with either starter or ring gear on flywheel. No other problems evident with engine, in fact garage floor doesn't have a drop of fluid on it. Asking \$2,500 as is. located in Swans, Ma. Contact me by cell, Jay @ 508-493-7599 or email jayjohnson5150@hotmail.com

1964 Monza 2 door looking for a good home. This is a one owner car that has seen a lot of use. A lot of rust in the front of the body. Will need front fenders and the panel under the bumper replaced to make her look good. Rust underneath in the frame area where the frame meets the driver's side floor pan. The last time I looked, the trunk floor is solid, as are the interior floors with the exception of the driver's floor pan. Automatic. Black with red interior. The car is currently registered in MA, and could probably be driven home. \$1000 obo. Dartmouth, MA. 508 997 4498 or jryall@juno.com John Ryall


1965 Monza coupe....black interior/aqua interior/automatic transmission/radio, mileage is 56,875. The paint is new as are the tires, engine was totally reworked recently. Car has been garaged in New Hampshire. For more details or questions Clint Robins 603-964-2956.

Parts/Tools

1963-1964 Black seats and convertible top. Good condition. \$350 for the seats; \$350 for the top. Or Best Offer. Contact Lou Rowman 781-837-5826.

1965-66 Corvair parts - \$200 (Holden) Corvair parts. 2 dr window glass for doors and rear, 4 pieces including tracks. Windshield for same. Black vinyl door panels. Rear chrome strips for along trunk and around rear. Front emblem/hood lock mechanism.

All chrome is in excellent to perfect shape. I work in Westborough. If you want to come to my work to see them, I can bring the parts with me. Ed, 508-479-1126

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The *FALL CLASSIC*

At Clark's Corvair Parts
#400 Mohawk Trail (Rte. 2), Shelburne Falls, MA

Celebrating the
50th Anniversary
of the 65!

Saturday, September 12, 2015

9am—3pm

Raindate

Sunday, September 13, 2015

This is the LARGEST
Corvair gathering in New England!
DON'T MISS OUT!!!

We'll hold demos and tours throughout the day, trophies are awarded in many classes, dashboard plaques to registered cars, 50/50 raffles, door prizes, food booths, and valve cover races!

Don't forget to bring your special racer!

For more show information contact either

John Teixeira—508-821-8482—jt09330@comcast.net
Jason Cesana—401-692-9407—jacesana1@verizon.net

Don't forget Clark's



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Please pre-order large orders! Clark's will have it ready for you!



May 2015

Spring

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1 HAPPY BIRTHDAY! John Mathews	2 HAPPY BIRTHDAY! August Kropa
3 HAPPY BIRTHDAY! Vic Clausen Spring Brunch See ad Page 5.	4	5	6 HAPPY BIRTHDAY! Al Grenon	7	8 HAPPY BIRTHDAY! Wendy Clark	9 HAPPY BIRTHDAY! Theresa Hanington
10 HAPPY BIRTHDAY! Carolyn Smith	11	12	13 HAPPY BIRTHDAY! Arthur Phillips Paul Raia	14 CRUISE at BASS PRO Gillette Stadium	15	16 CNHCA Spring Dustoff Ad on Page 13
17 HAPPY BIRTHDAY! Evelyn Ardito	18	19 HAPPY BIRTHDAY! Judy McNiff	20 HAPPY BIRTHDAY! Peter Roca	21 HAPPY BIRTHDAY! Gary Bissonnette	22	23
24	25 Memorial Day Show at Johnston Memorial Park, Johnston, RI	26	27 Monthly Meeting at the Tavern From Tower Square 7PM	28 HAPPY BIRTHDAY! Al Leu Mass Cruisers CRUISE at BASS PRO	29	30
31						



Bay State Corvair Club Calendar of Events

If you attend nothing else this year, please make an effort to come to a bold printed event and support the club!

- Wednesday, April 29.....Monthly Meeting at the Tavern, Rte. 1 in Plainville, MA 7PM
- Thursday, April 30.....MassCruisers Cruise Night at Bass Pro Shop, Patriot Place, Gillette Stadium 4pm
- Saturday, May 2.....Seekonk Speedway– Annual Show& Go Car Show, Rte 6 Seekonk, MA (9am-3pm)
- Sunday, May 3.....Annual Spring Brunch, Rafael’s Banquet facility, Walpole, MA 10am—2pm**
- Thursday, May 14.....MassCruisers Cruise Night at Bass Pro Shop, Patriot Place, Gillette Stadium 4pm-?
- Saturday, May 16.....CNHCA Spring Dustoff, Hopkinton Fairgrounds, Contoocook, NH**
- Monday, May 25.....Memorial Day Show at Johnston Memorial Park, Rte. 6, Johnston, RI
- Wednesday, May 27.....Monthly Meeting at the Tavern, Rte. 1 in Plainville, MA 7PM
- Thursday, May 28.....MassCruisers Cruise Night at Bass Pro Shop, Patriot Place, Gillette Stadium
- Saturday, June 6.....Bay State Corvair Yard Sale! 51 Everett Street, N. Attleboro, MA 9am-2pm**
- Wednesday, June 17.....Monthly Meeting at the Tavern, Rte. 1 in Plainville, MA 7PM– Bring your Corvair!
- Sunday, June 21.....Fathers Day Show at Portsmouth Abbey, Route 138, Portsmouth, RI
- June 24-27, 2015.....International CORSA Convention, Knoxville TN—Knoxville Marriott
- Sunday, June 28.....25th Annual All Chevy Show, Diamond Hill State Park, Route 114, Cumberland, RI**
- Sunday, July 12.....Endicott Estate Bay State Antique Auto Club, Dedham, MA
- Saturday, July 18.....George & Ginger’s ‘Back Yard’ Get Together, Taunton, MA, Noon**
- Sunday, July 26.....Handikids Show, Bridgewater, MA**
- Wednesday, July 29.....Monthly Meeting at the Tavern, Rte. 1 in Plainville, MA 7PM
- Sunday, August 23.....20th Annual Lions Club Show, LaSalette Shrine, N. Attleboro, MA
- Wednesday, August 26.....Monthly Meeting at the Tavern, Rte. 1 in Plainville, MA 7PM
- Saturday, August 29.....CT Corsa’s Air Cooled Show at Lyman Orchard, Middlefield, CT**
- Saturday, September 12, 2015 (raindate 13th) Bay State Corvairs Fall Classic at Clark’s Corvair Parts, 400 Mohawk Trail, Rte. 2, Shelburne Falls, MA**
- Wednesday, September 30.....Monthly Meeting at the Tavern, Rte. 1 in Plainville, MA 7PM
- Wednesday, October 28.....Monthly Meeting at the Tavern, Rte. 1 in Plainville, MA 7PM, Officer Nominations
- Wednesday, November 25.....Monthly Meeting at the Tavern, Rte. 1 in Plainville, MA 7PM, Officer Elections
- December.....No Monthly Meeting!



The Bay State Corvair Club is the original Massachusetts chapter of CORSA (#017 of the Corvair Society of America), established in 1974. Club meetings are typically held the last Wednesday night of each month (except December) at 7PM at the Tavern from Tower Square, 119 Washington St., Plainville, MA.

Dues are \$25 per year. Renewal of Membership occurs in January.

New members joining in October-December will be prorated the next year’s membership.

Check out the club website at www.baystatecorvairs.org