

Corvair Houston Newsletter



VOLUME 43 ISSUE 7

JULY 2017

This month: Club Meeting on Friday, July 21st at
Houston Gateway Classic Cars



Autocross at Houston Police Academy Training Center

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Driver's Seat

| by Richard Jonec



What do Corvair Houston members do in the “heat of the summer”? We drive our cars to do battle in the heat. Last Sunday, a handful of the Corvair Houston faithful made the pilgrimage to the Houston Policy Academy Driver Training Facility. On this day, we would do battle with orange pylons and the clock. In tow, were a few CH members to cheer on the Corvair’s and their drivers as they negotiated the pylon lined course. <http://www.houscca.com/solo/courses.php>

This autocross was a Sports Car Club of America (SCCA) sanctioned event and they were gracious enough to allow us to have our own class (Club Group). Normally the Corvair is classified in H Stock (HS), but we had 5 participants and they allowed us to compete in our own category. Today H Stock is littered with modern cars that have superior handling to the old Corvair. Some of the cars that run in the category are the SVT Focus, Honda Civic Si,

Mini Cooper Non S, Eagle Talon, Mitsubishi Eclipse, VW Golf GTI, etc. These are all well know pocket rockets from the 80’s, 90’s and early 2000’s. In some ways it is similar to the Corvair competing against its previous generation vehicles such as the Chevy Belair or a 32 Ford. There would be no contest. But the Corvair’s certainly held their own against some of the more modern competition. For example the H stock competitors this weekend included a Ford Fiesta ST, Honda CRX Si, and Subaru Impreza AWD.

The drivers that would brave the heat of the day were Alan Dunlap in his 64 Black Coupe, Ed Stock in is Red 65 Convertible, Greg Wrobleske in his White 63 Spyder, Ricki Jannise in is 65 Peacock Green Corsa, and Richard Jonec in Greg’s Artesian Turquoise 65 Convertible. The competitors arrived early to try and beat the heat. We were allowed to walk the course to obtain familiarity in advance of the start of competition. The rules state that you get

four attempts to run your car on the course, with your fastest time of the 4 runs competing against the other competitors.

First and foremost the SCCA is concerned about driver and vehicle safety, so all cars are required to go through tech inspection prior to competition. All was going smoothly until Tech Inspection. Alan’s 64 was bounced initially because his battery was not properly secured. That was any easy fix and Alan received his inspection sticker and was ready to compete. However, things did not go so well for Greg as his car was found to have a right front upper ball joint that was too worn for the inspector to pass. The bottom line, the 63 Spyder would not compete. This was a little disappointing as Greg and Richard spent the previous day getting the Spyder running properly and ready to compete. The drums were turned and brakes adjusted and bearing preload set. The oil was changed and wheels torqued. What we missed was checking the ball

joints properly when the vehicle was sitting on the ground. Greg has plans to get the Spyder ball joints replaced top and bottom. The original ones have seen their last days on the road. All was not lost, with the Spyder parked in the paddock Greg was able to register as a second driver in his 65 Convertible and share driving duties with Richard.

The Racing Recap
The various categories were split into four run groups. These groups included categories for Ultra Performance cars such as Porsche Turbos, ZO6 Corvettes that compete in Super Stock and A stock. The subsequent categories have lower performing cars from B Stock to H Stock. There are also categories for modified cars and all out race cars. There were about 147 competitors so the heat certainly did not hinder the turn out for this event. The Club Class was scheduled to run in the second run group, so we would not have to run at the peak heat of the day, however, each com-
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Rearview Mirror

by Betty Protteau



June 17th found Corvair Houston members Alan Dunlap, Sally & Ricki Jannise, Kristin & Richard Jonec, Pam & Kurt Massey, as well as Audrey & Mike Tidwell bowling at the Tomball Lanes off of FM 2920 in Tomball not far from where the annual Halloween Nifty Fifties is held. Everyone had a good time until the soles on Sally and Pam's bowling shoes inadvertently flipped off, as they were each on their runway already rolling their balls. Fortunately, there were no injuries except maybe to their bowling scores which they blamed on having no soles on their shoes.

The national Corvair Corsa Convention in Independence, Missouri was held from June 27 to July 1st. The Heart of America Corvair Owners Association, aka HACO, hosted the 46th annual convention, which was attended by Chris Langley and Ken Boysen.

The July 4th annual Walden Parade and car show was held in the morning of July 3rd and had many unique collector autos in-

cluding a Ford Model A and a blue 1965 Greenbrier recently procured and driven by the Protteaus.

The monthly directors' meeting was held on July 6th at the Pecos Grille off of FM 249 and FM 2920. At the meeting those present, Ed Stock, Howard King, Alan Dunlap, Richard Jonec, Greg Wrobleske, Sally & Richard Jannise, and Betty & Jon Protteau decided to have the nifty T-shirts, designed by Sandra and Greg Wrobleske, made available to the public via the Corvair Houston Newsletter. The soft black T-shirts come with a choice of a white Corvair outline of the early, late, and FC Corvair grille ingeniously silhouetted on the front of the black T-shirts.

The Nifty-Fifty Car Show continues every Saturday evening from 6-9 PM at the northeast

corner of Kuykendahl and Louetta Roads, in northern Harris County. Generally, the Corvairs tend to park on the far east side of this area. Alan Dunlap arranged to have club members meet on July 8th with Alan driving his black 1964 Monza Coup (AKA '# 64'), Bruce Eichenberg, sans his wife Vicki driving their yellow 1966 Corvair Convertible, and Jon & Betty driving their newly acquired blue 1965 Greenbrier (AKA 'Jefferson'). Alan, Jon, and Betty's arrival was delayed due to a fan belt breaking stranding the Protteaus out on FM 2978 in northern Montgomery County. Alan Dunlap came to their rescue driving all of the way from Harris County with his Corvair tools and had the Protteaus' daughter, Suzy, bring the correctly sized fan belt also coming from

Harris County. Thanks to Ed Murphy's instructions via the phone, the new fan belt which is behind/beyond the AC belt, was miraculously installed in the sun with 100+ degree heat. All were able to get to the car show, albeit a bit late. At the car show the Club members discovered that Chris Murphy's former gorgeous teal blue 1965 Monza Convertible was parked next to 'prospective member' Kevin Shade's 1965 silver 4-door Monza 110, which he has had since 1990, driven all of the way from Missouri City to this car show.

On July 9th Richard Jonec, Greg Wrobleske, Alan Dunlap, and Ricki Jannise participated in the SCC Autocross 'Solo' competition held at the Houston Police Academy. 'Solo' is the SCCA brand name for autocross competitions, in which a driver's skill and a car's handling is tested through a driving course designated by traffic cones on a flat surface. Please see Richard's article for details on this event.



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DRIVERS SEAT ARTICLE

petitor has to work the course and our run group had to work the fourth group during the hottest part of the day. These duties included picking up knocked down cones, releasing cars to the grid, and flagging and warning competitors of any potential danger that may occur during competition.

The racing was exciting and was not without its issues for the Corvair Houston participants. First out was Richard in the 65 Convertible with a exploratory run of 84.268 seconds. Ricki negotiated the course at 84.236 seconds a tick quicker than Richard. Alan was really cautious on his out lap with a 109.795. While Ed failed to negotiate the course properly with a DNF and a time of 112.620. Greg went out last and completed his first lap with a 98.741. The course was daunting and could lead to confusion as you had to negotiate the first section one and one half times. See the course map. It was unique to say the least. The really fast cars were completing the course in less than 60 seconds.

The Corvair drivers

started to lop off some serious chunks of time on their next runs. Greg had the biggest improvement with a 12.331 second reduction. He was attempting to catch up to the leaders Richard and Ricki. Ed's second run netted him the next best reduction with a 8.174 improvement and completing the course without a hitch. Richard's second run netted him the third best reduction and the fastest run of the day for the Club Group with time of 76.424. Alan found more time and now was down to a 102.202. But things would not go so well for Greg and Richard. The 65 convertible experienced a little hesitation for Greg during his second run. Greg informed Richard the car had a little flat spot. We took a look in pre-grid to see if anything came loose. But all looked good. She ran a little rough under no engine load but there was nothing we could do to fix this with the time remaining in our run group. Richard lined up for his next run and found himself at the start with about 1/2 the power from the previous run at

wide open throttle. She just laid over and the times reflected that with a run of 82.47. Richard felt that the next run would have been faster than the second run if the convertible was running well. It only got worse for Greg as the car just sputtered on the start. Greg indicated he was ready to pull off the course but chose to run at part throttle just get the car home and not pull of the course and close the track down to the other competitors.

Ricki's third run netted him a 80.803 and locked him in for the second place slot. Greg's second run put him solidly in third place. Greg chose not to run his forth run as Richard indicated on his fourth and final run that the car had had it and was in no shape to compete until the car had a good once over. Alan and Ed were improving on very run and were steadily working their way down into the low and mid 90 second laps. Alan locked up 4th with a run of 90.695 with Ed taking his car home with a 96.512.

So here is how the combined runs averaged. Richard came in with a

4 run average of 81.727, Ricki came in at 81.997, Greg with only a 3 run average of 94.058, Alan 99.121, and Ed with combined average of 102.844.

So the standings in the Corvair Houston Auto-cross championship after race one is listed with Richard Jonec in First, Ricki Jannise in Second, Greg Wroblecki in Third, Alan Dunlap in Fourth, and Ed Stock in Fifth. The next event is at Corvair Heritage Days, October 19th - 21st. The final round is scheduled in Houston at Grand-sport Speedway on the 5th of November. The best two out of three events and lowest overall time for the combined two events will name the Covair Houston Auto-cross Champion for 2017.

Don't forget the monthly meeting is Friday the 21st at Houston's Gateway Classic Cars. There are 250 collector cars under one roof. Don't worry about the heat the facility is air conditioned. Don't miss this meeting it will be a great venue to see some of Houston's finest classic cars on display

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DRIVERS SEAT ARTICLE

ready to be sold. Arrive by 6:00 PM to view this fantastic collection of cars. The meeting will start at 7:00pm. We will plan to eat somewhere local after the meeting. Location: 71 Esplanade

Blvd. Suite 100 Houston, 77060 <http://www.gatewayclassiccars.com/locations?location=HOU>

The last event of the month is Saturday July 22nd in Brenham. This is

their annual Hot Nights and Cool Tunes Car Show and Concert in the Town Square featuring the Brown Sugar Band. The event kicks off at 7 PM, but get there early

to get a good spot for your car. Don't miss this great event and car show. Location: Brenham Town Square. <http://downtown-brenham.com/hotnights/>



Overall Results:

http://www.houscca.com/solo/results/live_results.htm

Driver	Car Model	Car Color	Run 1	Run 2	Run 3	Run 4	Total
Jonec, Richard	Corvair	Green	84.268	76.424	82.47	83.748	76.424
Jannise, Richard	Corvair Corsa	Peacock Green	84.236	81.884	80.803	81.066	80.803
Wrobleskee, Greg	Corvair Spyder	White	98.741	86.41	97.023		86.410
Dunlap, Alan	Corvair	Black	109.795	102.202	93.793	90.695	90.695
Stock, Ed	Corvair	Red	112.620+DNF	104.446	97.798	96.512	96.512



Bulletin Board

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) Over 100 new repro parts in the past 3 years.



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Tech Session Ideas?

Have an interesting technical project you worked on recently? Need to see a technical demonstration of a procedure that will help you with your restoration or repair project? Your Corvair Houston Officers are looking for ideas for technical demonstration sessions for our monthly club meetings. These technical sessions can be helpful for those of us restoring or performing maintenance on our Corvairs. If you have an idea, please notify one of your officers listed on page 8 of this newsletter. Have a project to present? Presentation assistance is available. Email any submissions to newsletter editor at mwclarke01@hotmail.com

TREASURY REPORT

REPORT AS OF JULY 5, 2017

Beginning Balance	\$8,380.77
Receipts	
Club Dues	\$56.67
T-shirt income	\$20.00
Subtotal	<u>\$8,457.44</u>
Expenses	
CORSA dues for member	(\$45.00)
Ending Balance	<u>\$8,412.44</u>

**2013-2018
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the Corvair
Houston**Bulletin Board****Happy Birthday To:**

Bill Ranshaw		July 1
Gary Buckner		July 3
Julia Murphy		July 7
Jim Watkins		July 14
Pam Zinnante		July 18

Happy Anniversary To:

Todd & Nga Hasfjord	1 year	July 9
Ricki & Sally Jannise	41 years	July 10
Greg & Ronnie Riley	25 years	July 10
Jerry & Loretta Kelley	52 years	July 16

Justin Rogerson

Channelview, TX
1963 Monza Convertible

THIS SPACE IS AVAILABLE FOR
AT NO COST. Email your FOR SALE
ADS and PARTS WANTED Ads to the
Newsletter Editor at
mwclarke01@hotmail.com

**For Sale: 1963 Monza 900 Coupe
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interior like new, but paint is starting
to show its age. Has won many awards
over the years. Contact Jim Watkins for
more information at 979-824-6225 or by
email at sidewinder67@msn.com**

**The Corvair Society of
America (CORSA)**

"Founded in 1969 by and for
those who still appreciate the
Corvair automobile"



Corvair Houston strongly encourages all members to become members of the Corvair Society of America (CORSA). Anyone with a fondness of the Corvair automobile will benefit from CORSA membership. In addition, we will all benefit by maintaining a strong national presence to lobby our interests and organize our collective purposes.

PLEASE do not overlook the potential value of a CORSA membership. Try it out. Your first year will cost only \$45. For more information, contact any of the Corvair Houston officers listed on the back of this newsletter, or contact:

CORSA
P.O. BOX 607
Lemont, IL
60439-0607
www.corvair.org



Corvair Houston
13102 N. Decker Drive
Magnolia, TX 77355-8461

Deliver to:



Good to see folks driving to the club meetings

CLUB MEETING TO BE HELD ON FRIDAY JULY 21ST AT HOUSTON GATEWAY CLASSIC CARS

Directions to Gateway Classic Cars
71 Esplanade Boulevard, Houston, TX 77060

The Houston showroom is 10 miles north of downtown Houston, Texas. We are 2 miles off of Interstate 45 south. Take exit 60A which is Aldine Bender/Fall Brook. Take the I-45 service road and make a u-turn under the I-45 overpass, drive a quarter mile and make a right on Esplanade Blvd. Drive another quarter mile and we are on the corner of Greenspoint Road and Esplanade Blvd.



Corvair Houston



Corvair Houston, the local chapter of the Corvair Society of America, is a non-profit association dedicated to the preservation of the Corvair automobile. Dues are \$25 per year (\$20 for CORSA members). The club conducts regular monthly meetings, and also sponsors or participates in other activities through the year: local and national car shows, picnics and barbecues, races and museum events, and road trips to locations within and about the Houston area. If you are interested in the Corvair and would like information about our organization, please call one of our club officers.

2017 Officers:

President	Richard Jonec	832-559-1629
Vice President	Ken Boysen	281-831-5049
Secretary	Betty Protteau	936-520-2395
Treasurer	Richard Jannise	281-259-2256
Director	Ed Stock	281-413-3478
Director	Howard King	832-687-8251
Director	Sally Jannise	281-259-2256

Committees:

Membership & Library	Ricki Jannise	281-259-2256
Historian/Car Locator	Guy Bobkoff	713-666-0475
Merchandise	Dee Watkins	979-848-6713
Newsletter	Mark Clarke	281-217-8573
Website	Dave Keseian	936-689-8179
Events Coord./Photographer	Jim Watkins	979-824-6225
H.O.T. Chairperson	Greg Wrobleske	281-356-5542
Social Chair	Sally Jannise	281-259-2256
Technical Chair	Mike Tidwell	281-748-4576
Club Email	Richard Jonec	832-559-1629