



# VAIRifiable News

## Terracotta Warriors

*They Turn Out More Horsepower than the CVCC!*



It was a rainy day for our February 10, 2018, tour of the Terracotta Army exhibit at the Virginia Museum of Fine Arts, so it was good to be indoors although very crowded with spectators. However, we had a low CVCC turnout for the tour, just Don Garner, Phyllis & Wade Lanning, and our President Mike DeJong, who set up our visit.

The exhibit centered around the life of Qin Shihuang, who ascended to emperor at age 14 in 260 BC and died of natural causes at age 50. By age 39 he conquered all other neighboring warring states and united China into the country that is essentially what we

know today. Soon after he took over the throne as a boy, he ordered the construction of his tomb to begin, which is the focus of the Terracotta Army exhibit. Below is information from the VMFA website about the exhibit.

“First discovered in 1974 by farmers in China, an underground army of nearly 8,000 life-size terracotta figures is known as one of the greatest archaeological finds of the 20th century. Discovered one mile east of the known burial site of the First Emperor of China, or Qin Shihuang, the terracotta army was created to accompany the emperor to the afterlife. This exhibition features ten majestic

### Calendar

**March 13:** CVCC Monthly Meeting, River City Diner, Richmond, 803 E Parham Rd, 7pm

**April 21-22:** Goat's Milk Tour (See Details in Newsletter)

**Apr 27-28:** Springfest, Helen, GA. [www.corvairstpringfest.com](http://www.corvairstpringfest.com)

**May 18-20:** Virginia Vair Fair, Winchester, VA (Registration form in Newsletter)

**July 23-28:** CORSA International Convention, Pittsburgh, PA [www.corvairstpittsburgh.com](http://www.corvairstpittsburgh.com)



Qin Chariot Tomb

## TERRACOTTA WARRIORS (CONT)



**Top:** *Qin Scale Chariot*  
**Above:** *Qin Soldier*

terracotta figures, including a cavalry horse, among 130 works that tell the story of China's birth and one man's lasting imprint on a nation.

The exhibition also features arms and armor, horse and chariot fittings, ritual bronze vessels, works in gold and silver, jade ornaments, precious jewelry, and ceramics. Excavated from the First Emperor's mausoleum complex, as well as aristocratic and nomadic tombs, the objects date from the Eastern Zhou dynasty (770–256 BC) through the Qin dynasty (221–206 BC) and represent the complex history, myths, and burial customs of ancient China. They also explore the First Emperor's profound influence on Chinese history. Gathered from fourteen museums and archaeological institutes across Shaanxi Province, China, the works provide insights into Qin history, the creation of a unified China, the First Emperor's rise to power, and his quest for immortality."

Included here are photographs of some of the original terracotta soldiers on display. All of the approximately 8000 soldiers in the tomb were different and all originally painted in bright colors. The paint faded after the tomb was uncovered and exposed to air, so those pictured here do not illustrate the original colors. Also on display was a scale model horse drawn chariot that was about half-size of the original. Photographs are included here showing the original chariot as it was being excavated and the scale model. As you can see, the carriage was four horsepower, so it was a real hot rod in its day!

The exhibit ends on March 11, so there is little time left to see it before it closes. It covers the entire basement area, so it is very extensive.

--Wade Lanning--

## PRE-TRIP PREVENTIVE MAINTENANCE

MIKE DAWSON

The following list of items to check before taking a trip are suggestions for all Corvairs in general. Remember that even long trips are usually less than the mileage between a single oil change. Serviced properly, your Corvair will cruise to all of this summer's events and back - and be happier for it!

1. Check or clean & pack all four wheel bearing assemblies, and check & lube the 2or 4 U-joints. Check front end parts and lube the fittings.
2. Have tires balanced and aligned if necessary. Before trips, check all five tire pressures and tighten lug nuts with the tool you use to change a tire.
3. Check or change all fluids: oil, transmission, differential, brake fluid, washer fluid and battery level if possible. Synthetic Powerglide fluid is a very good idea.
4. Check the oil pressure sending unit and change this inexpensive item if you do not know its history.

## PRE-TRIP PREVENTIVE MAINTENANCE (CONT)

5. Check the engine tune, and include cleaning the crankcase vents. Check the breaker plate in the distributor, lube the distributor cam and inspect the electrical connections such as the primary coil wires, alternator wires (no generators allowed) and multi-connectors. Check carburetor inlet nuts for leaks.
6. Check the battery date, cable ends, ground cable mount and check the overall charging system with the lights and accessories on maximum.
7. REMOVE the belt and check the condition of the entire length. Spin all three pulleys and lube anything questionable. Tools are available to grease the fan and idler bearing.
8. Check all running lights, check the fuse block for rust, check the large connector in early model engine compartments, check warning light operation.
9. If air conditioned, blow out the condenser, check the mounts and belt, check the evaporator drain, and remove the lower shrouds for better cooling.
10. Check the harmonic balancer, and if it is original, replace it! Be sure to check the fuel pump mount, they can work loose. To be safe with the increasing ethanol additions, you should have a new Airtex pump.
11. Lube your late clutch cable ball and look for frayed cable between the two pulleys under the dash on early models – also check parking cables in the same area.
12. Check brakes; wheel cylinders, shoes, master cylinder (push rod leak), and most important, the steel and rubber lines. Give your car the “stomp test” in the driveway. Steel lines above the gas tank and next to the transaxle are the most prone to rust, with tunnel lines next.
13. Be aware of any speedometer error you may have and know your oil consumption rate. Test drive 15 minutes on the highway on a hot day, pack up and head out!
14. Spares and tools? My favorites would be a belt, a new fuel pump, one rocker arm with pushrod and valve cover gasket, one 30 amp fuse, a set of points and condenser, oil as required, tools for these items, and a CORSA Travel Roster.

## MONZA WAGON UPDATE

WADE LANNING

My last update on the Monza wagon project was in the December 2017 newsletter. In that update I was working on the exterior; priming the doors and other parts. Soon afterwards I started painting some of the interior parts the final blue color. These included the rear seat backrest hinge, the main load floor, the load floor side panels, the rear seat filler panel and the transaxle cover. Well as things go, life got busy with the holidays and then the very cold January weather sat in and the painting stalled since my mother nature outdoor paint booth just couldn't seem to find a good day to open for business (or maybe it was just me being lazy).



Instead recently I moved on to working on an engine for the car in the warmer confines of my garage. I plan to upgrade the motor from the original 145 cubic

MONZA WAGON UPDATE (CONT)

inch, 84 hp to 164 cubic inches, 110 hp. I bought a '64 FC block from Ken Bunnell years ago that I'll be using to build the motor on. Back in about 1990 I got a free 1965 parts car that had a recently rebuilt 110 motor that the owner said had new pistons, but it developed a knock. When the knock developed he immediately turned the motor off. I expected the motor had a rod problem, but when I took off the top cover it turned out to be a broken crankshaft, otherwise the motor looked good. During February the motor was disassembled to see if parts from that motor could be used for the wagon engine. Other than the two-piece crankshaft, which I have been told can't be epoxied back together, the pistons, heads and other parts look good. Currently I've been cleaning and inspecting the parts, so it still has a way to go. Plus, I'll locate a one-piece crankshaft to replace the two-piece crank. Included here with this article are pictures of the broken crankshaft, the FC block with the special oil filler tube and one of the "new" pistons from the donor engine.

Although I've owned Corvairs since 1975, I've only completely rebuilt two engines and that was years

ago. I've been fortunate that two of my Corvairs came with good engines and that I had an engine that was rebuilt before I got it that I put in one of my other Corvairs. So I'll be on a re-learning curve while building the wagon motor and will be needing advice from the club Corvair doctors as I go along. In fact, I've already started with the questions on some basic things, such as what's the easiest way to clean the parts!



**Previous Page:** Engine Block  
**Top:** Broken Engine Crank  
**Above:** Engine Piston

President's Message or DeWords from DeJong!



Must be (almost) Spring!

Oil stains in the driveway, it must be spring! There have some nice days for auto service.

It's time to do the little project you have been putting off until spring. I am diving into body and paint with reckless abandon. I priced the work needed on my coupe at Maco and got a rough quote of \$500 per corner to bondo the holes, and that's just the quarters, and \$2500 to paint. I decided it was time to go to "school." I have access to a 20 x 20 garage that I can turn into a paint booth, at a cost of \$500 dollars and material cost using house of color materials at a cost of \$600 dollars, the rest should be easy? I am fortunate that the coupe has only 1.5 paint jobs on it so the stripping has been easy. I am using an etching primer as I finish stripping panels to bare metal.



I found a nice surprise in the passenger side front marker light well: pecans! Lots of them. Once the extent of the rust caused me to look for a better answer than bondo, I made a plaster cast of the same corner of my convertible, and will now make a fiberglass panel to epoxy in place. No future rust in that spot at least.

I am fortunate to have a Corvair to drive while I have one in pieces. Find the time to drive yours!

Mike D.





## GOAT'S MILK TOUR 2018

ALAN WHITE

The Goat's Milk Tour has a long tradition in the CVCC. It has always been a driving tour of some scenic byway. Oftentimes, it's been an overnight trip. The Goat's Milk Tour got its name when it made a stop at a store and most all of the ladies bought products and lotions made from goat's milk.



The last edition of the Goat's Milk Tour was in 2012 when I was about to chair my first of many Virginia Vair Fairs. I think the CVCC leadership was a little queasy about turning a relative newbie loose on running the signature event of the year so they decided to do a little inspection tour. We all met on a Saturday several weeks prior to the scheduled Vair Fair at the host hotel. From there, we drove down a portion of the rally route to the Peaks of Otter for lunch. We then drove back to the hotel and had a meeting concerning the Vair Fair. I was able to gain a lot of insight and pick up some pointers from those who had gone before me in hosting and from those who had attended Vair Fairs and other Corvair centric events. Many of us spent the night at the hotel and then left for home the following morning.

Six years is long enough of a hiatus for the Goat's Milk Tour and we're going to do it all over again. This year we will again combine a little Corvair touring with a Vair Fair brain-storming session. The plan is to drive Skyline Drive and then meet with Jeff and Cherie Roadcap in Winchester at the host hotel of the Vair Fair.

April 21 is a no fee day for Shenandoah National Park so it doesn't matter if you have a pass or not, you get to drive through at no cost!

We will meet at the Rockfish Gap entrance to Shenandoah National Park at 10am on Saturday, April 21 and head north on Skyline Dr. We should get to Swift Run Gap (Route 33) around 11:00 if anyone wants to meet us there instead.



From there, we will continue north to Big Meadows Lodge where we will eat lunch and maybe have a slice of their famous Blackberry Ice Cream Pie. We should be

there by noon so if anyone wants to just meet up with us there, that would be fine.

From there, we will continue north to Winchester and the Hampton Inn North. (1204 Berryville Ave, Winchester, VA) where those with hotel reservations can check in and then we will have go over the hotel amenities for the Vair Fair and then have a brain-storming session to try to shore up our



plans for this year's Vair Fair! If you don't want to do the tour (there must be something wrong with you!) then you could just meet at the hotel. I would think we would be there by around 3:00 and the session would begin at 4:00.

If you intend on joining us, please email me at [centralvacorvairclub@gmail.com](mailto:centralvacorvairclub@gmail.com) and let me know where you will be meeting us.

Make sure to make your own reservations at the hotel. Contact info is on the Vair Fair registration form.



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**March Birthdays**

- 5- Ashley DuVal
- 11- David Robertson
- 13- Jackie Garrett
- 15- Megan Reilly
- 16- John Loth
- 18- Chuck Nickerson
- 20 - Patricia Wright
- 21- Mark McCray
- 23- Ray Davis
- 31- Mark Ellis\*\*

# 39<sup>th</sup> ANNUAL VIRGINIA VAIR FAIR

May 18-20, 2018

Hampton Inn North

1204 Berryville Ave, Winchester, VA 22601

(540) 678-4000

## REGISTRATION FORM

(Please print)

<b>Name:</b>		<b>C O R S A ID #:</b>	
<b>Address:</b>		<b>C O R S A Chapter:</b>	
<b>City, State, Zip</b>			
<b>Email:</b>		<b>Phone:</b>	
<b># Name Tags N e e d e d :</b> _____	<b>Names:</b>		

	<b>Pre-Reg.</b>	<b>On-Site</b>	<b>Qty.</b>	<b>Amount</b>
<b>Family Registration</b> (includes name tags, dash plaque, People's Choice ballot, free Friday pizza party and (1) door prize ticket)	<b>\$20.00</b>	<b>\$25.00</b>		
<b>Friday Evening Pizza Party</b>	<b>Free</b>	<b>Free</b>		<b>\$0.00</b>
<b>Valve Cover Race (per race car) (Friday night)</b>	<b>\$10.00</b>	<b>\$12.00</b>		
<b>People's Choice Car Display (Saturday morning)</b>	<b>\$15.00</b>	<b>\$18.00</b>		
<b>Model Car Concours (Saturday morning) Stock, Modified, Diorama, Promotional/Collectibles and Scratch Built Categories</b>	<b>\$5.00</b>	<b>\$7.00</b>		
<b>Rally (per car) (Saturday afternoon)</b>	<b>\$10.00</b>	<b>\$12.00</b>		
<b>Corvair Games</b>	<b>\$10.00</b>	<b>\$12.00</b>		
<b>T-Shirts: Indicate size (S, M, L, XL, XXL) here: _____</b>	<b>\$15.00</b>	<b>NA</b>		
<b>Swap Meet/Vendor Space Per two outdoor parking spaces</b>	<b>\$15.00</b>	<b>\$20.00</b>		

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Corvair Games	\$10.00	\$12.00		
T-Shirts: Indicate size (S, M, L, XL, XXL) here: _____	\$15.00	NA		
Swap Meet/Vendor Space Per two outdoor parking spaces	\$15.00	\$20.00		
TOTAL REMITTANCE – MAKE CHECK PAYABLE TO: “CENTRAL VIRGINIA CORVAIR CLUB”	NA	NA	NA	

Please indicate expected classification(s) and number of entries for People’s Choice Display below:

Class	Qty	Class	Qty	Class	Qty	Class	Qty
Early Closed		Early Station Wagon		Late Closed		Modified/Specialty	
Early Open		Beater		Late Open		Forward Control	
1968		Note: The 1968 class can be entered along with other late model classes					

**PRE-REGISTRATION: Pre-registration forms must be postmarked before May 11.** All registrations postmarked after this date will be considered as on-site registrations and on-site costs will apply.

Registration is required for participation in any VAIR FAIR ACTIVITY. NAME TAGS MUST BE WORN AT ALL TIMES.

Mark Ellis Memorial Award for Excellence will be presented to the person earning the most points in the People's Choice, Rally, Valve Cover and Corvair Games.

Room reservations may be made by calling the Hampton Inn at 540-678-4000. Please mention the Corvair Vair Fair when calling for the group room rate of \$96.00 plus tax. **Room rate cut-off is May 5, 2018.**

For event registration, send your registration & check or money order made payable to CENTRAL VIRGINIA CORVAIR CLUB c/o Alan White, 194 Twin Hills Ln, Fishersville, VA 22939. (540)-294-2374 or email at [dralwhite@yahoo.com](mailto:dralwhite@yahoo.com)