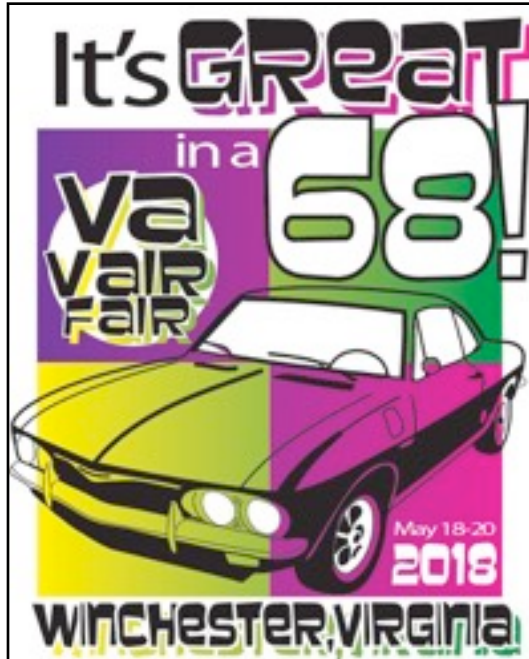




VAIRifiable News

Let's All Go to the Fair!

Vair Fair set for May 18-20, Winchester, VA



Spring has finally sprung and that can only mean one thing...It's Vair Fair time again! This year Jeff and Cherie Roadcap will be your Co-Chairmen...er, and Chairwoman and they have planned a great event for you. This will be the first time Winchester has hosted our event so there's lots of new things to do and see this year! We will begin on Friday night, May 18th with a welcoming Pizza Party followed by Valve Cover Racing and Corvair Games. Saturday will include our People's Choice Car and Model Car Show and Rally. (As a special treat, the Hudson folks are having an event

in Front Royal and they may come up to visit!) For late night, there are numerous restaurants in Olde Towne Winchester that is a treat unto itself. Just down the road in Stephen's City is a drive-in theater. Those are so much fun in a classic car! Awards will be given out Saturday after the Rally.

Register and compete in as many things as possible so that maybe you can win the Mark Ellis Award for Excellence which is given to the person accumulating the most points in Valve Cover, Corvair Games, People's Choice and Rally!

Calendar

May 8: *Monthly CVCC meeting River City Diner, Richmond. 7pm*

May 18-20: *Virginia Vair Fair, Winchester, VA (More info in newsletter)*

July 23-28: *CORSA International Convention, Pittsburgh, PA*

Sept 20-23: *Corvair Racers Reunion at Virginia International Raceway, Alton, VA*



CVCC Meeting Minutes, April 8, 2018

Location: IHOP, Zion Crossroads

Attendees: Bruce Bettis, Wade & Phyllis Lanning, Mike DeJong, David Robertson, Steve Wright, Alan White, Rex & Ann Buel, Chris & Julie Carter, Mark Francis, Jeff & Cherie Roadcap, Mary Roadcap.

Vair Fair

- Theme: "Life is Great in a '68".
- Door prizes needed. Please bring all you can.
- Valve Cover Races: Alan has picked up valve cover race track from Tidewater Corvair Club. Need someone to run this event on Friday night.
- People's Choice Concours: Headed up by Alan and John Persinger. Jeff making window cards.
- Rally: Course to be laid out in coming weeks.
- Tech Session: Need someone to conduct. Ideas?
- Trophies & Dash Plaques: Alan working on these.
- Hard Luck Trophy: Rex Buel in charge (has since completed)
- Friday Night Pizza Party: Jeff to check with local pizza restaurant to supply pizza.
- Registrations: Slow coming in. People need to send theirs in.
- Sound System: Jeff to investigate options.
- Hospitality: Need everyone to bring something. People said they are bringing soda and water.
- Saturday Lunch: Plan is to provide lunch meats for people to fix their own sandwich.

Goat's Milk Tour

- Saturday, April 21 leaving from Rockfish Gap.
- Vair Fair meeting at Hampton Inn at Winchester following GMT.

Future Meetings and Activities (from March & April Meetings):

- May 18 – 20: Virginia Vair Fair, Winchester, VA hosted by CVCC.
- June: Possibility of holding a tech session in June or another time in the summer was discussed. Location and topic options were considered - final decision to be determined.
- July 14th: Tentative picnic at the Roadcaps house in Broadway, VA
- August: Ice Cream Social in Richmond, date and time coming later.
- September: Field Days of the Past. More details later.

Meeting adjourned.



Every time we have a meeting at the Zion's Crossroads IHOP, it seems that they forget to bring Jeff his food. This time was no different. We all got our food but Jeff. Most of us were done eating before he got his food!

ALLEN BRISTOW'S GREENBRIER TO BE FEATURED ON DISCOVERY CHANNEL SHOW!

The car owner looked as nervous as a patient about to receive a diagnosis. He ran his hand lovingly along the side of his vintage Kaiser Traveler sedan and said, "Well, I'd like to think it's worth at least \$20,000."

That car owner and about 70 others are participants in "Sticker Shock," the Discovery Channel's new one-hour, unscripted show. Debuting Monday, the planned weekly program is being positioned, its creators say, as " 'Antiques Roadshow' with cars."

In each installment, five to seven owners of unusual vehicles with peculiar histories will be interviewed by a friendly host before submitting to a grueling point-by-point inspection by a team of "Sticker Shock" appraisers. At the end of each chapter, the car owners will find out what their beloved chariot is actually worth.

Like the tremulous car owners, "Sticker Shock" executives and participants are eager to find out what their show is worth. They're stepping outside the Discovery format that produced the car shows "Street Outlaws," "Fast N' Loud," "Twin Turbos" and "Shifting Gears" and instead trying to target a more general audience with "Sticker Shock."

"I think this show will work because it won't just appeal to car people," said Kyle Wheeler, the show's executive producer. "For car buffs there is a lot of information about cars. For the non-car people, they will be compelled by the back story. And then they'll stick around for the appraisals."

Developed by a "Discovery" automotive team and filmed inside a former Firestone tire factory in South Gate, the show is hosted by Dennis Pittsenbarger and features expert appraisal by Randy Carlson, Addison Brown, Nick Smith and Todd Wertman.

Parked around the once mighty factory, midway through the show's production schedule, were recognizable classic vehicles (a Corvette, a Camaro, an Impala) among some truly unusual ones (a Czech Tatra, a Corvair camper van, a Keller Super Chief Woodie and even a Batmobile).

Wandering among the vehicles, to give the show verisimilitude, was a "cast" of 30 extras, who through

hours of filming strolled among the classic cars, pretending to admire them.

Showrunner and executive producer Tod Mesirow, a veteran of car-centric shows "Monster Garage," "Ultimate Car Build Off," "Wheeler



Dealers" and "Jay Leno's Garage," said the hope is to get past the patina of these old vehicles to find the people behind them.

Wearing a red sweatshirt and matching high-top sneakers, the tousle-haired Mesirow grinned and said, "The value of the car is interesting, but what the car means is more interesting."

It was clear from watching a day of filming that the stories behind the cars are very interesting indeed to the people who own them. Selected after a massive nationwide casting call, the 70 vehicles that will be featured on the show all come with unique mechanical and personal details, and some equally quirky owners.

Appraiser Addison Brown, an Arizona-based restoration and auction consultant, said that might be the special sauce that creates "Sticker Shock" magic.

"I was fortunate to meet almost every single person who brought a car, and they were all so passionate," Brown said. "Not all of them are knowledgeable about all kinds of cars, but they know every piece and part of their car."

Most of the participants had an idea of what their cars were worth before filming began. But many were surprised by the appraisers' inspections.

Show host Pittsenbarger said a few car owners were delighted when they heard the professional

valuations – which ran in some cases into hundreds of thousands of dollars. And some were not.

"Some people freaked out because it was so high," the host said. "Some people flat-out wanted to argue. They thought we were nuts. 'I got offered a hundred grand for it!' I told them, 'You should have taken the hundred grand.' "

Discovery spokespersons didn't want to discuss the cost of the show, but TV executives not connected to it estimated its budget at somewhere above

\$300,000 per episode, in an unscripted reality genre that can see budgets of double that.

For Discovery, home of huge hits like "Deadliest Catch" and "Naked and Afraid," that's not a lot of money. But the format of this program represents a departure.

"It's outside the box for us, so it's a risk," Wheeler said. "Our car shows are focusing on racing or transactions — where a guy brings in a car, gets it redone, and you reveal the car in the end. This is not a transformation show."

May Birthdays

1- Allen Bristow
1- Noah Whelan
4- Lauren Bristow
6 - Rex Buel
10 – Drew White
12 -Rosemarie Sojka
19- Kevin White
22- Percy White**
23- Jerry Turner
24- Bryan Ramsey
24- Kevin Ramsey
29- Carolyn White
29-Troy Thacker

Yet Another Corvair

Wade Lanning

Yes, I've slipped up again. I haven't even finished the Corvair projects I have in progress now, then I went out and got another one. But this one is different from my (mostly) late model norm; it's a factory air conditioned, '61 Monza 4-door, automatic, with tinted glass and the factory cloth option. You may recall years ago I wrote an article about the cloth cars and Dave published a very article in the Communicate



In a nutshell, in 1961 the Monza 4-door, and in 1962 both the Monza 4-door and Monza station wagon were available with a cloth/vinyl upholstery combination. The cloth upholstery was not available in the Monza coupe or convertible.

These seats consisted of cloth seating area inserts with vinyl trim along the edges, sides and back of the seats. In 1961, the Monza sedan came standard with the cloth bench seat and the optional bucket seats could be ordered with the full vinyl seats or the cloth seats, however the cloth bucket seat option was discontinued before the end of the 1961 model run. In 1962, the Monza cloth bench seat was still standard, however the cloth buckets were no longer available, just the optional vinyl buckets. These were the only two years the cloth upholstery was available in the Monza.

In Other Car News



As Editor, I do get a little leeway to stray from

Corvairs from time to time.



This Saturday was the annual Soap Box Derby Race in

Waynesboro, VA. I sponsored 3



cars and they all finished in the top 8!

Congratulations to Caden, Caleb and Hannah Mullen for their great driving!

YET ANOTHER CORVAIR (CONT)



So back to the Monza I just got. I agreed to get the car sight-unseen mainly because it has the cloth bucket seat option and the factory AC option. The AC condenser and compressor have been removed, only leaving the interior AC components. In fact, the rare '61 style compressor was not with the car either. AC was introduced about mid-way through the 1961 production run, so that option is not listed in the 1961 Corvair dealer brochure. The exterior of this car is Ermine White and the interior is red. It was in Westmoreland County, VA near the Potomac River, having been brought up from Florida last year. The person I got it from bought it two years ago from a man that had owned it for the previous 40 years, who had been storing it in an open shed so it was somewhat sheltered (aka barn find). This helped to protect the interior from being totally cooked, but the salty, humid Florida air took a toll on the body. The floor pans are good but other body areas are rusty. Although it was running before being brought to Virginia, the carburetors and other engine top side parts have been removed.

The brake lines and fuel lines are shot, however all the tinted glass and windshield are good. As far as the interior, the carpet is gone and the door panels were lost by the previous Florida owner. The seats are intact with the most wear on the front seat bottom cushions. The dash pad is good and the headliner has some stains.

After getting it home and looking over it carefully, I have decided not to tackle trying to make the car roadworthy, however I don't want to part it out either because of the unique options. So if someone is interested in getting this car to put back on the road let me know. I'll make you a very good deal. Mechanically it will need a full brake and fuel system overhaul, plus engine reassembly as well as other work. It does come with a resealed gas tank and new master cylinder. Cosmetically it could be driven sporting the "patina" look, otherwise plan on hours of installing replacement metal. If you want to see more pictures, let me know at wblanning@comcast.net and I'll send a file with numerous pictures.

SOURCES OF POWERGLIDE TRANSMISSION LEAKS

External

- 1) TV O-Ring
- 2) Governor O-Ring
- 3) Shift Cable O-Ring
- 4) Shift Cable Housing Cracks
- 5) Pan Gasket

- 6) Dipstick Tube Connection
- 7) Front Pump O-Ring/Gasket/Bolts
- 8) Rear Seal
- 9) Stator Shaft O-Ring in Differential
- 10) Modulator Gasket

Internal:

- 2 Seals and 1 pinion adjuster O-Ring

One of my favorite car magazines, Hemmings Classic Car, has a monthly column I usually enjoy called "I Was There". People are encouraged to submit stories about their experiences working at service stations, car dealers, automobile factories and other car related jobs. In the June 2018 issue, they printed an article by a person named Artie Finnegan about working on Corvairs at a Chevrolet dealership in Long Island, NY. He started in the service department right out of high school in July 1961 and was immediately assigned to perform 1,000-mile checkups on Corvairs. After the first introductory paragraph of the article he proceeded to degrade the Corvair for the rest of the article.

He first complained about the radios failing rapidly and said the whole dash assembly had to be removed to take out the radio, which took about 30 minutes. Well, for those shade tree mechanics like

myself, know that only the radio housing under the dash has to be removed which is held in by three small nuts on the early models. In fact, the "whole dash assembly" is part of the unibody and

cannot be removed. In any case, after a few times to learn the process it should only take perhaps 15 minutes, unless it had air conditioning in which case it might take 30 minutes. But really, is 30 minutes all that bad? He went on to talk about overheating problems, for which his solution was to insert an empty beer can in the "lower cooling door" to hold the thermostat doors open. Does this mean he was drinking beer on the job too??

As far as oil leaks, he stated "these cars would leak wherever they could." He said the valve covers were made of thin metal and the bolts would bend the cover, before GM came out with "spring-type brackets that gave six points of pressure." As most of you know, the 1960 Corvair valve covers had six bolts, then in 1961 they introduced the spring clamps that applied pressure at eight locations (not six) using

four bolts. He claimed that valve cover oil leaks "ran into the cooling chamber below" which lead to fumes getting into the interior cabin. I presume the cooling chambers he referred to are the hot (not cooling) spaces below the cylinders and heads where he stuck beer cans in the thermostat doors. However, his ultimate solution to keep fumes out of the inside was to block off the interior heat outlets with cardboard.

I think his most absurd statement was that the judges at an AACA National meet agreed the best looking and most-correct Chevrolet in the class was a Corvair. He said, "All the tin engine shrouds and gaskets were 100 percent, which is rare in the restoration of a Corvair; usually they are all bent or missing altogether, due to stripped screws or improper riveting to the fan shroud." Wow! He must have been talking about the Corvairs he worked on where he stripped screws in fits of anger, never mind that the "tin engine shrouds and gaskets" are NOT riveted to the "fan shroud". There were many other things he said in the article that are simply not correct.

Also in the article he said he would "hint" to Corvair owners they would need a valve job at about 45,000 miles and that he lost a lot on commissions because he had to work on Corvairs. With mechanics like this, no wonder American car dealerships developed such a bad reputation and people began turning to other makes. It would be interesting to know if his dealership knew he was doing such shoddy work. I have talked to a number of Chevrolet dealership mechanics over the years who enjoyed working on Corvairs and made good commissions because they did all the Corvair work.

I think Artie simply managed to show that he was a poor Corvair mechanic and I'm surprised Hemmings would allow a person to devote an entire article to degrading one car and making all the technically incorrect statements, whether it be a Corvair or any other car. In my opinion, the bottom line is that Artie hates Corvairs and Hemmings gave him the open forum to talk about it. I should mention however, in a separate column in the same issue by Hemmings writer David Conwill, he devoted a paragraph to Corvair owners where he praised their loyalty to their cars.





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39th ANNUAL VIRGINIA VAIR FAIR

May 18-20, 2018

Hampton Inn North

1204 Berryville Ave, Winchester, VA 22601

(540) 678-4000

REGISTRATION FORM

(Please print)

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

	Pre-Reg.	On-Site	Qty.	Amount
Family Registration (includes name tags, dash plaque, People's Choice ballot, free Friday pizza party and (1) door prize ticket)	\$20.00	\$25.00		
Friday Evening Pizza Party	Free	Free		\$0.00
Valve Cover Race (per race car) (Friday night)	\$10.00	\$12.00		
People's Choice Car Display (Saturday morning)	\$15.00	\$18.00		
Model Car Concours (Saturday morning) Stock, Modified, Diorama, Promotional/Collectibles and Scratch Built Categories	\$5.00	\$7.00		
Rally (per car) (Saturday afternoon)	\$10.00	\$12.00		
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	
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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

Goat’s Milk Tour

This year’s Goat’s Milk Tour turned into a Vair Fair planning session at the Hampton Inn North in Winchester. While no Corvairs made the trip, Alan White did arrive in an air-cooled vehicle. He could only make it so far as the Winchester Airport though and Wade and Phyllis Lanning were gracious enough to chauffeur him the rest of the way. Also in attendance were Jeff and Cherie Roadcap, Frank DuVal and John Persinger.



Vairs Make the Hop to IHOP!

Mike DeJong and Alan White drove their Corvairs to the CVCC meeting at the IHOP restaurant in Zion’s Crossroads. While there, it was noted that Alan had a failing engine mount. Wade Lanning shipped one out to him and the repair has been made and will be ready to be inspected at the Vair Fair! It pays to drive your Corvair to Corvair meetings!

