



FLAT SIXES

JUNE 2018



KACC is a chartered chapter of CORSA, Chapter #379

The **Knoxville Area Corvair Club** was organized by dedicated owners and admirers to enhance the enjoyment of the **Corvair** antique automobile. Periodically the club has workshops to assist members in restoring and maintaining their **Corvair** automobile.

# KACC 2018 Show & Shine

**Saturday June 16th at the parking lot of the old  
Kroger in Farragut, 11240 Kingston Pike  
Chef Wesley will be grilling chicken, club  
members bring a side dish or two to share and  
drinks of your choice.**

**Show starts at 9 AM thru 3 PM  
DRIVE YOUR CORVAIR !!!**



*The June KACC Meeting  
 NOON, SATURDAY June 9th  
 SAGEBRUSH STEAKHOUSE  
 2323 E Morris Blvd, Morristown, TN 37813-1942  
 After the meeting a cruise to the  
 "General Longstreet Museum " in Russellville, TN  
 For a guided tour  
 Admission: \$5 for Adults and \$3 for Children*



**Treasurer's Report**  
 By Wesley Knowles



Opening Balance 05/18/ 2018-	- \$7650.37
Club Dues deposited	- \$40.00
Closing Balance 06/18/2018	- \$7690.37

**2018 KACC Meeting Host Schedule**

<b>June</b>	<b>Ron Ryan</b>
<b>July</b>	<b>Jim and Ruth Freeze</b>
<b>August</b>	<b>Dick and Paige McPherson</b>
<b>September</b>	<b>Roger and Jan Frazee</b>
<b>October</b>	<b>Paul and Myra Tetro</b>
<b>November</b>	<b>Mike and Leslie Shamblin</b>
<b>December</b>	<b>Wesley and Bonnie Knowles</b>



# From the Secretary

By Dick McPherson



Ron Ryan took the meeting minutes during my absence at the May meeting. Thank You Ron.

Our meeting was held in Oak Ridge, TN at The Other One Deli Diner Dive. We had 18 members present and 2 guests Tina Norton and her daughter Brandi.

The meeting was hosted by Dick and Amy Morh. We had 6 Corvairs. President Myra Tetro opened the meeting. The Club was led in the Pledge of Allegiance of our Flag by Richard Payne. We welcomed Steve Phillips to the meeting .

Dick Mohr brought up that everyone had a good time at Spring-fest. Dick said his brakes went out and he had to drive home with the parking brake. He researched it and found out that the brake fluid boiled and we need to change our brake fluid every 3-4 yrs. We need to use dot 3 or 4, 4 has a higher boiling point and it is completely compatible.

Richard brought up to remember the election at the June meeting.

It was brought up where are we at on the jackets; Myra said it looks like they will be around \$ 75. She is going to get everyone's size the meeting the larger sizes will cost more.

I am the host for the June meeting we will meet for lunch at the Sagebrush Steak house at 2323 E Morris Blvd. Morristown, TN 37813 at 12:00. We will caravan to General Longstreet Museum at 5915 E Andrew Johnson Hwy, Russellville, TN 37860. The cost will be \$ 5 for adults and \$ 3 for children. This will be a guided tour.

I forgot that Chamber Williams and his wife Jane came back to our club.

Remember our dues are due in June.

*We Survived  
the Cruise on  
the "Devil's  
Triangle!!!*



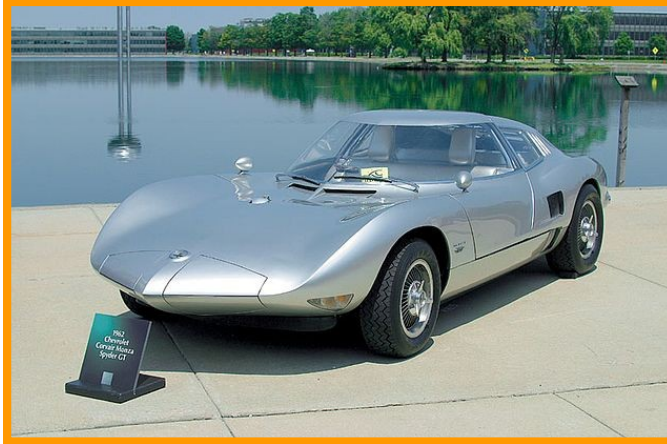
**President: Myra Tetro — [MTETRO@ldbonline.com](mailto:MTETRO@ldbonline.com)**

**Vice-president: Vacant**

**Secretary: Dick McPherson — [dickmcpherson@rocketmail.com](mailto:dickmcpherson@rocketmail.com)**

**Treasurer: Wesley Knowles — [C21WK@yahoo.com](mailto:C21WK@yahoo.com)**

**Newsletter Editor: Dick McPherson — [dickmcpherson@rocketmail.com](mailto:dickmcpherson@rocketmail.com)**



The Chevrolet Corvair Monza GT was a 1962 mid-engined experimental prototype automobile based on the early model Chevrolet Corvair series. Essentially a concept car, the Monza GT did not enter production.

Under direction by Bill Mitchell, the Corvair Monza GT coupe was designed by Larry Shinoda and Tony Lapine in 1962, borrowing from the Bertone designed Testudo concept car. Like the earlier design, the GT doors swung upward and were actually a front hinged canopy that extended into the B section; the rear engine cover also hinged at the rear. The engine was a standard Corvair 145 cu in (2,380 cc) 102 hp (76 kW), flat six with two carburetors. Unlike the production Corvair, the GT engine was mounted ahead of the transaxle, turned around 180 degrees and mounted as a mid-engine layout. The chassis was on a 92 in (2,337 mm) wheelbase, 16 inches (406 mm) shorter than production cars. The overall dimensions were similarly reduced with a length of 165 in (4,191.0 mm), and a height of 42 inches (1,067 mm), creating a small but well-proportioned sports car.

Besides its streamlined appearance, the Monza GT had innovative features, including magnesium-alloy wheels, 4-wheel disc brakes, and fixed seats with adjustable pedals. These features would eventually turn up in production cars, years later.

Some of the styling features of the GT, notably the rear end, were the inspiration for the 1965–1969 Corvair. Pontiac Motor Division engineer Bill Collins, the division borrowed heavily from the Corvair Monza GT design when it developed both the coupe and convertible versions of its 1964 Banshee prototype cars. The design would also influence the 1965 Chevrolet Mako Shark II concept car and the 1968-1982 Corvette (C3) that clearly resembled it, three years later.

From Wikipedia, the free encyclopedia.

## The Preventative Maintenance Series

Mike Dawson

### How to Deal with Lost Keys, Keys Locked in the Car, or How to Steal a Corvair.

A useful little device than can be carried in your billfold (or purse) for gaining entry into any Corvair is the little spring clip that holds the air baffles up against the cylinders in all Corvair engines: about 3 ½ inches long with an eye on either end. To open a wing window, gently push one end past the rubber under the vent handle with the eye to the rear of the car. Push in on the vent window and rotate the clip counter clockwise. The vent handle will unlock and you can reach in to open the side window or door. This method is quick and will not damage anything.

The wiring for the Corvair starter operation begins at the battery, travels twenty plus feet through several connectors and switches (depending on transmission) to end up only two feet from the battery where it started. To bypass all of that, run a jumper wire from the positive battery terminal to the purple wire in the two wire connector found at the left front of the engine compartment. Unplug the connector and touch the jumper wire to the purple wire that leads through the rubber grommet in the sheet metal. Anytime you make the connection, the starter will engage. The engine will only start if the key is on, so you can use this for compression checks, setting dwell, fuel pump testing etc.

In order for the engine to run, the coil receives less than six volts to the + terminal because of a resistance in the wiring. Full battery voltage is supplied only during the cranking to help starting under extreme conditions. If you apply 12 volts during running, the points will quickly burn and the engine dies. To run an engine with out using the ignition switch, make up a jumper as follows: cut a length of standard



Custom Features for the **CORVAIR**

**1960**



A New Concept in American Motoring

KNOXVILLE AREA CORVAIR CLUB  
3452 Tres Bien Lane  
Knoxville, TN 37920

**FIRST CLASS**