



VAIRifiable News

Trunk or Treat!

Corvairstars offer unique options for Trunk or Treat



Halloween sure ain't what it used to be! When I was young, growing up in various towns throughout the south, Halloween meant getting dressed up in costume and going out with friends door-to-door collecting candy. We didn't have parental escorts. The most harm that might befall us was developing a tummy-ache from eating too much candy! Life was simple and life was good.

Today's environment has changed the way we do most everything and Halloween is no exception. Today's kids are escorted by parents to every house...if they go to houses at all! It's becoming more popular each

year to Trick or Treat at a public space such as a mall. This provides a relatively safe controlled environment and kids can fill their treat bags rather quickly.

A recent development has been the advent of Trunk or Treat! In this case, people come together in a parking lot and give out candy from their car. Often-times the cars are decorated so the treaters can get in on the fun as well as the tricksters!

Many churches are stepping in to fill the void caused by the breakdown of traditional Halloween by hosting their own Trunk or Treat events. My church,

Calendar

Nov 13: Monthly CVCC meeting at River City Diner, Richmond, 7pm

Nov 29: Valley Vairs meeting. 7pm. White's Wayside. 2175 Hanky Mtn Hwy, Churchville, VA

Dec 2: CVCC Christmas Party. 2pm. Pickel Barrel Restaurant. 12912 Plaza Drive Richmond, Virginia 23233



TRUNK OR TREAT (CONT)



Bridge Christian Church in Fishersville has been holding this event for several years now. This year we had over 1900 kids come through (along with their parents) for this fun-filled time. The church supplies all of the candy and admittedly, that can get expensive but we have several instances of people attending Trunk or Treat and then coming back to check out our normal worship service. Several of our current members initial contact with our church was through Trunk or Treat. We have taken what is supposed to be the devil's holiday and turned it into something good!



Each year I try to use one of my Corvairs as my prop. This year I dressed up as Jonah and my '65 Monza Convertible was the whale!

Kids are fascinated that I'm in the front of the car where the engine is "supposed" to be! Adults love seeing a classic car being used among all of the modern autos. I always get lots of comments, questions and thumbs up about the Corvair.

Previously, my Corvair was the BatCave and I dressed up as

Batman while my wife Deedra was Robin.

I've also used the Rampside. We filled the back with hay and stuffed animals while I dressed as Noah and my wife, well, she was Noah's wife.

One year the Rampside was the castle in the movie Frozen. I played Olaf while my receptionist played the princess Elsa. We had a throne and fog machine. The kids got to climb the ramp and step into the castle to meet Olaf and Elsa. It was a huge hit.

We are always lamenting the fact that young people aren't into cars and also, that even among the so-called "car-guys" our vehicles tend to be forgotten. We are always encouraged to take our car out and get it seen to raise awareness of the Corvair. Here is a way to do that, involve kids, show the uniqueness of the car and, oh yeah, have a little fun in the process.

I've already decided upon my costume for next year and just let me say, I plan on making Bill Hubbell proud!

--Alan White--

PHOTO INFO

Page 1: *Jonah and the Whale, Captain Noah*
Page 2: *Mr. and Mrs. Noah in the Ark, Olaf and Elsa welcome kids*

CORSA NEW MEMBER INCENTIVE



Between now and December 31, each new CORSA member will receive a free copy of Corvair Basics - a 190 page technical manual for anyone new to Corvairs or thinking about Corvair ownership. This book is a compendium of articles written by acknowledged experts and covering all aspects of Corvair repair, maintenance and restoration. This is an especially useful resource for anybody who is new to the Corvair hobby. Please allow four weeks for shipping.

MEET THE MINI-CAMARO GM DESIGNED TO COMPETE WITH THE VW BEETLE

I really love looking at stillborn car prototypes. And while it feels weird to type "love looking at stillborn" anything, there's just something about the alternate-world possibilities of them that make seeing these concepts fascinating. And I can't think of anything more fascinating than a Mini-Camaro made to compete with the VW.

Actually, it's even weirder. This concept, also known as GM project XP-873, could have been part of a whole GM Corvair marque. So it would have been a Corvair-branded Mini-Camaro designed to compete on cost and size with the VW Beetle. Just wrap your brain around all of those little bits there, and enjoy your confusion burrito.

I stumbled onto the Mini-Camaro project in [this interview with Roy Lonberger](#), who was a designer at GM during [Bill Mitchell's tenure](#) as GM's head of design. He describes project XP-873 as follows:



In Studio-X we were charged with developing a four passenger Mini Camaro (XP-873) project for Pete Estes, Chevrolet Engineering, and Mr. Mitchell. It was intended to be the size of (and cost less to manufacture than) the Volkswagen Beetle. Fellow designer Geza Loczi was assigned to the studio, along with several modelers, and a tech stylist. Larry Shinoda would consult and occasionally Dave Hollis would stop by. As before, concepts were presented weekly as full clay models in the courtyard or dome, and all design decisions were made by Mr. Mitchell. Interestingly, this project predated the Vega project several years later led by Jim Musser.

The pictures of these Mini-Camaro designs show something that is clean, compact, and quite handsome. A little, relatively inexpensive Camaro like this would certainly have been an interesting competitor not just to the Beetle, but to the

Gremlin, Pinto, Opels, and many other cars in that era's batch of new compacts.

A bit more research reveals more strangeness about XP-873: it was part of a project to expand the Corvair name into its own GM marque. Which is something I never even realized was being



considered at all. This [1982 article in Special Interest Autos](#) sheds all kinds of interesting light on the commonly accepted story of the Corvair. Far from being dead (at least internally at GM) in 1965, development and planning was continuing well into 1968, when Corvairs (again, a whole family of Corvair-badged cars) for the 1970s were being planned.

Not all these Corvairs would have stuck with the flat-6, air-cooled, rear-engine design of the original Corvair, either — many were planned using conventional water-cooled engines from GM's stables (which were all cheaper to build than the Porsche-like flat-6 of the original Corvair) mounted either front or rear.



MINI-CAMARO (CONT)

The Mini-Camaro/XP-873 project came from an order for a "five-passenger, low-cost vehicle...to go after the VW market," according to the orders given to the styling department. To keep production costs low, a conventional front-engine/rear drive layout was planned, mated to a decidedly sporty body, with great long-hood, short-deck proportions.



Some early designs had a massive rear hatch that extended all the way out to the rear side fenders of the car; other later ones incorporated a fully-openable front end, flipping forward, fenders and all, like a Triumph Spitfire.



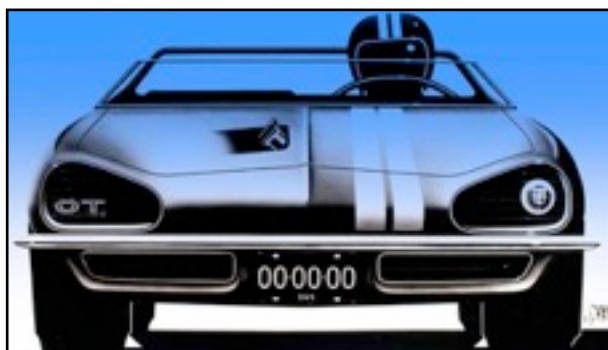
The low, sporty look is emphasized in these pictures showing it between a Corvair and a Beetle, and it does appear to be more of a 2+2 than a full 5-passenger car. It's clear that a great deal about these design ideas made their way into the Vega project to come later, and also seem to be the source of the best parts of the Vega, period.

I think it's a real shame this concept never made it out of the design studio. These are some really attractive little sport coupes that I think would have

found a receptive market. Something with Camaro style at Beetle levels of price, size, and economy? Hell yes, and that's coming from a very pro-Beetle guy.

GM would be wise to revisit these design ideas for future entry-level cars to compete with things like Ford's Focus and Fiesta STs, or even the Scion FR-S/Subaru BRZ. Small, cheap, FR layout, great look — what's not to like?

So, GM, get one of your interns to pull some drawings from your archives. They can work late, if need be. I said it's ok.



CREDITS

This article was written by Jason Torchinsky and originally published in *Street Cars*.
Photo Credits: GM Design via Hemmings and DeansGarage.

VALLEY VAIRS MEETING

The Valley Vairs component of CVCC met recently in Staunton at Maria's Italian Restaurant for good food and conversation. Once again, the turnout was quite good!

Mel and Barbara Herwald came across the mountain from Highland County. David, Katie and Zac Clemens drove up all the way from Roanoke! Steve Hinton came from Waynesboro, Russell and Marsha Davis arrived from Stuarts Draft and Alan and Deedra White drove the 5 miles from Fishersville in the only Corvair to make an appearance.

Much of the conversation centered around the recently completed Corvair races at VIR and David's recent purchase of his Yenke Stinger. From the sounds of it, we won't be seeing it on the track anytime soon as there is lots to do to get it back into serious race contention.

If you are wondering why there are no pictures to accompany this article, it's because your illustrious newsletter editor completely forgot to take any photos!

Our next meeting will be in Churchville, VA at White's Wayside Restaurant. This is an old "homestyle" restaurant. They have a private home adjacent that they have reserved just for us. (They know how rowdy we can be) but we need at least 12 people to make it worth their while so please RSVP and let me know if you're coming! I will be sending out an email as time draws near to all that are on the Valley Vairs email list. Check them out at www.whiteswayside.com They have their own in store bakery and all of the food that I've had there in the past has been delicious!

The Valley Vairs is a group of Corvair enthusiasts located in or near the Shenandoah Valley who have indicated an interest in getting together. It is open to all CVCC members. If you're not receiving notification of Valley Vair events and would like to be added to the email list, just let me know.

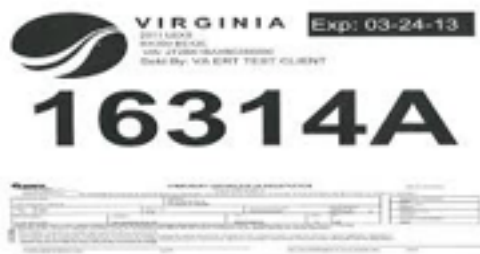
--Alan White--

TAG: YOU'RE IT!

What's worse than getting a ticket for running a red light? Getting a ticket for running a red light when it wasn't you or your car! That's exactly what happened to Marty Martino. Marty opened his mail only to find that he was the recipient of a \$150 fine from Washington, DC. The name and address on the ticket were certainly him but the picture on the photo was a Mazda. The license plate number wasn't one registered to any of his vehicles and he doesn't own a Mazda. He soon realized that the license plate was an old temporary tag that he had thrown away over 1 year ago. He kept one of the tags but had trashed the other one. Apparently, someone retrieved it from the trash and had put it on their car thus avoiding culpability for "photo tickets."

If you ever get temporary paper license plates from the DMV, be sure to destroy them by cutting, burning or otherwise mutilating the plates when you get your permanent plates. It is more difficult for police to read the expiration dates that are handwritten on the temporary license plates than the color coded decalson permanent plates.

The most embarrassing part of the whole ordeal to Marty was the fact that his Lincoln Futura had been mistaken for a Mazda!



THE HOPEFULLY TRUE STORY ABOUT THE 1963 CORVETTE AND A HEADLESS SHARK

While at the F-Type launch, Jaguar designer Wayne Burgess told a story that I can't believe I'd never heard before. It has to do with former GM VP of Design Bill Mitchell, the Mako Shark concept car, and a taxidermied shark head. The story may be apocryphal, but who cares? It's too good.

It was 1963, and Bill Mitchell's teams were working on some concept cars for future Corvettes. One of the designers, Larry Shinoda, had a great concept car in the works, based on the 1963 Sting Ray Corvette that was about to be released to the public. Unlike most concept cars that precede eventual production cars, this one came after the production car had been designed.

The goal was to have something to show that get everyone excited about the new design. The issue was the car needed some sort of theme; the fundamentals of the design were established, but they needed some exciting concept to hide the fact that the car was actually prepping people for the still-secret production model.

Luckily, Bill Mitchell had returned from a fishing trip vacation off the Bimini coast with an impressive souvenir: a shark's head, from a shark caught by Mitchell on his trip.

Mitchell decreed that the decapitated shark would be the source of the theme for the show car, which was to be called the Mako Shark. Mitchell was insistent that the paint job of the car exactly reflect the deep blue-to-white gradient of the real shark. Aquatic life color accuracy was a big deal in Detroit back then.

So, the paint guys set to and did their best to emulate the shark's coloring. Mitchell looked at it,

and declared it not good enough. So "do it again!" he screamed at them.

So they did it again, and showed it to Mitchell. Nope. Not close enough! At this point, I'm imagining Mitchell putting a cigarette out on someone's chest.

They tried again. And again. And again. Each



time, Mitchell found the paint wasn't close enough to the shark's coloring.

Finally, one unnamed stylist had a brilliant idea and gave it a try. When Mitchell came to compare the shark to the paint one more time, he was finally satisfied, much to the relief of everyone involved.

So what was the final key to getting the finish of the car to match the shark? New airbrushing tactics? Early selenium-cell-based electronic color matching? Ground up shark scales from the local Asian market?

Nope.

They painted the damn shark.

--Jason Torchinsky--

Jalopnik

There is a 64 Monza convertible at the Circle Auto Parts facility near Petersburg. It has an automatic transmission and appears to have a 110 engine with an alternator. I did not check the engine code.

I got the trunk lid, which is very good with no dents or rust. Its the type that used screw-on letters, so there is no rust damage around the holes. This for sale if anyone is interested. I also found a nice set of convertible top hold down latches and heater outlet grilles if anyone needs them.

Other items on the car as of Sunday, 10/28 include:

- Clear windshield in all the surrounding trim, but the windshield has a little delamination around the edges.

- Complete 64 rear suspension including leaf spring, coil springs, axles and control arms.

- '64 Powerglide transaxle on the ground in addition to the one in the car.

- Steering box
- Good headlight backing plates
- Convertible top frame. It was a power top car but the motor is gone and only the cylinders are still there.
- Good vent window frames.
- Passenger side bucket seat with seat tracks.
- Aftermarket or Japanese car mag style wheels on the front.
- Misc engine sheet metal off the engine inside the car, mirrors, etc.

So there are numerous good used parts on the car. Circle Auto Parts in on Puddledock Rd just off Temple Ave. They may be listed as Chesterfield Auto Parts, "Ft Lee" location.

Wade Lanning, wblanning@comcast.net or 804-586-1023

2018 OFFICERS



President
Mike DeJong
 804-262-4321

mustardman_98@yahoo.com



www.facebook.com/CentralVAVairs



Vice-President
Wade Lanning
 804-861-5748

wblanning@comcast.net



Sec/Treasurer
Chris Carter
 540-295-5197

rexcarter@comcast.net

<https://sites.google.com/site/centralvirginiacorvairclub/>



Newsletter Editor
Alan White
 540-294-2374

centralvacorvairclub@gmail.com



Webmaster
Cherie Roadcap
 540-896-1164

cherieast80@gmail.com



FOR SALE

For Sale: 1960 Corvair, blue and white with gray interior, rebuilt carbs, good tires, new battery & starter. Fuel line to the gas heater disconnected, but the heater was working when it was disconnected, but could use a new nozzle. Comes with seal kit for the engine that has not been done yet. Looking for \$2900 or best. Contact David Mack at (804)334-2148 or DM3326@gmail.com. (Located in Powhatan County)



Price
Lowered
from
\$3900 to
\$2900!



- Rechromed EM front bumper. Straight but starting to rust.
- Two totes of miscellaneous parts including two EM instrument clusters, windshield washer bottle, mirrors and other small used parts.
- EM coupe clear rear window (back light).
- Tote of miscellaneous literature including two '61 Service Manuals, two '62-'63 Service Manuals, Volume 1 & 2 of the "Compleat History of Corvair for the Compleat Corvair Nut" by John Wipff, '63 & '65 convertible top operation manual, '63 Owners Manual, '63 Accessories booklet, Greenbrier custom features booklet. Contact Amos Richardson, 804/481-1157 or email fetchinwater@gmail.com. Located on West Washington St near the Petersburg Library. I think he wants to sell everything as one lot, however if you want something specific and you arrange to buy it, I'll pick it up for you. (Wade Lanning)



1964 Monza Convertible

110 HP, PG. Azure Aqua with like new black top, Aqua interior.

New radial tires. Recent work includes carbs rebuild, tuneup, relay rod bushing, rear shocks, blower belt, wiper motor and more, including over \$900 in parts. Good condition, I would call it a Hagerty #3.

Contact Doug Mackintosh (dougmackintosh@yahoo.com or 434-572-2048) for condition details or questions. Owner asking \$10K.



I am wanting to buy a couple of dash wiring harnesses for a 63 or 64. Don't care condition of wire, just need all the plugs.

540-581-2865

Roger