



VAIRifiable News

Steve Hinton Wins at SCCA

Verona event brings out the Corvairs



While car shows this year are few and far between, the Sports Car Club of America is beginning to welcome back the racers and the Corvair folks were glad to be on the track again. This was the second event held by the Blue Ridge Region this year and 3 Corvairs ran the track with 4 different drivers. Steve Hinton won the class in his '66 Yenko Stinger. Mike Stillwell drove a '66 to third place and just to make sure everything was uniform, Ron Sallade brought his '66 Corsa to be run by both his son Ron Sallade, Jr and his grandson Tripp Agnor.

In addition to the Corvairs, CVCC member Alan White and his son Drew brought out their Camaros to test the track.

There were changes to the usual procedures. Everyone had to wear a mask unless you were in the car and this was strictly enforced. Instead of everyone gathering at the announcers booth for the driver's meeting, everyone was given a radio frequency and asked to listen to it in their car. Car inspections were completed by the owner themselves and there were no loaner helmets available. Despite the changes, it was good to be back!

Calendar

Sept 19: Headquarters Car Show, Granite Falls, NC
Special Corvair Awards.
Phone: 704-813-8981

Email:
rscottgood66@gmail.com

Sept 19: Corvair Day Show, York Springs, PA. Corvair Show, Peoples Choice Judging, Bake Sale, 50/50, Door Prizes, and special items for Chinese Auction (Tickets). Email: joedarinsig@yahoo.com



LOST TO TIME: EXPERIMENTAL CORVAIR SEBRING SPYDERS**--WADE LANNING--**

In the June 2020 Vairifiable News there was an article about the methanol injection equipment in the two Sebring Spyder experimental Corvairs; the Sebring Coupe and the Sebring Roadster, both designated the experimental number XP-737 by GM. Those cars were the collaborative effort by Tony Lapine and Larry Shinoda, two of GM Stylings most brilliant designers. The coupe had a stock body, however the roadster had a shortened wheelbase and was converted to a convertible, as well as other more significant modifications. The roadster also went through three iterations in its lifetime as described below. This article provides more information about the two cars.

Corvaire Sebring Spyder Coupe

The Sebring Spyder coupe build by General Motors began in July 1960 and was finished in time for display at the Detroit Auto Show in October 1960. It was later shown at the Los Angeles, Chicago and New York Auto Shows, as well as being featured in the July 1961 issue of Motor Trend magazine. Built from an early 1961 coupe body, it featured numerous styling improvements and mechanical changes described below and shown in pictures here.



The exterior was bright red with a white racing stripe starting at the top of the stock front bumper and running to the rear engine cooling air outlet grille. It had a 1961 grille bar, but the headlight bezels were painted to match the body with a triangular emblem on each bezel between the headlights. Along the sides were special rocker panel trim mouldings and a fake air grille ahead of each rear wheel. A special emblem was on each front quarter panel that looked similar to the 1962 emblem, but with a shorter vertical bar and with

“Sebring” in the triangle instead of “Monza”. The gas filler door was replaced with a racing fuel filler cap. The knock off wire wheels were straight lace, which GM used on a number of Corvaire Show & Design cars.



At the back of the car, it featured four 1962 style taillight lens with back-up lights under the stock bumper, thus all four taillights probably operated for brakes, turn signals and running lights. The rear engine air outlet grille had horizontal bars running side to side similar to the 1962 style, with two vertical bars instead of three as used in production. The grille was probably hand-made from brass and chrome plated, which was a typical method to make show car trim. On the rear deck it appeared to have a 1962 style crossed flags emblem in the center and a “Sebring Spyder” emblem on the right rear corner.

The interior featured full custom upholstery with slim bucket seats, a three-spoke wood steering wheel with a crossed flag horn button emblem, a special 6-gauge instrument panel, a rally style clock mounted in the center of the dash, “Wonderbar” radio, racing style pedals, special door panels with three lights that illuminated when the doors were opened, a special floor tunnel cover and the same style Sebring Spyder emblem on the glovebox door as used on the quarter panels. It also had chrome or polished stainless coverings on the door jams and chrome or polished door latches. Seat upholstery was red pleated leather, with special contouring of the rear seat backrest.

SEBRING SPYDERS (CONT)



Corvair Sebring Roadster first version. It had a shortened wheelbase and was converted to a convertible from a coupe body.



Sebring Roadster third version. The windshield and top from first version were reinstalled, as well as new one-off custom wheels designed by Styling. Bumperettes and rear fender exhaust outlets from second version were retained.

The 145 cubic inch engine was highly modified with two additional carburetors, special cam and performance dual exhaust. Chrome plated parts were used in the engine bay, such as the 1960-style air cleaner and brackets on the primary carburetors. Individual air cleaners were used on the secondary carburetors. The car was lowered and rode on heavy duty springs. It also had performance shock absorbers, front stabilizer bar and rear rebound straps. It is believed the car was scrapped in 1966.

Corvair Sebring Spyder Roadster

The Sebring Spyder Roadster was completed in December 1960 and was later modified by General Motors two more times. The second version was featured on the cover of the November 1961 Car and Driver magazine, which is how most remember it. Following are descriptions and photographs of all three versions.

First Version

The first version of the Sebring Spyder Roadster appeared in GM photographs dated March 23, 1961. Although it was a convertible, it certainly would have been built using a Corvair coupe body since convertible production was not started until March 1962 and even pilot convertible bodies would probably not have been available in early 1961. In addition to being converted to a convertible, 15 inches was removed between the door openings and rear wheels,

reducing the wheelbase from 108 inches to 93. It had a special convertible top, a folding roll bar and a hard boot cover. The boot cover had small headrest fairings behind each seat and covered the luggage area behind the seats.

The first roadster version was red, as well as the later versions. It had a white racing stripe running the entire length of the car starting at the top of the front bumper and across the trunk lid, cowl grille, top boot and engine lid, then down to the rear engine cooling air outlet grille. The front had a production 1961 grille bar and bumper, and the headlight bezels were painted to match the body with a triangular emblem on each bezel between the headlights, as were also on the Sebring coupe.

Along the sides were special rocker panel trim mouldings. It had an air grille ahead of each rear wheel that was noted to be functional for rear brake cooling in the 1961 Car and Driver article. Those grilles had trim that ran from the bottom of the grille toward the front of the car just above the rocker panel moulding, extending to the front wheel arch. A special emblem was on each front quarter panel that looked similar to the 1962 emblem, but with a shorter vertical bar and with "Sebring" in the triangle instead of "Monza". The gas filler door was replaced with a racing fuel filler cap. The knock off wheels were straight lace wires, which GM used on a number of Corvair show cars.

At the back of the car, it featured four 1962 style taillight

SEBRING SPYDERS (CONT)

lens with back-up lights under the stock bumper, thus all four taillights probably operated for brakes, turn signals and running lights. The rear engine air outlet grille had horizontal bars running side to side, similar to the 1962 style, but with no vertical bars as the production grille. On the engine lid it appeared to have a 1962-style crossed flags emblem in the center. Below that emblem, it had "Corvair" spelled out with separate, individual letters and it had a "Sebring Spyder" script emblem on the right rear corner.

The interior was full custom with slim bucket seats, a three-spoke wood steering wheel with a crossed flag horn button emblem, a special 6-gauge instrument panel, a rally-style clock mounted in the center of the dash, racing style pedals, special door panels with three lights that illuminated when the doors were opened, a special floor tunnel cover and the same style Sebring Spyder emblem on the glovebox door as used on the quarter panels. Seat upholstery was probably red pleated leather in this version, as was shown in second version pictures. The ample luggage area behind the seats was carpeted with chrome plated trim. The engine in this version had four carburetors with progressive secondaries like the Sebring Spyder coupe.

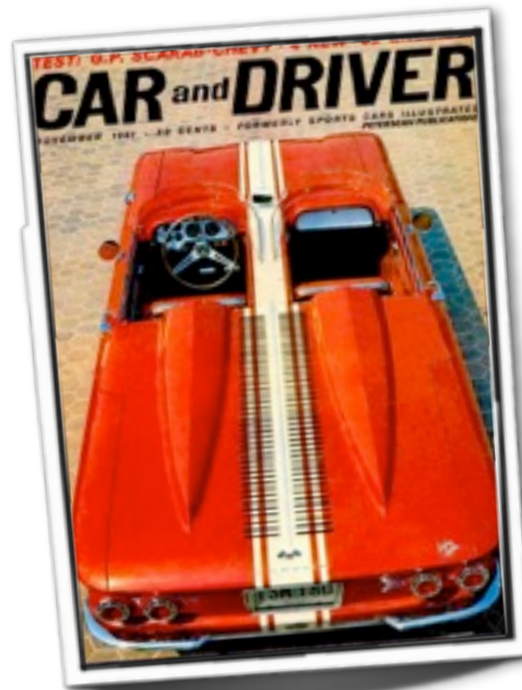
Second Version

Although the second version was built from the first version, the modifications made a dramatic difference in appearance. Pictures of this version were on the cover of the November 1961 Car and Driver magazine, as well as in the magazine's article, and is how most remember the Sebring Spyder roadster.

The full height, production-type windshield was removed and replaced with two short semicircular windscreens. The vent windows were removed from the doors and short full-length side windows were installed in the doors, fixed in place and matched to the height of the windshield. The cowl grille in front of the windshield was replaced with a panel with no louvers. A seat divider panel between the seats ran from the dash to the rear deck complete with the racing stripes, thus running the stripes unbroken from the front license plate to the rear engine air

outlet grille. This panel required removal of the center mounted dash clock in the first version.

The convertible top boot and production style



engine lid of the first version were replaced with a larger, single engine lid that extended from the seat backs to the rear of the car. The new lid also included headrest fairings that were taller and longer than the fairings on the top boot in the first version. Since the headrest fairings were longer, the engine cooling inlet louvers were located between the fairings. The new engine lid still retained the crossed flags emblem and "Corvair" lettering at the center along the rear edge, and a Sebring Spyder script emblem on the right rear corner of the lid.

The stock front and rear bumpers were replaced with bumperettes at each corner of the car, which were later mimicked and sold by Cal Custom as an aftermarket Corvair accessory. The bumperettes were much thinner than the production bumpers, which made for a sleek appearance. A matching trim bar was installed around the front license plate. In some pictures the headlights were covered with stone guards. The sides still retained the Sebring Spyder quarter panel emblems, special rocker panel trim and rear brake cooling air inlets. An exterior mirror was added to the right side. The dual

SEBRING SPYDERS (CONT)

exhausts that exited under the back of the car in the first version were replaced with two side-exiting exhaust outlets behind the rear wheels on both sides. A re-designed engine air outlet grille replaced the grille that was used in the first version.

The second version interior was largely a carryover from the first version with a few exceptions. Side bolsters were installed on the seats including special retractable seat belts. Since the side windows were fixed in position, the window crank was not needed and was removed. The holes in the door panel had round covers that matched the base of the door handles. Individual tonneau covers were made for each seat.

The engine in the second version had a Paxton supercharger. To accommodate the supercharger's large crankshaft driven pulley, the oil filter was relocated to the left side frame rail of the engine compartment and was connected with flexible hoses to the engine. The Paxton supercharger system pressurized a single, relocated carburetor, which was contained in a housing. The November 1961 Car and Driver article reported that the supercharger added 32 horsepower to the stock 98 horsepower engine.

Some revisions were made to the second version. These included removal of the seat divider and installation of gauges under the radio, body colored exterior racing mirrors, rectangular Styling Department emblems on the sides just behind the headlights, 1962 style front panel ornamentation and Hands knockoff wheels in place of the wire wheels. Also, the louvers in the leading edge of the engine lid were moved back as compared to the original second version. They started just a few inches from the front of the engine lid on the original second version lid and started about 18" back in the revision.

Third Version

General Motor went back to the hand-made full-size windshield on the third version of the Sebring Spyder roadster that had been on the first version. The windshield header appeared to be thinner than later production convertible windshield headers. The bumperettes from the second version and rear exhaust outlets in the second version were retained.

Also, in this version the cowl grille and a convertible top were re-installed. The convertible

top necessitated removal of the large engine lid of the second version and installation of a top boot, possibly the same boot, as used in the first version along with a new engine lid. Instead of using a production engine lid as on the first version, a new lid was made with two reassessed louver areas.



The rear air outlet air grille was revised and the backup lights below the rear bumpers were eliminated, placing back-up lights in the production location. The racing stripe was narrower than the previous two versions. It was photographed with Hands wheels, wire wheels and custom wheels designed by Styling at various venues. The Paxton supercharger carried over to this version.

This last version had reasonable potential as a production model since it had a top, totally functional running gear, period safety features and comfort accommodations. Obviously, production did not occur and the car was scrapped in 1966.

So that's the basics of the Sebring Spyder experimental Corvairs. If you don't have the July 1961 Motor Trend featuring the coupe and the November 1961 Car and Driver featuring the roadster, you might want to buy them for your Corvair library. They are readily available on eBay, typically for \$15 each or less. You might also want to read (or re-read) Dave Newell's excellent articles, "50 Years Ago, Spyderys and Convertibles", in the April 2012 and October 2012 CORSA Communique, which gives more details of GM management experimental Corvair development strategy. Some of the photos included here were scanned from Dave's CORSA articles.

COMING THROUGH THE RYE

RAY DAVIS

If you had an auto in the movie "Coming Through The Rye" you may be interested to know it is on Amazon Prime. I was throwing out old files and found a note from the auto organizer along with insurance papers. I looked on YouTube and found a trailer with info it is on Amazon Prime. Don't try to scroll to find it, you must do a search. For 3 seconds I saw my (formerly) Rampside. There is a several other scenes where old cars are visible. Near the end of the credits is a list of folks having autos in the movie. It moves fast so you may need to be ready to pause. I was not and only found my name. It is sad to note the main actors used a Rambler in most of the movie and a VW bug briefly.

I did not expect this quality of a movie since they seemed disorganized and rag tag when I participated. It could be a family movie. There is no profanity or nudity and no sex. The two main characters are in bed together clothed with some smooching but no sex.



ZDDPLUS : TO ADD OR NOT TO ADD, THAT IS THE QUESTION

RICHARD WIDMAN



A question was asked about the ZDDPlus additive, sold by Clarks and others so I decided to research it and report. We know that according to SAE studies and others, 1400 ppm of phosphorous is sufficient, 1600 to 1800 ppm is possibly dangerous to cams, lifters, and other parts, and 2000 ppm is considered dangerous and probable damage.

According to the ZDDPlus web site, you add their product to a modern SM or later oil that has 600 ppm of phosphorous.

Actually, 600 is the lower limit, 800 is the higher limit, with most oils around 760 ppm. They go on to say that one 4 ounce bottle, added to 4 quarts of these oils will give you 2100 ppm of phosphorous. It would actually be 2100 to 2300, which we know is dangerous.

If you add that bottle to a CK-4, that ranges between 1000 and 1200, you would end up with 2500 to 2700 ppm of phosphorous. If you add it to a CI-4, that normally ranges between 1200 and 1400, you would end up with 2700 to 2900 ppm of phosphorous. If we look back at history, considering about 200 ppm of phosphorous in the oils of the late 50's, moving almost to 500 by the late 60's, we can see that it would have been a benefit

in those years, but not the whole bottle. As one bottle, with 4 ounces of this additive would give you 1700 ppm of phosphorous the the earlier oil and about 2000 ppm for the oils of the late 60's. Certainly there are other factors, such as temperature and pressure, that will accelerate the problems, but based on this, I see no reason to risk overdosing on phosphorous.

This is why I don't recommend playing chemist. But if you like to buy regular gasoline engine oil, you might want the additive, but never the whole 4 ounces.

(Richard Widman is an expert automotive petroleum engineer)

CORVAIR STYLE: MY NEW BOOK CELEBRATING ALL THINGS CORVAIR

Article from Hemmings July 1, 2020 by Richard Lentinello.

<https://www.hemmings.com/stories/2020/07/01/corvair-style-my-new-book-celebrating-all-things-corvair-and-the-owners-that-love-them>

It was some 10 years ago when I first started photographing Corvairs for this book, and after lots of ups and downs and other detours, Corvair Style has finally been published.

Throughout New England and down into North and South Carolina, Illinois and Ohio, and just about every state in between, I traveled wherever there was an interesting Corvair story to be told, and a car to be photographed. It was a wonderful experience, and after hearing all the positive stories about Corvair ownership, I ended up buying a 1963 Monza convertible that I now enjoy driving, even when the fan belt pops off!

Between its 196 pages, there are 215 color photographs, all of which have been taken



specifically for this book, so they have never been seen before. From the first 1960 sedans off the assembly line to the last of the 1969 Monzas and 500s, all the various Corvair models that were produced through its 10-year production run are featured. Also included are high-performance [Fitch Sprints](#) and [Yenko Stingers](#), as well as [Rampside](#) pickups and [Greenbrier](#) vans.

Each chapter focuses on one particular car, with insightful and sometimes entertaining and funny thoughts from its owners. Each of these car owners are passionate about their Corvairs, relating why they hold such a special fondness for them, as well as how



they drive and handle. And several cars are still in the hands of their original owners, which makes for some truly interesting reading.

Printed in the USA, production of Corvair Style is limited to only 2,500 copies, with each copy hand numbered and autographed by yours truly. To purchase a copy, visit www.lentinello.com



As reader Bryan Raab Davis wrote: "The book has one serious, glaring flaw... it makes you [want a Corvair](#) in the worst way."

CAMP LIGHT CORVAIR



For more info, email Zach Straits at zach.straits@bldr.com

Camp LIGHT is a summer day camp program for kids ages 6-17 with special needs and at risk youth. When school is out for the summer, kids still need an environment that keeps them active, learning, and growing. Summer camp is a great place for children to improve social skills, stay active and moving, and have fun! Camp Light wants individuals with special needs to be able to participate in activities that their peers are able to participate in and create an environment where they can feel safe and loved while learning new skills and reaching outside of their comfort zone. Their mission is to show kids with special needs and circumstances that life is only limited by their imagination, and to give them new tools and skills,

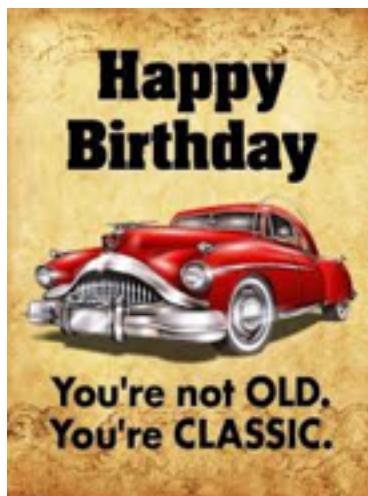
along with love and support, to inspire them to become anything they can dream.

As with any non-profit, fund raising to keep the work moving forward is always a challenge. Recently Camp Light was donated a '67 Corvaair 500 95hp with Power Glide transmission. Steve Hinton has checked it out and it does run and drive ok. Zach Straits with the camp told me that they hope to get \$1500 for the car.



July Birthdays

- 8- Edward Barnes
- 15- Brandon Waldorf (Whelan)
- 16- Andy Weber
- 20- Stephen Eldred
- 21- Ann Buel
- 22- Pat Woodworth**
- 22- Jerry Mutter**
- 25- Deedra White
- 27- Steve Wright
- 29- Brooke Loth Birdsong



August Birthdays

- 2- Phil Picardat**
- 5- Marsha Davis
- 6- Michael Eldred
- 6- Barbara Loth
- 7- Jamie Snyder
- 13- Marty Berens
- 13- Mike Davis

** denotes deceased members



A number of months ago club member John Porterfield bought a new windshield for his '67 Monza coupe. He got it from Discount Mobile Glass in Mechanicsville. He said it fit good and when I needed one recently, I bought it from the same company. Its thinner than the original windshields. It is tinted with a shaded section at the top. The price was \$143.37 including tax. Discount Mobile Glass can be reached at 804-559-1448 and they are located at 7432 Brandy Creek Drive, Mechanicsville, VA. They are one block off Mechanicsville Turnpike near Lee-Davis School. --Wade Lanning--

CLASSIFIEDS

FOR SALE: I still have a many Corvaair parts that I took to the Fredericksburg Swap Meet that didn't sell. If you need something, let me know; I might have it. Too many things to list, but here are a few. New EM Clarks RF floor pan and trunk pan, used rear air grilles for '65 & '66-'69, '61 master cylinder (was installed on car with silicone fluid but not used), '69 1/25th scale models, misc horn buttons (EM & LM), used gas tank (repaired & sealed), locking gas cap. Also FREE box of used gas tank sending units, working condition unknown. Wade Lanning, call/text 804/586-1023 or wblanning@comcast.net.

We received an email from a gentleman who has a 1965 Monza Convertible for sale. He has some health issues, needs to downsize, and can't enjoy the car anymore. It is a 1965 Monza Convertible that he purchased in Florida 8 years ago, it was red and he had it repainted to a light blue. It has the 110 engine, which was rebuilt 5 years ago, and Powerglide transmission. Current mileage is 67k and the car has been sitting under cover for 3 years. It will start but won't keep running - most likely due to bad gas. Asking price is \$7,500.00. Pictures are attached. Contact Tim Stefan phone 410-960-3229 or email tim.stefan@verizon.net. The car is located in Fallston, Maryland



I would like to know if you know anyone that would like a wood backed non-working neon sign from an old dealership as shown in the attached picture. I'm asking \$450 and it is 28 1/2 x 48".

Thank you, Lewis Little

Smithfield, VA 757 650 3191





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