



## 2021 CORSA Convention Cancelled



An emergency board meeting was held on the evening of Monday, February 15th. At approximately 11:00 pm Eastern Time, the CORSA directors voted to cancel the 2021 CORSA convention in San Diego. With the host hotel still not being open or even returning calls and the unavailability of a suitable hotel in the area to accommodate the guests and the activities that were scheduled, the board was left with little choice in the matter.

This decision did not come easily but with the effects of the COVID-19 pandemic still dominating a significant portion of our lives, it was not practical or even possible to conduct an event like a CORSA convention without a proper venue for the activities scheduled. As the health of our membership is paramount, we made the decision. We apologize for having to make such a drastic move but it was in the best interest of the membership and CORSA.

We will have more information about this in the April Communique. As a partial remedy, we will be adding some additional activities and meetings to the Mini-Convention. A registration form for this event will be located on the cover wrap of the March Communique, which will be in the mail soon.

THANKS ARE IN ORDER

We all need to thank the members of the San Diego Corvaair Club for all the hard work they devoted to planning and arranging a wonderful convention for us, irrespective of the cancellation. For this, we are profoundly appreciative. Thank you so much!

-MIKE HALL, PRESIDENT

CORVAIR SOCIETY OF AMERICA (CORSA)

### Calendar

**Mar 19-21:** Cumberland Mtn Corvaair Cruise-In, Crossville, TN

**Apr 23-24:** Springfest, Helen, GA

**May 1:** All Corvaair Spring Swap Meet, Flanders, NJ

**May 19-23:** CORSA Mini-Convention, Springfield, IL



WADE LANNING AND HIS...DODGE CORONET?

**I WAS VERY PLEASED TO SEE AND**

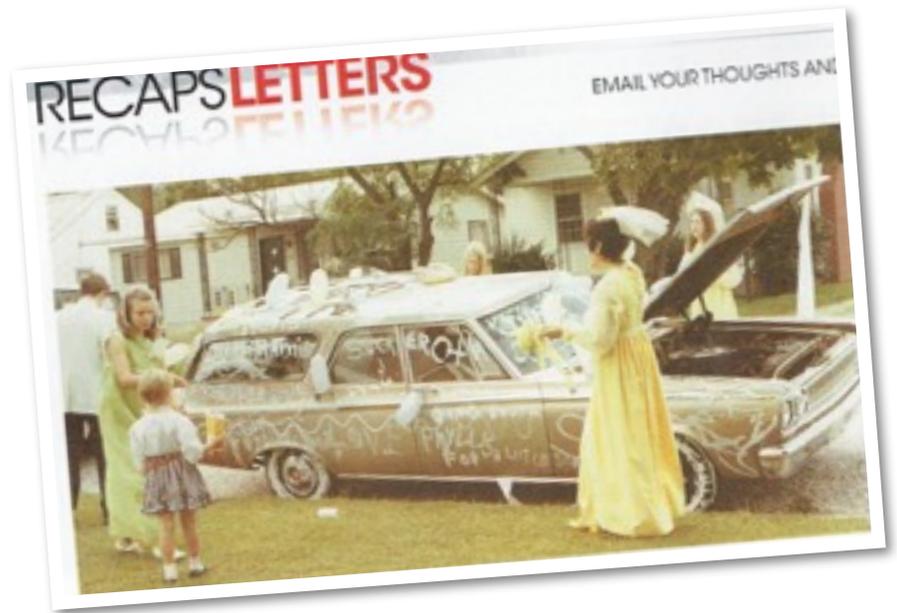
read Patrick Foster's article about 1965-'67 Dodge Coronets in HCC #195. My first car was a '65 Coronet 440 wagon. My parents bought it as a new demonstrator and gave it to me in 1969. It had the 273-cu.in. engine with the TorqueFlite transmission. In college I would give other kids a ride home for \$4 round trip and could carry five with all their luggage. Gas was around \$0.25 per gallon, so I could fill it up for about \$5 and, with five passengers going both ways, I could clear about \$10 a weekend. That was good money in those days for a college kid. It served me very well through college and was our wedding getaway car.

It handled better than my parents' old 1959 Chevy Biscayne I learned to drive on. However, after I got out of college, I installed a front sway bar from a Road Runner, an Addco rear sway bar, and radial tires. These made it handle very well for that era. The registration said it weighed 3,600 pounds, so it was fairly light for a wagon and felt nimble. One disappointment was that it had about a 2.80 gear ratio, so acceleration was sluggish with the small V-8, although 21 mpg on the highway was normal.

I sold it in 1976, but sometimes wish I had kept it as it was still in good condition.

Wade Lanning  
Prince George, Virginia

Wade Lanning's letter to the editor and photo were published in the February edition of Hemmings Classic Car!



MECUM AUCTIONS PARTNERS WITH CORSA

Corvaire Society of America is proud to be a part of the Mecum Auctions Car Club Program for 2021. This program was established to support the car clubs, their members and the collector car community.

CORSA Members will get discounted tickets

Bidder Registration Discounts! Individual CORSA members can buy a Standard Bidder registration for Mecum Auctions that includes one (1) Bidder Badge and one (1) Guest Badge. The normal price for

Standard Bidder registration is \$200 per auction, but CORSA members pay only \$100. This offer is available only for those of you who register online. You can also register by phone, by mail, or when you walk in the door, but you won't get the discount. You can find all the details at [corvaire.org](http://corvaire.org)- log into your account and look under "CORSA News" or "Merchandise and Special Offers."

CORSA will also be on display

Mecum has a car club booth at each one of its auctions.

CORSA will be among the clubs

represented there with brochures and sample copies of the CORSA Communique magazine. Our logo will also appear in Mecum show programs and in Mecum Magazine.

In addition, Mecum will make available contact information gathered at the car club booth for CORSA membership prospects.

The Mecum auction schedule can be found on their website at <https://www.mecum.com/>



**DEATH OF A VAIR**

**MIKE DEJONG**

On a decent January morning, I started my Turbo convertible for an exercise drive. The car warmed up nicely, and the windshield was clear in no time. The ride through light traffic was going pleasantly up Arthur Ashe Boulevard. A four-door Richmond City Police cruiser failed to yield right of way at Leigh Street. My car's lights were on, and I was in the right hand lane going south. The officer turned left from the north bound side and crossed one lane and hit me.

My left front corner collided with his right front in an explosion of plastic! Part of his headlight lens wound up on my engine deck lid. The only part to come off Vair was headlight glass from the left most lamp; it was still burning after the crash.

The damage is extensive including buckling the cowl, cracking the windshield and pushing the driver's door back an inch into the rear quarter. I was doing 28 mph; officer's speed I estimate at 10 mph. I have owned, loved, and cared for this car for 14 years.

It will be missed. So raise a quart of 10w-30 to VIN 10567L122947, for it has come to the end of its road.



Born: Early 1965 - Died: January 27, 2021

“It was a good car!”

**CORVAIR 1?**



Since we can't ever get enough of Presidential politics, here's a picture of Lady Bird Johnson and her daughter in front of her daughter's Corvair. Might be from the day the Johnsons moved into the White House, but not sure. Based on rocker trim it appears to be a 1963 Corvair. Since JFK died in November 1963, that would be logical.

**POLAR BEAR RUN CANCELLED**



The 22nd PBR has been cancelled for this year and will be held (hopefully) January 2022. The PBR is an annual mystery run that usually takes place on a Saturday in January but was moved to the first Saturday in February in hopes virus restrictions would change. I don't think we will see a change in virus restrictions and that would make it impossible to visit the places that were planned for the run.

**LOST AND FOUND...IN A CORVAIR!**

In the late 1960s, the owner of a 1960 Chevrolet Corvair poked around the driver-side footwell to investigate a sticking pedal. Much to his surprise, the issue wasn't due to a linkage-related problem; it was a class ring that a previous owner or a previous passenger had lost. Over 50 years later, the ring has been returned to its owner.

There's no mention of a gold ring in the Corvair's parts catalog, so the owner called the dealer he bought the car from to ask if someone had reported it missing, but he was told it came from an auction and nothing was known about its past. According to *The Oregonian*, the owner kept the ring instead of selling it. He gave it (and, later, the car) to his daughter, Cindy Johnson, and she stored it in her jewelry box for over half a century.

Fast forward to 2020, and Johnson dusted off the ring in hopes of finding its owner. Admittedly, the odds were against her; the only information she had to work with were the initials SUHS, A, and what looked like either an I or a P. She quickly realized the first set of letters corresponds to the South Umpqua High School in Myrtle Creek, Oregon. The

last two were likely initials, and scanning the school's yearbook gave her a name: Arch Hudelson.

It was an H, not an I or a P. Luckily, Hudelson was the only 1968 graduate whose first name started with an A.

Contacted via email, he told Johnson that he had lost the class ring he worked hard to buy decades ago, and the two agreed to meet in a park in Fairview, Oregon, to see if he could identify it. It was indeed his, though he couldn't remember how — or when — he lost it. He said he had never owned a Corvair. He also remembered his briefcase was stolen in Portland, Oregon, decades ago, and his class ring may have been in it at the time.

"Found it in a Corvair? I'll be darned. I can't imagine how the thing got there," he told *The Oregonian*. He plans to have it resized so he can wear it occasionally, "but it's not going to wind up in a 1960 Corvair again."

The moral of the story? Rummage through used cars you buy, and keep in mind that what you find could make someone's day in 50 years or more. As for the Corvair, there's no word on whether it survived to see 2020, too.

**LOW LOW PRICES ON PARTS!**

In the last newsletter, Smitty Smith listed free parts. Some of the parts he listed have been adopted already, but I went to Smitty's house in Virginia Beach and picked up the rest of the parts which are now at my house in Prince George; ready for adoption. Here is the list of parts available.

10 generators

6 starters

6 alternators

Used gas tank that had a leak & was repaired & sealed

'60 - '61 master cylinder that was in a car & filled with silicone fluid so it should be good

Used '61 80 hp PG distributor

Bag of used carburetor phenolic insulators

Everything listed above is free, first come first serve. Take any item or items you want.

Wade cell/text 804/586-1023 or reply by email



# BITS AND PIECES

## A history of Corvair parts and service

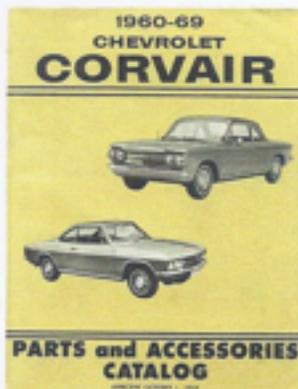
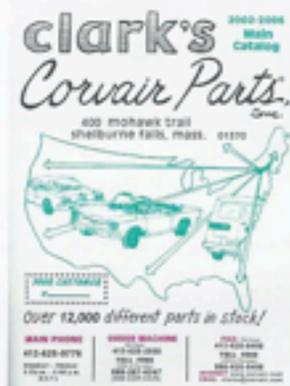
By Cal Clark, VCCA #46108, Ashfield, Massachusetts



### IF YOU'RE CURIOUS ABOUT

Corvairs, I'm your guy. I'm Cal Clark—I started driving Corvairs in 1963 and worked pumping gas, changing oil, and doing minor repairs at a Chevy dealer during the summers from 1966–71. From 1969–77, I took a little detour, teaching high school science and biology. In 1973, though, my wife and I started Clark's Corvair Parts. Today, our 650-plus page catalog lists more than 18,000 Corvair parts and we have 24 dedicated employees—and 10 have been with us for 20 years or more.

In the fall of 1959, the Corvair really came as a disruption to most aspects of a Chevrolet dealership. Consider that, until then, all Chevy vehicles were basically the same. Sure, you had the Chevy passenger car, the pickup, full-size trucks, and the Corvette, but if you were a salesman, parts man, or mechanic, 98 percent of the mechanical aspects of the vehicles were nearly identical; only the body panels changed to reveal the differences. They all had basic engines, transmissions, driveshafts, and differentials. Many parts were interchangeable and were often used unchanged for 10 to 20 years. Everyone at the dealership knew and understood the basic vehicles. Some Chevy parts



numbers were still only four or five digits long! No dealers had computers; the parts inventory was usually kept on a card file system. A part was sold, you pulled the card and subtracted the number sold; to order, you checked your cards and when the parts order came in, you pulled the card and added the new parts on.

But enter the new Corvair! It wasn't just small, it was different! The salesmen had to learn all new terms. Plus, they had to remember the engine was air-cooled and in the rear, and the heater was a gas heater! The transmission? Yep, that was in the rear, too! And the differences went on and on. The parts man probably tried to accept it, but it all meant major disruption.

Except for some wheel bearings and very basic starter/generator parts and hardware, almost all the parts on the Corvair were new, with different names, terms, and a very poor parts book. Even after spending 42 years in this business, there are still descriptions and parts in the Corvair parts book that I have no idea how to identify. On top of this, the new parts meant hundreds of new card files and parts that had to be put somewhere.

Now add the mechanic to the mix! For many of the jobs a mechanic did,

# Corvair



he was paid a flat rate—maybe \$1.25 to change six spark plugs. If he was good and got good jobs, he could make more than the normal hourly rate. But with the Corvair—where were the spark plugs? How did you remove the engine? Where's the thermostat? It was all different, and if you had to work on it, you probably had to actually refer to the shop manual—sure didn't have to do that to change the water pump on any other Chevy! When you needed parts, what did you call these weird new things? It was best to take the part to the parts department and hope that they knew what you needed and had it in stock, or you were standing around losing money. If they were lucky, most dealerships ended up with one mechanic who "didn't mind" or actually enjoyed working on the Corvair and yup, he could have them all!

Time rolls on and 1961 comes around. Everyone has been putting up with the Corvair so far, but now Chevy changes

a large percentage of parts from the first year. Not only do they do that, but they have the nerve to add Corvair vans, pickups, and station wagons—look, more parts, more things that you've never worked on, and hundreds of parts now in



stock that only fit the first year.

No problem! We know how to handle this. The Chevy II, Chevelle, Camaro—every model year, these were easy for everyone at the dealer to adjust to and accept. Same ol' thing—it might have

a different size or shape, but parts were basically the same as all other Chevys. Except the Corvair. Enter the owner wanting a part for his Corvair: if the parts man wasn't sure what it was called, how would the owner know? Even worse was when you went to "Joe's Parts Store." The Chevy dealer had the parts book and dealt with Corvairs every day—can you image selling just a few Corvair parts and trying to keep up? Basics like ball joints and spark plugs weren't a problem, but you could quickly run into some very arcane issues.

## Corvair dependability

Thankfully, the Corvair was basically a dependable car. My dad's 1961 withstood a teenage driver, training that teen's girlfriend (now my wife), and going camping cross-country (we removed the rear seat, added four passengers, all our camping gear, and strapped a 4 x 5-foot, 18-inch-high plywood box on the roof!).

The only major repairs I can remember from new until he traded it in with 108,000 miles on the odometer in





# CENTRAL VIRGINIA CORVAIR CLUB

Formed in 1979

## Membership Application

Name: \_\_\_\_\_ Birth Month/day: \_\_\_\_\_  
*Birthdays for the month are noted in our newsletter for that month.*

Street: \_\_\_\_\_

City: \_\_\_\_\_ Zip: \_\_\_\_\_

Telephone: Home \_\_\_\_\_ Work or cell (optional) \_\_\_\_\_

Email Address: \_\_\_\_\_

Profession: \_\_\_\_\_

Spouse's Name: \_\_\_\_\_ Birth Month/day: \_\_\_\_\_

Children's Names: \_\_\_\_\_ Birth Month/day: \_\_\_\_\_  
(living @ home)

\_\_\_\_\_ Birth Month/day: \_\_\_\_\_

Corvair(s) you own: \_\_\_\_\_

Corvair skills: \_\_\_\_\_

Other hobbies: \_\_\_\_\_

Dues enclosed: **Central Virginia Corvair Club... (\$12/year if you receive newsletter via email, \$17/year if you receive newsletter via mail, add \$3 if you are not a CORSA member)** \$ \_\_\_\_\_

**Corvair Society of America (CORSA) (\$45/yr\*\*)** \$ \_\_\_\_\_

(\*\*Recommended. Do not pro-rate. Not applicable if CORSA member already)

**Total enclosed.....\$ \_\_\_\_\_**

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CVCC annual dues expire each July 1. Dues are pro-rated at \$1.00 per ***full month*** you belong until the next July. For example, if you join in October, your dues are \$9.00. If you join in February, your dues are \$5.00. **Please make checks payable to Central Virginia Corvair Club**

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Mail to: **Central Virginia Corvair Club**

973 Willis Proffitt Road

Mineral, VA 23117

**PLEASE PRINT OUT AND GIVE TO ANY INTERESTED PERSON WHO MAY JOIN!**



**Richmond Raceway Invites You to the**



**2021 REV N' RALLY CAR SHOW**

**SUNDAY, APRIL 18, 2021**

PARKING LOT OPENS: 8AM; SHOW RUNS FROM 10AM-2PM



**Registration Includes:**

- Car admission into the Rev n' Rally event during the day before the Cup Series race
- Discounted ticket to the Toyota Owners 400
- Optional Fangrounds pass for access to stage, along with the NASCAR garages and pit road
- Private track laps event on a later date TBD



**ORDER FORM**

Event Date	# of Car Entries (includes grandstand ticket and parking access)	# of Extra Adult Tickets Needed	# of Kids (12 & younger) Tickets Needed	# of Adults Fangrounds Passes Needed	# of Kids (12 & younger) Fangrounds Passes Needed	Total
Sun., April 18	_____ x \$60	_____ x \$40	_____ X \$10	_____ X \$55	_____ X \$25	\$

**PAYMENT INFO**

FULL NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_ CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

EMAIL (REQUIRED – Tickets cannot be issued without valid email address) \_\_\_\_\_

PHONE \_\_\_\_\_

PAYMENT OPTIONS (CIRCLE)    CASH                      CHECK                      CREDIT CARD

CREDIT CARD # \_\_\_\_\_ EXP. DATE \_\_\_\_\_

**For more questions on this event: Contact Nathan Davis at 804-228-7664 or npdavis@richmondraceway.com**



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