

April 2023

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Wade Lanning (interim – contact info above)

## Dues

Membership in the Central Virginia Corvair Club (CVCC) is \$12 per year for emailed newsletter or \$17 for postal service newsletter. Annual membership fees are due in July. Club membership application on our website at: [Central Virginia Corvair Club \(google.com\)](http://Central Virginia Corvair Club (google.com))

Membership in the Corvair Society of America (CORSA) is \$45 per year. Visit [Corvair.org](http://Corvair.org).

Send dues to addresses listed below.

**CVCC**  
8015 Driftwood Dr  
Prince George, VA 23875  
55356

**CORSA**  
PO Box 68  
Long Lake, MN

## CALENDAR

**Saturday, April 15: 10am – 3 pm, CVCC Swap Meet and Car Display.** Classic Car Center, 3591 Lee Hill Dr., Fredericksburg, VA 22408. More details inside.

**April 21-22: Springfest Corvair Show, Helen, GA.** More info at [Corvair Car Show - Springfest in Helen \(corvairspringfest.com\)](http://Corvair Car Show - Springfest in Helen (corvairspringfest.com))

**Saturday, May 13: 2 PM, CVCC Monthly Meeting at “Kitchen 33”,** 13155 Mountain Rd, Glen Allen, VA 23059. This is on Rt 33, about 1 mile west of I-295 exit 49A.

**August 18-19: Virginia Vair Fair,** hosted by the Roanoke Valley Corvair Club in Roanoke. Details to follow.

## April Birthdays!!



10 – Aliene Laws  
12- Ballard Crooker\*  
12-Larry Laughon\*  
19- Harold Haraway  
21- Katie Clemens  
22- Renae Eldred  
26- Yvonne Haraway  
(\* Deceased but not forgotten)

.....**New Member!**.....

Please welcome **Bob and Sherry McElwee** to the Central Virginia Corvair Club. They live in Rhoadsville, VA, which is west of Fredericksburg. Bob has driven his Marina Blue 1996 Corsa turbo coupe to the last two meetings. He said he was driving instructor for Ferrari/Maserati of Washington and for many years prior to working there he raced in NASCAR stock cars. No wonder he has a turbo Corvair!

### **CVCC Meeting Notes for March 11, 2023 at Kitchen 33**

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Attendees: Frank DuVal, David Robertson, Wade & Phyllis Lanning, Mike DeJong, Marty & Jean Berens, Steve & Susan Barrett, Julie Carter, Bob McElwee, Bill Nelsen and Bri Cutler.

- Discussion was held about the swap meet and show at the Classic Car Center on April 15<sup>th</sup>.
- Roanoke Valley Corvair Club will be holding the Vair Fair on August 18 & 19 in Roanoke.
- It was brought up that there is a lot of Corvair tech information now available on the internet. Two that are useful are the Corvair Center Forum, which has a searchable topic function, and "davemotohead1" You Tube videos. (Note that davemotohead1 has no "r".)
- Other meeting locations were discussed, including finding a place at Zion Crossroads or Charlottesville.
- The venue at this meeting at Kitchen 33 was good. We had a nice private room, the food was good and at reasonable prices, and plenty of parking space on the side of the building for us. Reservations were made there for Saturday, May 13 as listed in the calendar.

Two Corvairs were driven to the meeting. Bob McElwee in his Marina Blue Turbo Corsa coupe and Bri Cutler drove her Silver Blue 1963 air conditioned 4-speed coupe from Lanexa near Williamsburg. Bri confessed she likes to make the tires squeal on her Corvair on sharp curves and does motocross racing! Club members noticed that Bri's fanbelt guide needed to be adjusted, so out came the tools, then David Robertson & Mike DeJong fixed it.



*Bob McElwee with his '66 turbo Corsa coupe*



*Bri Cutler with her '63 4-speed Monza with AC.*



*Interior of Bri's car*



*David Robertson and Mike DeJong working on Bri's car.*

## ***Swap Meet and Corvair Show***

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We are holding a swap meet and Corvair show at the Classic Car Center in Fredericksburg, VA on Saturday, April 15. Their address is 3591 Lee Hill Dr, Fredericksburg, VA 22408. Some of you have been there before and know it's a nice facility. Visit their website at [classiccarcenter.net](http://classiccarcenter.net). Plans are as follows:

- Saturday, April 15
- Time 10 am - 3 pm. Awards at 2 pm.
- Free popular choice Corvair display with awards for Early Model, Late Model, Forward Control and Best of Show.
- Free to vendors, participants and attendees
- Pizza & drinks to be available for lunch for a modest fee.

We'll need some folks to help at an information table, set up Corvairs for the popular choice, count ballots and help with lunch. Please let us know if you can help with any of these.

## ***CVCC Website Reminder***

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Remember if you need to quickly access recent newsletters or find meeting dates, visit the CVCC website that Cherie Roadcap keeps current. If you get your newsletter by USPS mail and have access to a computer or smart phone, you can pull up the website and see the recent newsletters in full color! Google [Central Virginia Corvair Club \(google.com\)](http://CentralVirginiaCorvairClub.google.com)

## ***Member's Corvair Activities***

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**Gerry Novarro reports from Florida:** Every 2nd and 4th Sunday all year round weather permitting we bring our cars to the Becker Road parking lot in Port St. Lucie (right at exit 138 on FL. Turnpike) for Cars and Coffee. We have a lot of new Corvettes, but a good mix of older cars. There was an original fuel injected 57 Chevy, vintage police cars, a restored Hertz Shelby, V8 Fiero, vintage Porsches, 442s etc. For the last C&C, I brought our 64



Monza convertible; I switch the Corvair off with our 2013 SL550, which sat in the garage that day. The car owners purchase their coffee at the Dunkin Donuts only 30 feet away. Gerry sent the pictures below.



**Greg Walthour of King William County reports:** Virginia and I recently took “RedBrier” and both of our dogs over to Belle Island State Park in the Northern Neck. In the picture here you can see Mac (Mackenzie) peeking out thru the driver’s side window if you look close and Nauga is doing his/her(?) best impression of Kilroy in the back.



## ***Revisiting the XP-777 Monza GT*** \_\_\_\_\_ ***by Wade Lanning***

This document is a brief summary of information from various sources about XP-777, known as the Monza GT. Instead of reprinting all published materials and photographs here, only selected information and photos are included below to provide an overview starting with its 1961 inception. The information included here is from Dave Newell, Mark Ellis, Karl Ludvigsen and Jim Musser, as these seem to be the most significant, unique and interesting. There have been many magazine articles by other authors about the Monza GT that more or less took the form of press releases since the car was an experimental and not provided to the media for road tests. In addition, since so many photographs have been taken of XP-777, only certain ones are included below. The Monza GT currently resides in the GM Heritage Collection. High quality photographs in that venue can be viewed on the GM Heritage website.

*NOTE: Special thanks to Dave Newell for updating the portion of his 2012 article below and proofreading this document.*



*XP-777 Monza GT at the GM Heritage Collection*

The Monza GT was the first Corvair powered experimental car that was not based on a Corvair production body or chassis. Prior show Corvairs and experimentals included the Super Monza, the Sebring Spyder coupe, the Sebring Spyder roadster and the Super Spyder, as well as numerous other “color and trim” Corvairs, all of which used a production Corvair as a starting platform. The unique XP-777 fiberglass body design began in late 1961 in the secret studio of GM Styling Vice-President Bill Mitchell by the design team of Larry Shinoda and Tony Lapine. As well as its experimental designation of XP-777, it was initially dubbed the “Spyder GT” in early 1962, then later renamed “Monza GT” in late 1962.

### **Development**

Corvair historian Dave Newell wrote a brief overview about the development of XP-777 in the October 2012 *CORSA Communique* <sup>(1)</sup>:

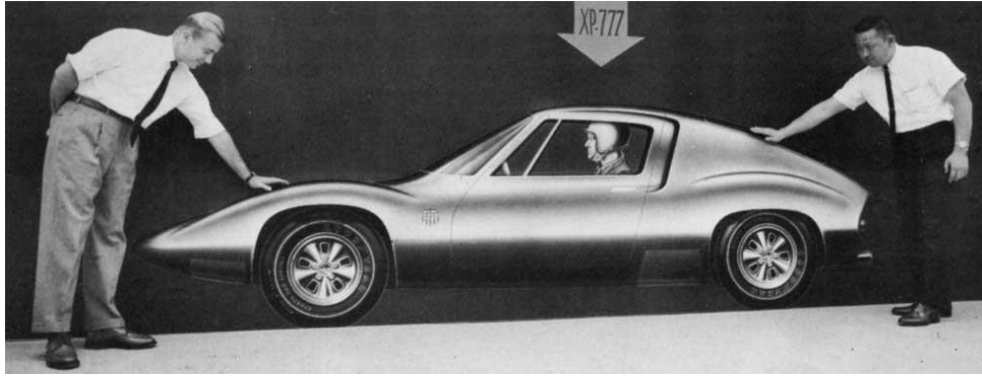
*[Tony] and Larry started work on XP-777 in October of 1961. Larry's full size rendering featured the sensual front end and fledgling rear end cove that would eventually hallmark the finished 777, but once again inspiration came from the Porsche 718 RS60 and RS61 coupe in the stubby tail end which had minimal overhang. Combined with a fairly high roofline due to its conventional doors, the design didn't look too bad as a wood-framed space buck (the first and perhaps only running buck ever made at Styling). But when Mitchell saw the clay model he was blunt: "Don't kid yourselves, it looks like a potato!"*

*Starting over, the failure inspired Larry to pen the longer, lower classic design that became the Spyder GT. But with the lower profile, normal doors were out. Bob McLean's Research Studio was called in to design an entrance canopy*



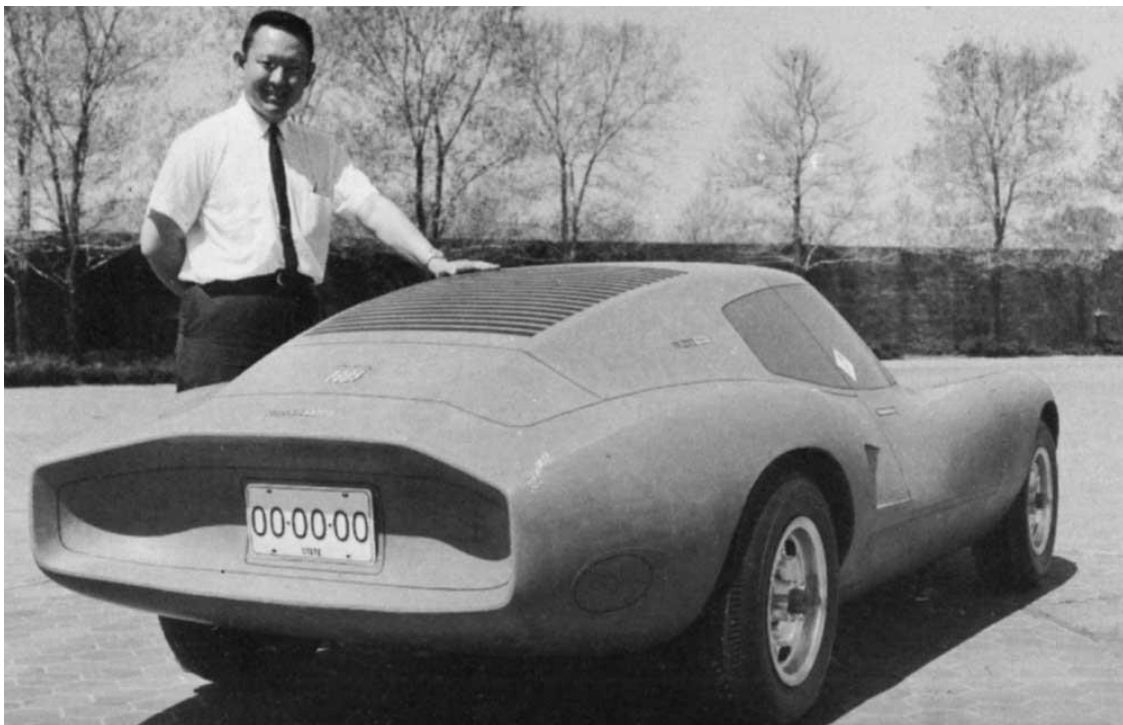
which would also suit the high-silled, steel monocoque chassis that Frank Winchell's R&D Department at Chevy Engineering was planning to build for the car. By this time it was April 1962.

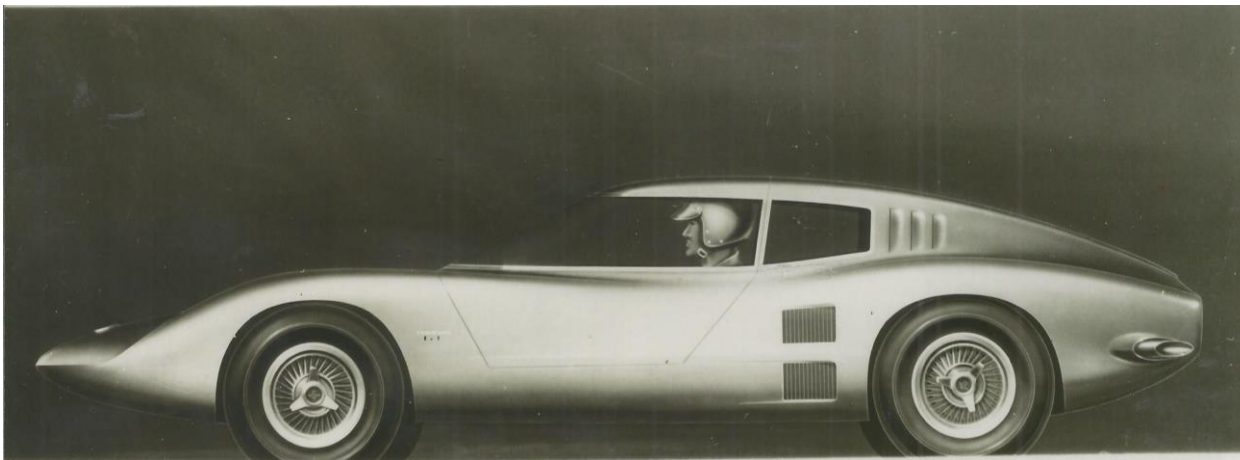
Early in May Mitchell learned of Ford's plans to debut their two-seater Mustang at the Watkins Glen, New York races that fall. Even for the Spyder GT to tie with Ford's introduction was unacceptable, and an outline of just how Styling and Chevy R&D were to complete the car for the June 13 Sprints at Elkhart Lake was circulated on May 11. Incredibly, the car was finished in time and ran around the track in the parade lap allowed for Mitchell's machines. But much work still needed to be done before XP-777 was sorted out. At some point between July 1962 and October, the emblems were changed and the Spyder GT became the Monza GT.



Above: Tony Lapine (l) and Larry Shinoda (r) with full size rendering of the initial XP-777 design. Per Dave Newell, inspiration for this design came from the Porsche 718 RS60 and RS61. Shinoda and Lapine added vestigial rear end cove (that influenced the late model Corvair rear cove). Note integrated air intake behind door and drawing of Bill Mitchell at wheel. Mitchell rejected this design when he saw it.

Below: Nearing the final re-designed of the XP-777, Larry Shinoda with a clay model in GM's outdoor viewing arena. The trees have not leafed out, so still in the winter/early spring 1962 time frame.





*Above: Rendering of final design. Air intakes relocated ahead of rear wheels, extended rear tail section and lower roof line. Wheels are the turbine style that were eventually custom built and used on the car.*



*Above: Bill Mitchell with completed XP-777. Note "Spyder GT" fender emblem on the fender beside him and Halibrand wheels. The "Spyder" logo was later changed to "Monza", the wheels were later changed to custom designed turbine wheels and re-designed mirrors were installed even later. The car initially had a Spyder horn button that was later changed to a Monza horn button.*

## Chassis Design

At the same time the XP-777 body design was in progress by Styling, Frank Winchell's R&D Department was working on a front-wheel drive Corvair chassis proposal. Working for him was R&D engineer, Jim Musser, who gave a presentation about his work at the 2007 CORSA Convention that included how their front wheel drive development experience assisted the XP-777 chassis design. An audio recording of his presentation was made by CORSA member Bill Stanley, transcribed by Mike McGowan and published in the February 2008 *CORSA Communique*<sup>(2)</sup>. A portion of Musser's presentation is as follows.

*Bill Mitchell was of course aware of what we were doing with the front wheel drive Corvair. Styling was working on body styling for the cars; a serious production proposal. When he saw the engine ahead of the axle up front, he said "gee, that's a great package to make a mid-engine sports car."*

*He invited Frank Winchell and I over to Styling one day and when we got into the basement secret studio he had there. Larry Shinoda was doing the styling and Tony Lapine was the studio engineer, and we looked at what they were doing and they had a clay model of a car with a Corvair engine. Bill Mitchell said, Elkhart Lake is coming up in two months, I'm taking several show cars over there to the General Motors corral. He would go there personally and drive the cars. I want this car to be there. Can you do it?*

*I said, we can design and build a chassis in about a month, deliver it to Styling to put the body on in a month, so yeah, we can do it. He had in mind that it would be a space frame kind of structure which was what sports cars of that vintage had. So we went back to R&D the same day, on a surface plate put the engine in place and the tires, and started to mock something up.*

*I said, we really shouldn't do a tubular space frame, that's old technology, we should do a monocoque. So we told Bill we wanted to do a monocoque and he said "fine." So, I went ahead and designed a steel spot-welded monocoque structure. I took the front suspension with the candy cane torsion bars and just mounted that at the rear and then used the same suspension pieces at the front. So it had these candy canes at all four corners with independent short/long arm suspension. We finished the car in a month, starting from scratch. That car became the Monza GT. (NOTE: More about the "candy cane" torsion bar design can be read in Jim Musser's full presentation in the February 2008 *CORSA Communique*.)*

*The original clay model that Larry had done looked like a Porsche. But Bill Mitchell personally got involved, and personally directed that design, and really zoomed the thing up. Made a very, very attractive car. He did take it to Elkhart Lake, he did drive it around. Mauri Rose, who worked for me at Chevy R&D, drove it in the parade lap. I drove Bill Mitchell around in that car, there are some photos of that. The car attracted a lot of attention.*

## First Public Appearance

The photos of XP-777 taken at Elkhart Lake in June 1962 that Jim Musser referenced were taken by Bob Straub of GM and his friend George Nan. After contacting and interviewing Bob in 1998, CORSA member Mark Ellis wrote about their experience photographing the car in the October 1998 *CORSA Communique*<sup>(3)</sup>. Although in that article Mark also wrote about the development of XP-777, here is an excerpt from that article about Bob and George actually photographing the car.

*Thousands of pictures have been taken of the car over the years, many by CORSA members, since its first appearance at a CORSA national convention in 1976 near Philadelphia, Pennsylvania. Most pictures taken show the car standing still, in some sort of stagnant display. Those you see here are some of the very first pictures of the completed car. They are photographs taken at its first unofficial inaugural showing in June, 1962 at the Road America sports car races in Elkhart, Wisconsin. What makes these so special is that they show the GT in motion - really in motion! - on AND off the pavement. To add a bit more flavor to these pictures, they were taken by Robert Straub, who was in charge of designing the 777's interior at the General Motors Styling Studios. Here is the story behind these photographs.*

*Hired by General Motors Styling in 1960, Bob Straub was assigned to the Research Studio, headed by Bob McLean who reported directly to Bill Mitchell. Along with the other designers there, he worked on everything from complete cars to specific exterior and interior details. Unlike other Studios at Styling who were designing for the next two or three years, designers in the Research Studio had the freedom to pursue many advanced designs and got to do radical vehicles, some in full size clay form, some as complete, running cars.*



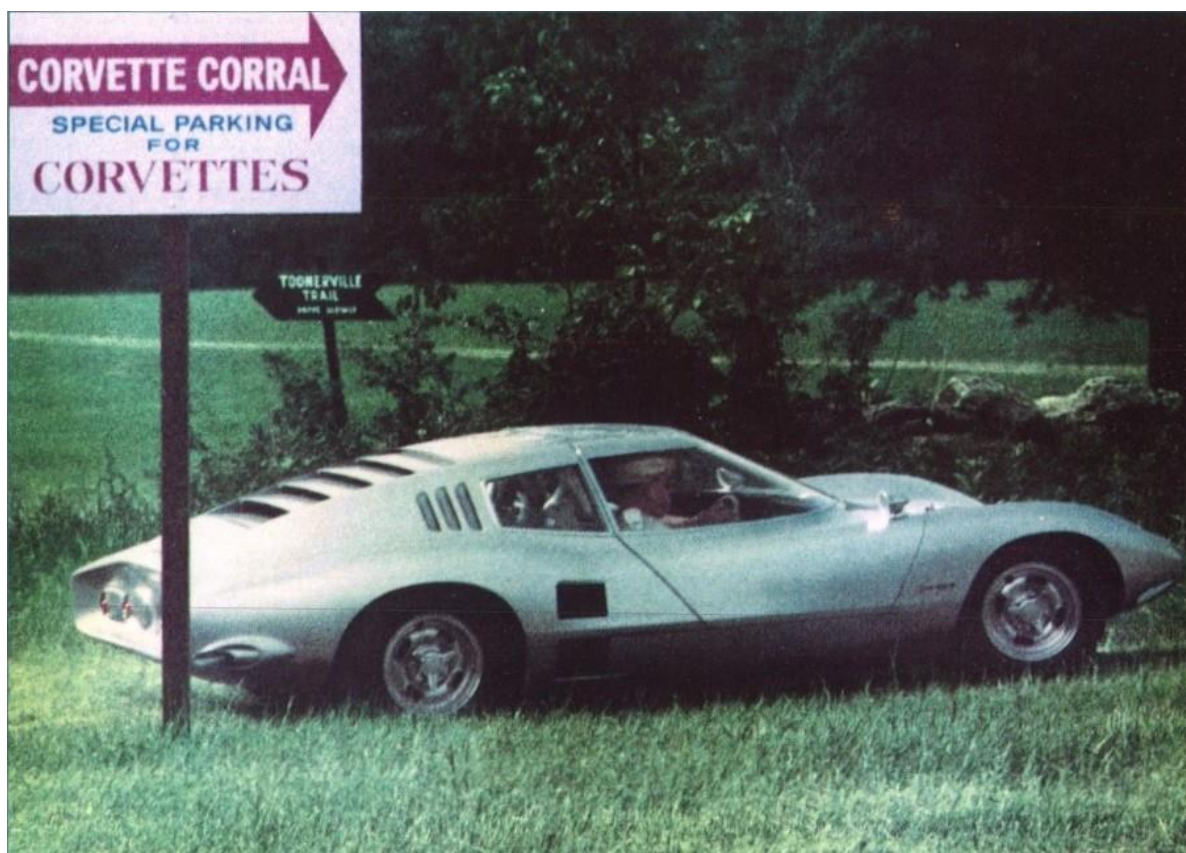
*In the Spring of 1962 he was given a very special, RUSH project; design the entire XP-777 interior and have it done for the June Elkhart Lake races just six weeks away! The assignment was completed with night and weekend work and the car was delivered with a few other GM show cars to Wisconsin just the day before. The car wasn't there to race, but to be driven around the track and be seen by the crowd.*

*Bob recalls, " I was told, ' Just do it! Design it! ' We had a wooden buck and worked from a mock-up but had to skip the clay model process entirely. Except for the seats, we made it mostly from corrugated cardboard! Another designer, Doug Stout, was working under me doing the seats. He also did the pleated covers over the hinges which are a little aggressive for the soft molded interior we were trying for, but everything was done so fast, there were an awful lot of corners cut. The steering wheel was just off the shelf. We had a custom design in the works, being made, but it was just too late. "*

*Bob was not assigned by GM Styling to go to Elkhart Lake but " was excited about going because of course I had a lot of involvement with the car ". He and a friend, George Nan, a photographer, decided to drive to the races in Bob's 1962 Monza coupe to " poke around " and take some pictures.*

*" We kept chasing 777 all over the fields. A dirt road wound throughout the infield and we were driving off road so we could get side view shots of it; the Corvair was a very agile car in rough terrain. I would be driving and George would be sitting on the window sill shooting pictures over the roof. Sometimes George would drive and I would shoot".*

*" Of course the passenger sitting in 777 is Bill Mitchell, Vice President, in charge of design at GM. I didn't see him smile much as we were taking our pictures. I'm not sure if he recognized me then as our Studio at Styling was kind of a cloistered place and we saw very little of him. He couldn't have enjoyed our buzzing around with cameras, but he did enjoy receiving a set of our photographs back at Styling a few days later."*



*Above: XP-777 in motion at Elkhart Lake photographed by Straub and Nan. At this time it had Spyder GT emblems, Halibrand wheels and the first design mirrors. Bill Mitchell is in the passenger seat.*

In the same article, Mark went on to record:

*The GM and Chevy people attending to 777 at Elkhart Lake may have found race fans just a bit too inquisitive. 777 had the experimental modular engine, never publicized by Chevrolet and unknown to the public. Attempting to keep it secret, no photographs were allowed with the car's engine cowling raised. However, in a few pictures the individual chrome cylinder head covers are just barely visible. Back in Detroit, the modular engine was replaced by production engine and with a turbo for future outings. (NOTE: Per Dave Newell, a standard two-carb engine was first installed after the modular engine then the turbo engine later.)*

*The car then began the round of car shows and was a sensation wherever it was on display. A special trip was even made to Europe in 1963 where it appeared at the Geneva and Brussels auto shows. To indicate the esteem GM had for Larry Shinoda's 777 design, it continued to be on display throughout the seventies and eighties.*

### **Publicity**

In the *Corvair Decade*<sup>(4)</sup>, a 1980 book by CORSA, Karl Ludvigsen recollected his memory of the Monza GT from a public relations viewpoint, a portion of which follows.

*When I joined GM's Public Relations Staff at the end of 1961, I was assigned to the "Styling Beat." It was my job to help the stylists tell their story. Bill Mitchell gave me the run of the building my first month on the job, and I found a lot of work being done on radical rear-engined sports coupes. This was the beginning of the rear-engined era in Grand Prix racing, and the stylists were spurred by that excitement.*

*Chevrolet gave them something to work on. Frank Winchell's R&D group at Chevy was constantly experimenting with new arrangements of the Corvair hardware. They responded eagerly when Bill Mitchell suggested a chassis be developed that was more race car than road car. Bill wanted it to go under a body design that had been created in his private basement studio, under studio chief Ed Wayne, by the Katzenjammer Kids of Styling, Larry Shinoda and Tony Lapine.*

*The Chevy R&D engineer most involved with the chassis of the XP-777—as it was designated—was Jim Musser. Jim warmed up on these Corvair chassis for the design work he was later to do behind the scenes on the racing Chaparrals. He came up with a monocoque steel chassis, twin-wishbone suspension with torsion bars at all four wheels, and a mid-placed engine for the coupe. He built another chassis for his own tests with the engine at the rear in the normal Corvair manner. A rough-looking test car, this was irreverently dubbed the "Musserati." (NOTE: the rear engine chassis later became the basis for the Monza SS)*

*For me as a public relations man, the unveiling of the XP-777 was a nightmare. Public relations people like things to be orderly and programmed in advance. This was never likely with a Bill Mitchell/Frank Winchell project. Probably (though I didn't know for sure) both had built the car unofficially with chunks of other budgets. So the first appearance of the Monza GT coupe was with no fanfare at all at the Elkhart Lake June Sprints of 1962, driven around the track between races. On such occasions the car was usually driven by Ken Eschebach, the genial sandy-haired mechanic whose task it was to keep Mitchell's cars running right.*

*In the fall, we took the GT coupe to the Grand Prix at Watkins Glen. There we couldn't take it around the track, because 'Ford with its "Total Performance" promotion had bought those rights for its new rear-engined Mustang roadster—whose debut we helped to spoil by showing off the far more striking Monza GT in the infield. It was my pleasure to explain the car to John Cooper and his team driver, Bruce McLaren. They were fascinated by its clever features.*

*Later in '62 the Monza GT was sent to California. There it amazed the public at the Riverside and Laguna Seca sports car races. It was also driven to the Los Angeles Art Center School, to be poked and gawked at by the future auto stylists of America. In the meantime, Styling Staff took over the "Musserati" chassis (Jim Musser had built a more advanced toy for testing) and put a roadster body on it patterned exactly after the lines of the coupe. This became the Monza SS. It had a nicer instrument panel and a feature called "theater seats": lower seat sections that were spring-loaded so they rose up to make it a little easier to settle into this very low car.*

*These Corvairs were officially displayed to the public for the first time at the International Automobile Show in New York at Easter time in 1963. At last, as a public relations man, I had a chance to promote these wonderful cars. Walt Farynk and Ed Sperko of GM Photographic reached into their bags of tricks to make dramatic color photos of the coupe that simulated the flame patterns of a re-entry from space. I helped distribute the photos and story material to the car magazines; one of the photos was featured on the cover of the August, 1963 issue of Sports Car Graphic.*

*Using these and other photos, Chevrolet's Myron Scott put together a brochure on the Monza GT for distribution at the New York Show. This gave me my moment in the Corvair sun. Among the pictures Scotty picked up was one showing me peering into the rear engine bay, with rear deck and canopy lifted (see below). It's nice to be a visible part of Corvair history.*



*Above: Walt Farynk and Ed Sperko created simulated flames in this photograph, which was used for the front cover shot of the Monza GT brochure. Note the Spyder GT emblem has been retouched here to be Monza GT.*

*Below: Farnyk and Sperko photo on the Monza GT brochure back cover.*



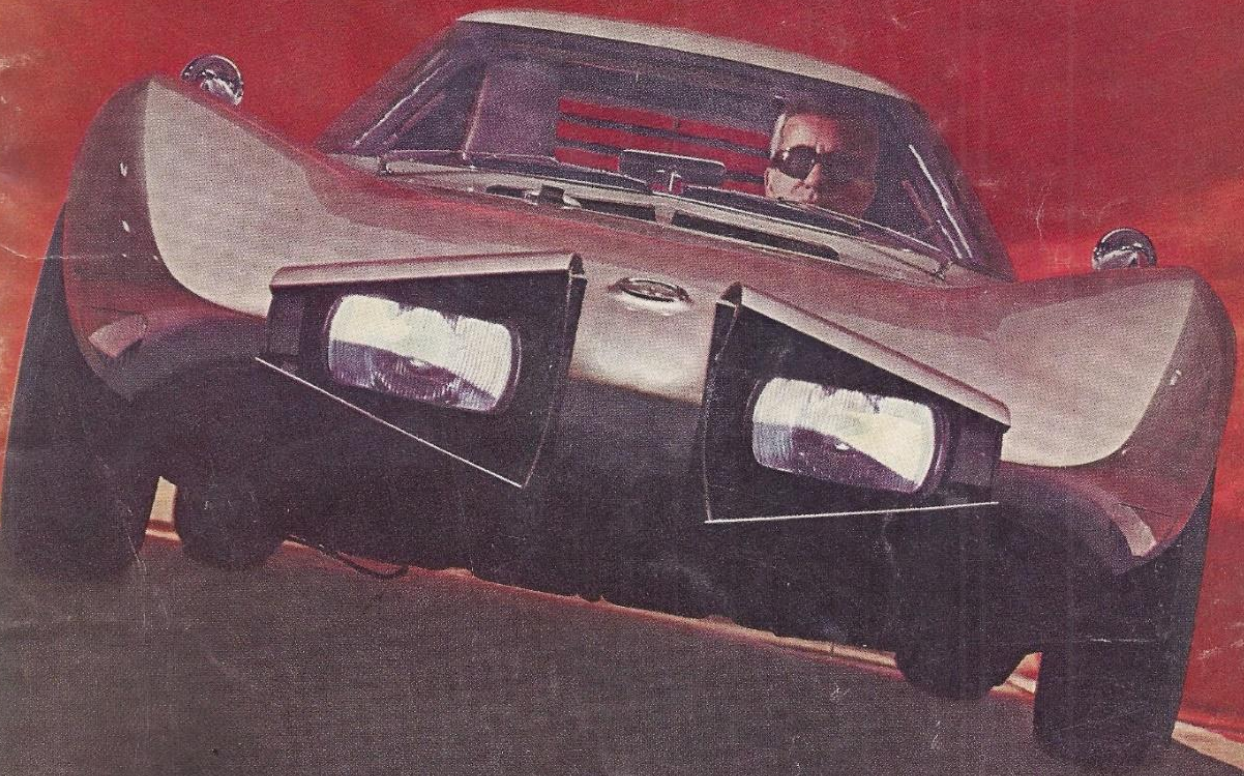


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AUGUST 1963 50¢  
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# MONZA GT

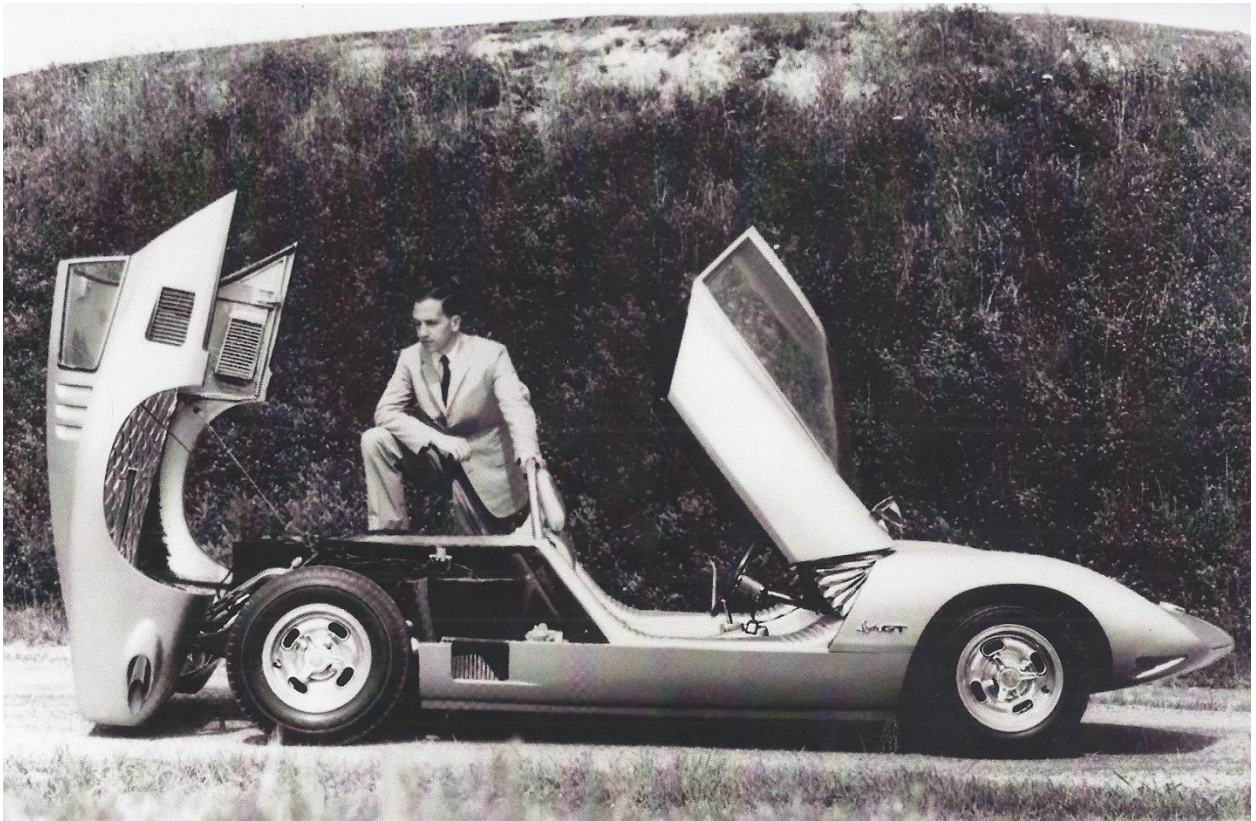


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*Above: This image by Walt Farynk and Ed Sperko of the Monza GT  
Appeared on the cover of August 1963 Sports Car Graphic.*





*Karl Ludvigsen with XP-777 sporting Spyder GT emblems. This image was retouched later by GM Photographic to have a Monza GT emblem, instead of Spyder GT, for the Monza GT brochure and the Corvair Decade article.*

#### **XP-777 Specifications**

Wheelbase: 92 inches  
 Length: 165 inches  
 Height: 42 inches  
 Tires: front 5.20x13, rear 6.00/6.50x13  
 Wheels: special custom-made turbine spoke design castings  
 Transmission: four-speed 1<sup>st</sup>-3.65, 2<sup>nd</sup>-2.35, 3<sup>rd</sup>-1.44, 4<sup>th</sup>-1.00  
 Differential: 3.08  
 Engine: 1<sup>st</sup>- experimental modular  
           2<sup>nd</sup>- standard production 2-carburetors  
           3<sup>rd</sup>- production turbocharged

To the delight of Corvair enthusiasts, the Monza GT was at the 1976 CORSA Convention and has been displayed at other venues since then. Some CORSA members have been able to drive it at those events. As of 2023, the Monza GT is part of the GM Heritage Collection, along with other special Corvairs, that represent GM industry firsts, significant technological experiments, concept cars, special interest styling/performance one-offs, along with notable race cars and milestone production vehicles. On occasion, the Monza GT is put on public display at other GM facilities or museums.

#### ***References Listed Above***

1. *CORSA Communique*, October 2012, “50 Years Ago – Spyders and Convertibles II”, by Dave Newell, pages 6-19
2. *CORSA Communique*, February 2008, “Jim Musser, GM Engineer”, pages 9-17
3. *CORSA Communique*, October 2008, “Remember the Monza GT”, by Mark Ellis, pages 8-11
4. *Corvair Decade*, 1980, “Me and the Monzas” by Karl Ludvigsen, pages 136-137

### *Other Monza GT Book Articles*

- *Automobile Quarterly*, v.8 n. 4, (Summer 1970), “Remember the Corvair”, by Karl Ludvigsen, pages 386-409.
- *General Motors – The First 75 Years of Transportation Products*, 1983, by Automobile Quarterly Publications, pages 154 & 155.
- *Corvair by Chevrolet*, 2001, by Karl Ludvigsen, pages 76-86
- *Prototype Cars - Cars that Never Were*, February 1981, “Sweet Dreams, Those Memorable Corvair Specials”, Chief Contributing Author: Richard M. Langworth, pages 17 & 18.
- *Corvair Affair*, 1982, by Mike Knepper, pages 115-117.
- *Corvair Performance Portfolio*, “Monza GT (Dream)”, by Joseph Lowrey, page 67, (reprint from May 1963 Sporting Motorist magazine).

### *Partial List of Monza GT Magazine Articles*

- *Car Life*, May 1963. Pages 51-53
- *Sports Car Graphic*, August 1963, page 60, by Jerry Titus
- *Car Exchange*, November 1979, by Bill Siuru
- *Hemmings Classic Car*, October 2014, “Chevrolet Concept Cars of the 1960s”, pages 48 – 53, by Patrick Foster

## **Classified Ads**

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**FOR SALE:** Escort vehicle performance computer. This is a plug and go computer that sells for just under \$200. Asking \$ 100 for it. It measures quarter mile times, lateral Gs, acceleration Gs. and other functions. Will bring to the Classic Car Center on April 15. Smitty Smith, [vairologist@cox.net](mailto:vairologist@cox.net), (757) 468-2726

**FOR SALE:** Tinted rear window (backlight) for 65-67 4-door. \$40. Contact Wade Lanning, cell/text 804-586-1023 or email [wblanning@comcast.net](mailto:wblanning@comcast.net).

**FREE:** Rear window for 1960 4-door (also fits 1961-1964 4-doors). Contact Steve Barrett 804-232-8709

**FOR SALE:** 1964 Corvan. Clear title, good clear windshield, engine partially disassembled but appears to be 110 hp with FC right side block and car left side block, 3-speed transmission. Last VA safety inspection 1998, thus was probably last time on the road. In covered storage last 20 years. Located in Hopewell, VA. Make offer. Contact Mike at Select Auto, 804-452-4058, 9 am to 4 pm, M-F.





FOR SALE: From the estate of the late Chris Carter and being sold for the behalf of his wife, Julie. Set of five Clark's reproduction wire wheels. Four used with very good Maxxis 185/80-13 tires, one new wheel in box. Tires need tubes to prevent leakage. Four adaptors but only two knockoffs. Knockoffs can be bought from Dayton Wheel. PDF with pictures available. Asking \$1200. Contact Wade Lanning, cell/text 804-586-1023 or email [wblanning@comcast.net](mailto:wblanning@comcast.net).

FREE: Top of '65 Monza coupe back seat (folding backrest). White, but very discolored. Otherwise, it's in good shape. Top of '69 Monza coupe back seat (folding backrest). Green. Some discoloration, but good shape. David Robertson 804/266-7295 [corvairdave@msn.com](mailto:corvairdave@msn.com)

WANTED: 64/65 FC case in rebuildable condition. Email [mherwald@mgwnet.com](mailto:mherwald@mgwnet.com) text 540-309-7721 or call Mel Herwald 540-925-2222.

FOR SALE: 1961 Rampside, family owned for 43 years and basically driven on Saturdays, serviced by the Corvair Ranch. Has a car motor. The truck runs and drives but has a fuel delivery problem. Everything works, hinges are solid, bed is very solid and cab appears to be original and floors solid. Lights & horn all work. Body work needed in order to be considered very good. Asking \$11,500, Pat Hill, Hanover, PA. 17331, 717-316-4747



FOR SALE: Corvair tools and parts by Russell Davis, Blue Chip Tools, including compact harmonic balancer puller and seal installer, early model and forward control axle bearing puller, instrument panel and antenna bezel tools, idler pulley easy access bolt kit, upper cylinder head nuts, cylinder head nut combination (upper & bottom) socket. **Newest tool:** EM/LM rear axle yoke puller. Puller bolt with 28 TPI for high torque with 5/8" hex head and 1" thick plate for strength. Lug on side to fit in EM swing arm. Call Russell at 757-642-0665. To shop & order online click [www.bluechiptools.com](http://www.bluechiptools.com). Antenna tool video by Bill Hubble at this link: [Blue Chip Tools antenna tightening tool - YouTube](https://www.youtube.com/watch?v=...).



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# OUR 50TH ANNIV -2023

Thanks to the support of 1,000's of Corvair owners over the last 50 years we continue to grow and reproduce more parts every year. We respect your trust and always put our customers first. We would also like to thank our 24 employees, 10 have been with us over 20 years and some as long as 46! Have a great year and enjoy our monthly sales and specials all year-Joan & Cal Clark

**SPECIAL SALES EVERY MONTH-** each month we'll send an email (if you have signed up) and also list in a special sale section on our Home page [www.corvair.com](http://www.corvair.com)

**FREE 50th MEMENTO gifts with your first order in 2023**

**FREE CATALOG WITH AN ORDER-** if you have not received a free 2019-2025 catalog yet, just ask for one.

**LIST YOUR CORVAIR FOR SALE- NO CHARGE-** sell your Corvair or a spare you just don't have time for! For all of 2023 we will list it on our website at **NO CHARGE-** check the website for details (Corvairs For Sale)

**CLARK CAR SHOW & PARTS SALES-** See our 2023 supplement or website for more details. We expect around 130 cars, and will offer tours of our buildings including the Upholstery Dept. Cal will be giving an old fashion "slide show" showing the building of our complex and history. Parts on sale! **SEPT 16, 2023 -rain or shine**

**2023 SUPPLEMENT-** On our website or as a hard copy -many new repros & updates.

**INTERNATIONAL CORSA CONVENTION-Wisconsin-** We will be there Tues, Wed & Thurs with lots of recent repros on display. Stop by and say hello. Convention dates June 19- June 24

**CATALOG-** over 450 pages, free with an order, \$8 postpaid in USA

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