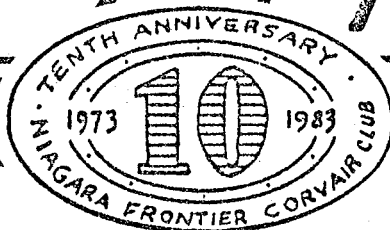


# VAIR-IATIONS



NEWSLETTER OF THE

NIAGARA FRONTIER CORVAIR CLUB

ESTABLISHED  
1973

CLUB MAILING ADDRESS: POST OFFICE BOX 45, BUFFALO, N.Y. 14224

NIAGARA FRONTIER CORVAIR CLUB IS A CHARTERED CHAPTER OF THE CORVAIR SOCIETY OF AMERICA

July 1983

volume 10 #7

## MINUTES OF LAST MEETING

The business part of our meeting started a little later than usual as we all spent some time in the parking lot checking out all the Corvairs, (about 12 or so) that were there. Because of the very nice weather we had an extremely short meeting, with an extra long "gab session" afterward.

About the only thing under old business was the picnic at Art Lords "Dude Ranch" on Sunday July 10th. It went beautifully. Everything was great; the weather, the food, the tour, etc. I could go on, but I don't want to embarrass Art. Once again much thanks to Art and his family for having us as their guests.

Under new business there was some talk about the next scheduled upcoming event; namely the "Vair Affair" in (Evan's "hometown") Ellicottville, N.Y.

Terry Smith brought along his filmstrip on Pick-Up Truck Comparisons between Light Duty Trucks; which featured the Corvair 95, Rampside, and Vans. These vehicles were compared to the "much inferior" Ford products of that time.

The meeting concluded with Chuck Novak winning the split club drawing.

Note: The meeting was attended by members from as far away as Canada and Rochester.

PSM.

PRESIDENT'S CORNER . . . . . by Dick Dahmer

You may have noticed that the "business" portion of our monthly meetings is quite a bit shorter during the summer months. There are a couple of reasons for this. First, the fantastic weather we have been having combined with an ever-increasing number of Corvairs showing up, lends itself to extended periods of "shootin' the bull" in the parking lot before and after the meeting. (Those Corvairs sure look pretty; I saw three or four at the last meeting that I hadn't seen before.) I think that these parking lot bull sessions are an integral part of the club, and should be enjoyed to the fullest at this time of year.

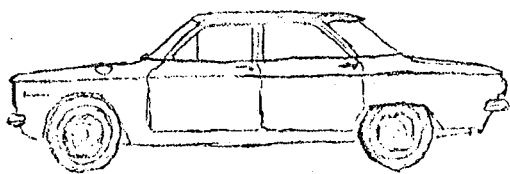
Second, there is not a whole lot of business on our agenda at the present time. With the exception of the 'Vair Affair we really don't have any upcoming events. I keep asking for suggestions at the meetings; please let me know what you are interested in.

Speaking of the 'Vair Affair, we still need volunteers to handle routine jobs on the day of the event (registration, officiating, etc.). It would be most helpful if every club member contributed to this event in some small way. Please sign up at the next meeting. After all, "Many hands make light work".

I would like to thank everyone who offered suggestions to cure the problem I'm having with my '64 Spyder (see last month's column). The general consensus seems to be fuel "percolation" caused by crud in the gas tank, fuel lines, and/or fuel filter. I've ordered a "care package" from Clark's to do a complete fuel system overhaul. I'll let you know what happens.

In the meantime, keep on 'Vairin'!

\* \* \* \* \*



### NEXT MEETING

The August N.F.C.C. meeting will be on the second Wednesday of August the 10th. The meeting will start at 7:15 P.M. sharp, at the Clarence Public Library which is right next door to the Clarence Public High School. (The library address is 9644 Main Street in Clarence.)

### MEMBERSHIP RENEWALS

(Payment of Dues may be made in person at the monthly meeting or by mail to the clubs P.O. Box; \$10.00 per year for a regular membership/ and \$3.00 per year for an associate membership.)

Members whose dues are past due

Dennis Zauner 4/83 David Reiser 6/83

Associate Members

Tony Polichette 11/82

Members whose dues are coming due.

Glenn Owen 7/83 Jim Bartasevich 8/83

Mike Jurewicz 8/83 Art Lords 8/83

Associate Member('s)

Les Labby 7/83

### CALENDAR OF UPCOMING EVENTS

LimeRock '83

N.F.C.C. Vair Affair

August 19th-21st

Sept. 11th

### CLASSIFIED ADS

If you have any classified ads, call Paul at 625-9699.

For Sale; '65 Corvair Convertible, needs engine.  
Phone David Wright 896-6091.

We would like to welcome 2 new members to the club. One regular member Mark Coffed from Lancaster, and one associate member Thomas Dabrowski from Cheektowaga.

### ENGINE COMPARTMENT AIR TIP NO. 2-3-81

Don't leave those air vents at the rear of the engine compartment closed. At temperatures in the 40's F and with the right humidity conditions, the carbs can freeze up. The wind chill factor and steady throttle settings, (freeway travel) ice will form on the fuel cluster stopping fuel flow. Yes it will happen in Southern California.

\*Pete Suchy, S.D.C.C.

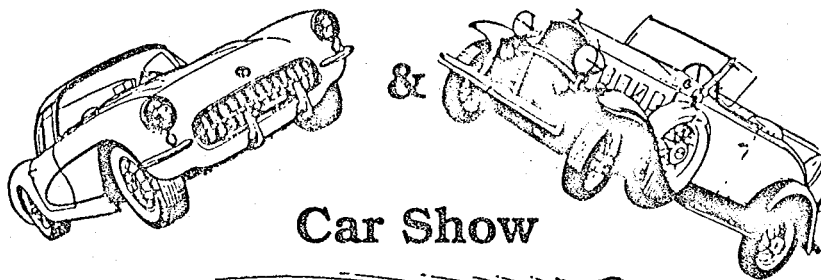
# ALL NOS SALE!

pg. 7

GROUP	PART NUMBER	ITEM DESCRIPTION	GOING PRICE	SELLING FOR	QTY
1.266	3789432/3834772	63-64 REAR GRILL	25.00	20.00	1
1.303	3789914	62 FRONT EMBLEM CENTER	25.00	20.00	1
1.303	3821789	63 FRONT EMBLEM	N/A (75.00)	75.00	1
2.589	5950683	60-62 L.H. TURN SIGNAL LENS	7.50	6.00	3
2.589	5954443	63-64 2 B5FC TURN SIGNAL LENS	20.00	15.00	2
2.697	985062	61 BACK UP LAMP UNIT (PAIR)	<del>42.50</del>	<del>40.00</del>	<u>2</u>
2.697	985183	62 " " " " "	60.00	50.00	<u>1</u>
2.697	985417	63 " " " " "	75.00	60.00	<u>1</u>
2.728	3821903	63-64 L.H. HEADLIGHT BEZEL	25.00	25.00	3
2.728	3821904	63-64 R.H. " "	25.00	25.00	4
2.728	3882931	65-9 L.H. " "	25.00	25.00	1
5.871	3814493	62-63 MONZA HUBCAP EMBLEM	5.00	3.00	<u>9</u>
7.828	986138	65-9 FRONT BUMPER GUARD	50.00	40.00	1
7.828	986139	65-9 REAR " "	50.00	40.00	<u>1</u>
8.055	3826063	63 FRONT EMBLEM	N/A (75.00)	75.00	1
8.055	3844129	64 " "	N/A (125.00)	125.00	1
8.055	3844231	64 LETTER KIT	N/A (65.00)	65.00	2
8.055	3865830	65-8 ENGINE LID "CORVAIR"	7.95	5.00	1
8.055	6256957	60 FRONT EMBLEM	60.00	50.00	1
8.055	9703065	RED KEY DOOR, TRUNK	7.95	5.00	1
9.650	985590	REAR SEAT SPEAKER KIT	47.50	42.50	2
12.116	3822677	TRIM, "CORVAIR"	7.95	5.00	3
12.116	3870751	65 L.H. REAR WHEEL MOULDING	30.00	20.00	3
12.116	4227217	66-9 L.H. REAR WHEEL MOULDING	30.00	20.00	2
12.180	3784580	61 STATION WAGON REAR PLATE	30.00	25.00	1
12.945	986078	65-9 GAS TANK FILLER DOOR GUARD	17.50	12.50	4
14.762	985310	62 REAR DOOR ARM REST, AQUA, 1 PR	10.00	10.00	<u>2</u>
14.762	985312	62 " " " " RED, 1 PR	10.00	10.00	<u>1</u>
15.286	985240	62-4 BLUE DELUXE FLOOR MATS	35.00	35.00	<u>1</u>
15.286	988297	60-1 BLUE FRONT FLOOR MATS	35.00	35.00	<u>1</u>
<p><u>NUMEROUS</u> MECHANICAL AND ENGINE            PARTS (ALL NOS), TURBO PARTS            (USED), GASKETS (REPRO)            SASE FOR COMPLETE LIST            PATRICK MURPHY            2422 LONG ROAD            GRAND ISLAND, N.Y. 14072</p>					

# NIAGARA'S FALL '83

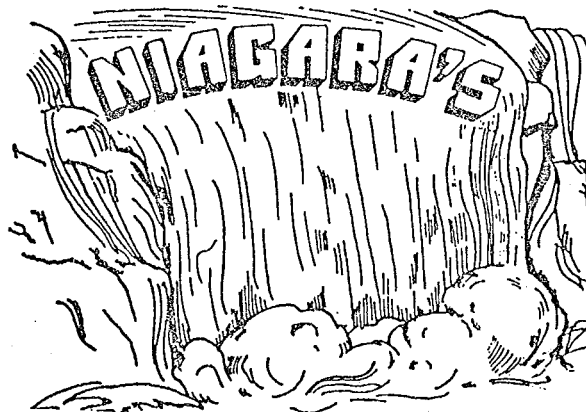
## Auto Flea Market



3rd

BIG

YEAR



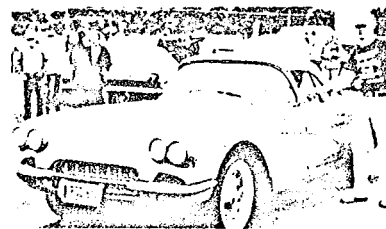
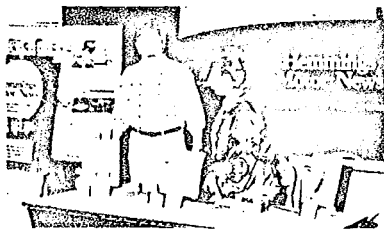
DON'T

MISS

IT

Niagara County Fairgrounds  
Rt. 78, North of Lockport, New York  
Sat./Sun. Aug. 20 - 21

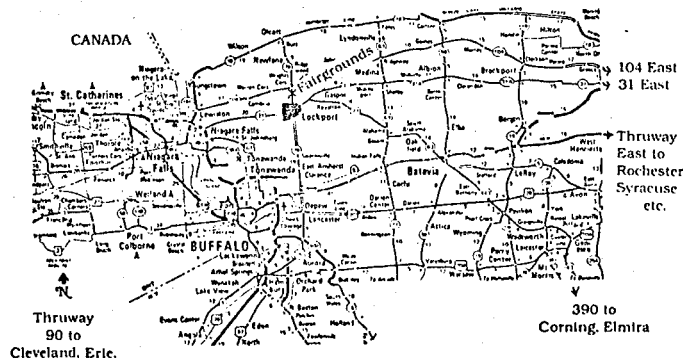
## NIAGARA'S FALL '83



### Auto Flea Market & Car Shows:

Sat. / Sun. Aug. 20 - 21

Niagara County Fairgrounds  
Rt. 78, North of Lockport, New York



#### Immediate Area Motel List:

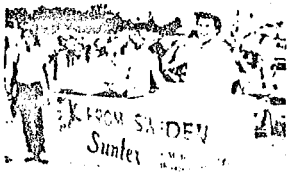
**SHERATON LOCKPORT INN**  
515 S. Transit Rd. (NY Rt. 78), Lockport, NY 14094 (Pool)  
Phone: 716/434-6151

**LOCKPORT MOTEL**  
315 S. Transit Rd. (NY Rt. 78), Lockport, NY 14094 (Pool)  
Phone: 716/434-5595

**TRAVELERS INN**  
305 S. Transit Rd. (NY Rt. 78), Lockport, NY 14094  
Phone: 716/443-5985

**HARTLAND MOTEL**  
8464 Ridge Rd. (NY Rt. 104), Gasport, NY 14067  
Phone: 716/772-2266

**TWIN OAKS MOTEL**  
4660 Ridge Rd. (NY Rt. 104), Lockport, NY 14094  
Phone: 716/433-2447



**FEATURING:**  
antiques, classics,  
collectables,  
corvette row—  
mustang row—  
car corral—  
motorcades



50 LEVEL GRASS ACRES  
200 INDOOR SPACES  
UNLIMITED VENDOR SPACES  
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SECURITY LIGHTING



**VENDOR SPACES:**

OUTDOOR 15 x 30..... \$25 (elect. \$10 extra)  
INDOOR 10 x 15..... \$30 (includes elect.)  
OUTDOOR CORRAL ..... \$15.00 (fenced & lighted)  
INDOOR CORRAL..... \$30.00 (locked & lighted)  
ADD \$5.00 after August 1, 1983  
GENERAL ADMISSION \$1.00 / under 12 FREE



PLEASE PRINT OR TYPE: PHONE # \_\_\_\_\_  
NAME \_\_\_\_\_  
ADDRESS \_\_\_\_\_  
CITY/STATE/ZIP \_\_\_\_\_  
SELLING \_\_\_\_\_  
How Many Spaces: \_\_\_\_\_ Outdoor \_\_\_\_\_ Indoor Elec. Req. \_\_\_\_\_  
Car Corral: \_\_\_\_\_ Indoor \_\_\_\_\_ Outdoor \$ \_\_\_\_\_  
MAKE CHECK PAYABLE TO: Niagara's Fall '83 — P.O. Box 46, Akron, N.Y. 14001  
Canadian Friends — Please Remit In U.S. Funds

**FLEA MARKET**

**INFO**

Call:

716

**542-2227**

or

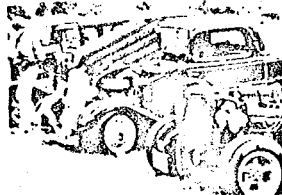
**542-2585**

# **CAR SHOWS:** **Sat. Aug. 20 & Sun. Aug. 21**

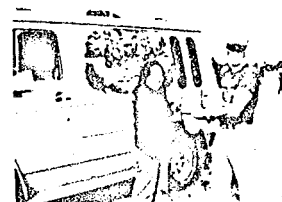
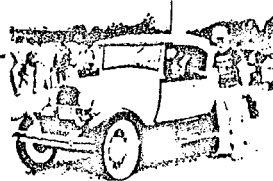
Classes	Schedule	Classes
VANS	9:30 a.m. Motorcades Sat. & Sun.	Production to 1927
PICK-UPS	11:00 a.m. Registration & Clean-Up	Production 1928 - 1936
4 x 4's	1:00 p.m. Registration Closed & Classes Checked	Production 1937 - 1948
STREET RODS (pre-war)		Production 1949 - 1958
STREET MACHINES (post-war)	1:30 p.m. Judging Begins	Production 1959 - 1967
SPECIAL INTEREST:	5:15 p.m. Judging Ends	Production 1968 - 1982
Conversions	6:00 p.m. Trophies Presented	Corvette 1953 - 1962
Racing		1963 - 1967
Kit Cars, etc.	6:15 p.m. Pictures of 1st Place Vehicles	1968 - 1982
FOREIGN		T-Bird, Mustang, Shelby

FOR SALE SIGNS:  
MAXIMUM 3" x 5"

SUNDAY'S SHOW IS "FACTORY STOCK". MODIFICATIONS LIMITED TO WHEELS AND EXHAUST "ONLY"...



- 1st, 2nd & 3rd Place Trophies in Each Class\*
- Judging by Fellow Entrants
- Best of Show Judged by Fellow Entrants



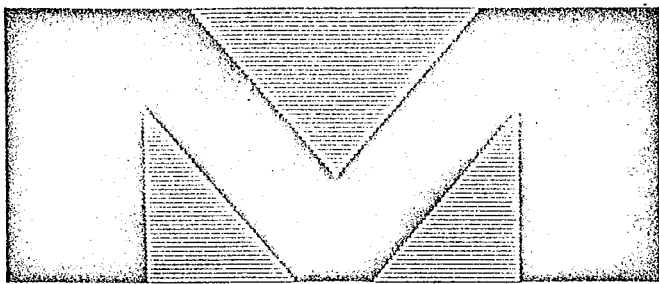
**CAR SHOW Info.**  
**716-762-9057**

**Beer Tent,  
Snack Bar,  
Music,  
Barbecue!  
Motorcades**

Pre-Registration Deadline—August 15, 1983 by 5:00 p.m. To Be Sold For \$5.00 (\$8.00 at gate) From CVC Spaces

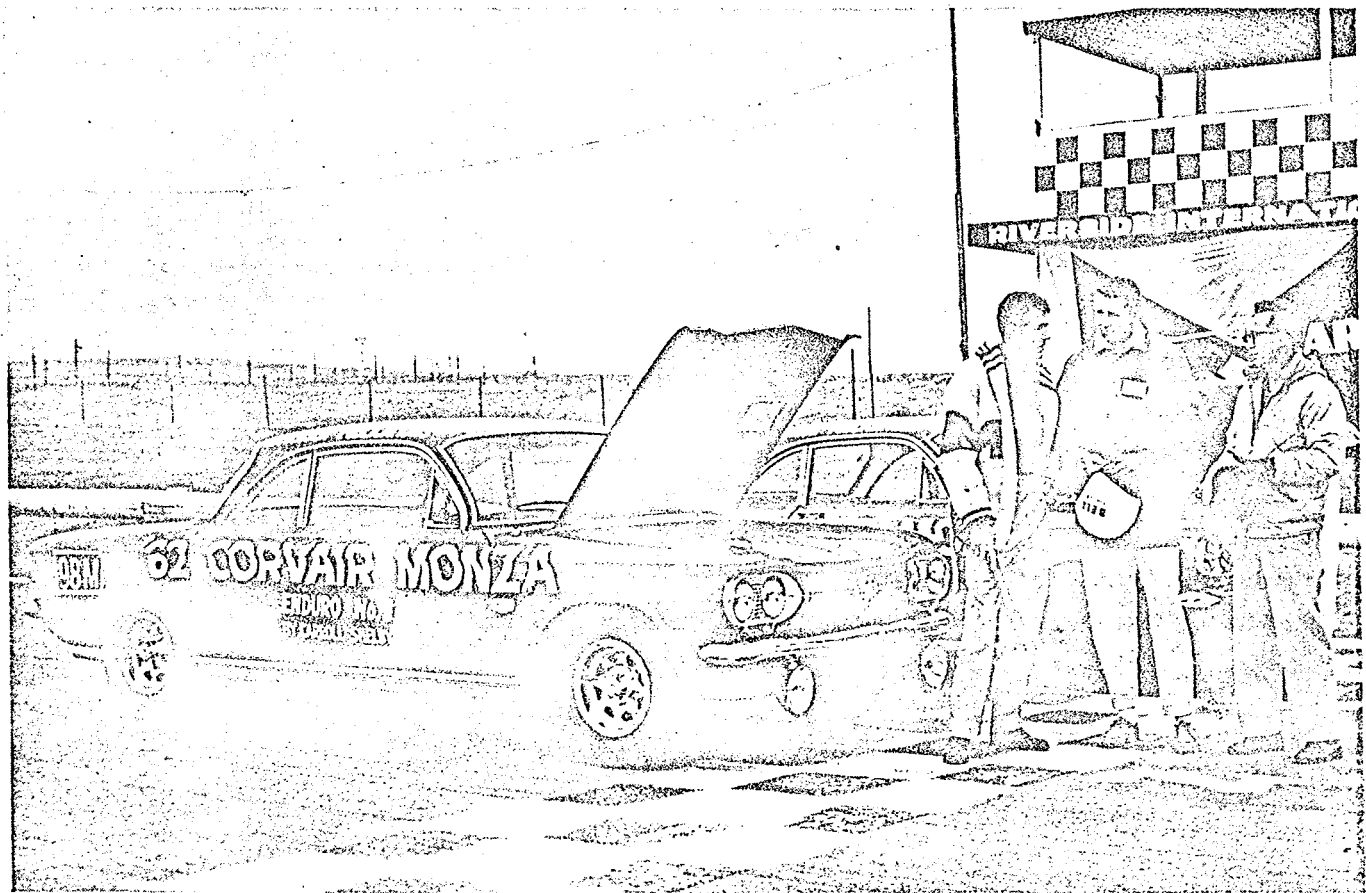
**AUG. 20 APPLICATION FORM AUG. 21**

Name \_\_\_\_\_ Phone \_\_\_\_\_  
Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
Year of Car \_\_\_\_\_ Body Style \_\_\_\_\_  
Type of Paint (Factory or Custom) \_\_\_\_\_  
Changes or Modification of Body \_\_\_\_\_  
Interior ( ) Original ( ) Custom \_\_\_\_\_ Year \_\_\_\_\_  
Engine \_\_\_\_\_  
I, the undersigned, agree that all persons who enter a vehicle for exhibition and competition purposes in the show will abide by the rules set forth by the show management. It is also agreed that neither the show producer nor the owners of the grounds in which the show is held shall be responsible to me for any damage to, theft or any part of my entry or display.  
Signed \_\_\_\_\_  
Make checks payable to:  
Niagara's Fall '83 - P.O. Box 46, Akron, N.Y. 14001  
Canadian Friends - Please remit in U.S. funds.



Petersen Publications Enduro test for Corvair nets 1549 miles in 1440 minutes — despite twists and turns, downshifts and upshifts, dry track and slippery wet surface, full stops every hour for gas check and driver changes. Here's what happened —

# MONZA MARATHON



On the starting grid at Riverside Raceway in Riverside, California, final instructions are given to starting drivers Wally Parks, center, and John Christy, right, by event director Carroll Shelby. Note Hands mag wheels, Lucas lights on Modified.

Two bright red '62 Corvair coupes lined up at the Riverside International Raceway's starting line recently, all set for a 24-hour "high speed economy run." One of the cars was a Stock model, having only such extra items as were deemed useful for safety. The other car, a Modified version, was fitted with some special equipment such as Bill Thomas' four-carburetor setup, Racer Brown camshaft, Hands magnesium racing wheels, sintered metal brake linings, open exhausts, Armstrong shocks via Bill Corey, etc.

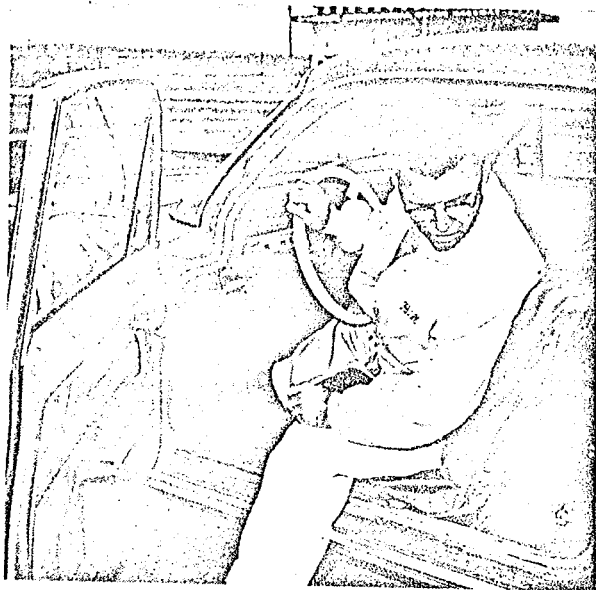
Both cars were equipped with Sun tachometers, EMPI front anti-sway bars and rear camber compensators,

Carroll Shelby small-size steering wheels, Tulareloft seat belts, Goodyear Blue Streak tires, dual Moon fuel tanks to aid in accurately recording the amount of gasoline used by each driver, and special sets of Lucas driving lights to illuminate the tricky turns during the night hours. Bell safety helmets, fitted with radio receivers, provided a means of communication to each driver, advising him of his progress.

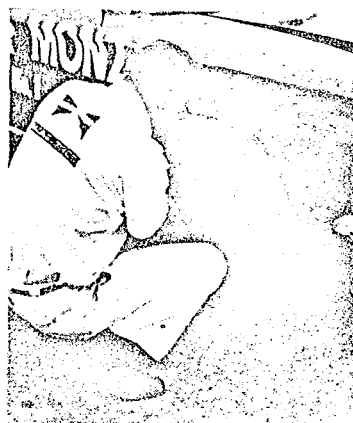
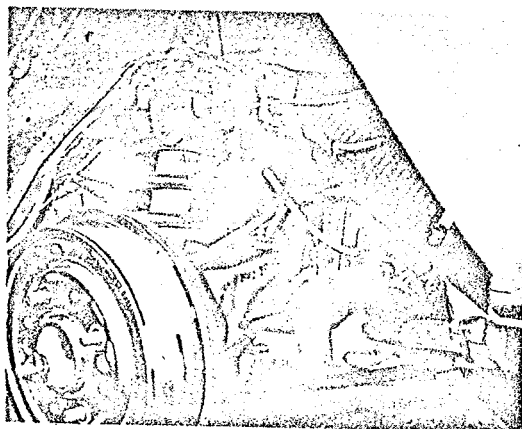
Known officially as Petersen Publications Enduro Test No. 1, the marathon was conducted under personal supervision of Carroll Shelby, sports car racing expert, in conjunction with the High Performance Driving School he

maintains at Riverside. Participating as drivers assigned to the two cars were top names in racing plus a good contingent of press and auto magazine representatives. The plan was to allow each driver two hours behind the wheel, with predetermined averages posted as a target speed for each car and with gasoline consumption and mileage carefully recorded for each hour's tour.

With drivers ranging from top professionals to pure novices, the road course and rear-engine combination posed a realistic test for equipment. First drivers off the line were John Christy, editor of the Sports Car Graphic, in the Stock Corvair, and Wally



ABOVE — Bill Thomas supervised preparation of both cars. Notice Covien steering wheel, Sun tachometer and Tularcloft seat belts used in Corvairs. ABOVE, RIGHT — EMPI anti-sway bars stabilized the front ends. Stocker used Armstrong shocks; modified car had Koni shocks. Both stiffened ride.



ABOVE — Rear suspension, at left, was made more rigid through turns by adding EMPI camber compensators. Brakes on stock car were standard, while Modified was fitted with Corvair's special sintered metal linings. Goodyear Blue Streak tires were used on both cars. Bill Yeager, right, checks the pressure at hourly pit stop.

BELOW — Sports Car Graphic Editor John Christy romps the stocker through Turn 6. Riverside course was chosen for its variety of driving conditions.



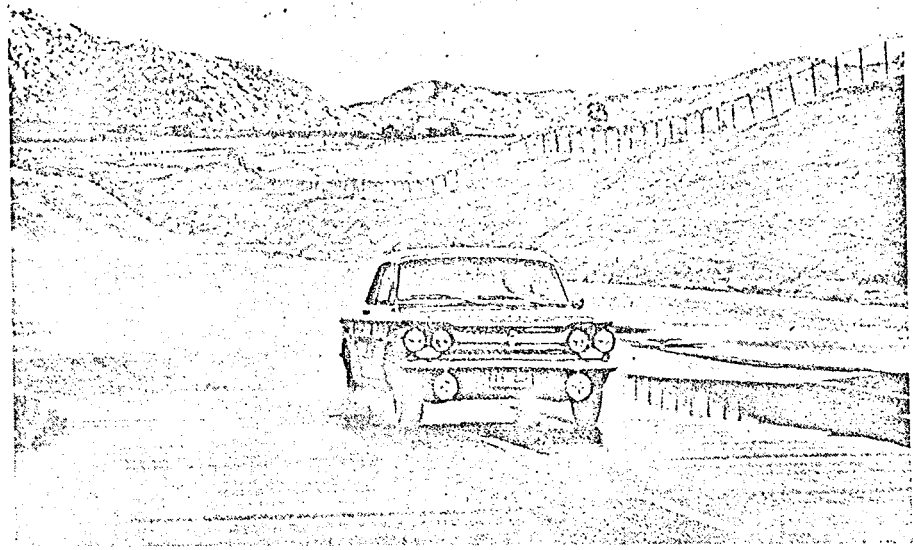
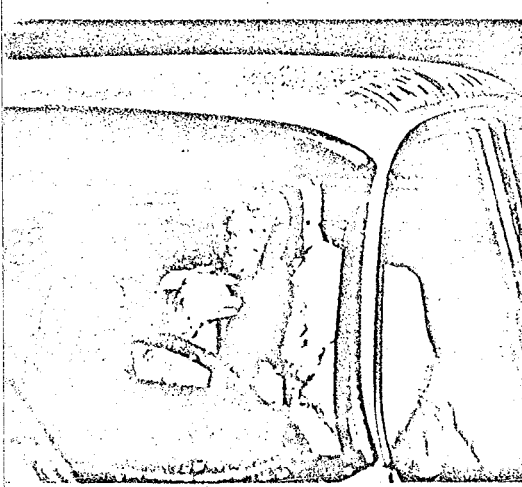
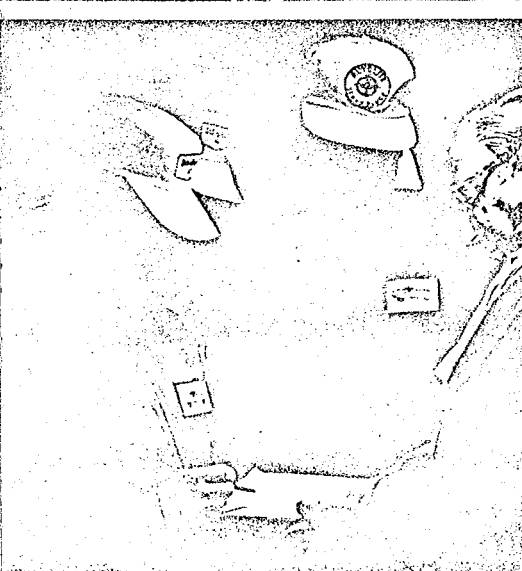
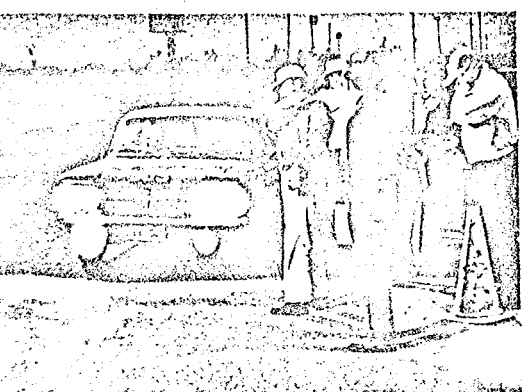
Parks, Petersen Publications editorial director, wheeling the Modified. Overall lap speed averages set for the cars on the twisting course were 65 mph and 70 mph respectively. At the end of the first hour the Stocker was breezing along, but the Modified was having troubles. It later developed that a mechanical failure not typical of Corvairs had developed—a loosened key in a timing gear allowed the cam to retard, thus impairing the engine's previously healthy power output. After a quick inspection the car was withdrawn from further participation in the Enduro, but it had already proved its potential and speculation ran high as to what lap speeds it might have chalked up with Dan Gurney or one of the other scheduled pilots aboard.

The real star of the show then turned out to be the Stocker, which continued running in perfect form throughout the

long night hours and on to the end of the 24-hour objective. Pouring rain during most of the night made the track slippery and laden with deep puddles, testing the skill of the drivers and adding to the event's challenge to the Corvair. Lap after lap, it steadfastly maintained its speed as the hours passed slowly by.

Drivers who spelled each other at the wheel included John Christy, SCG; Capt. Wally Burton, California Highway Patrol; Wilson Springer, L.A. Herald-Express; Bill Dredge, L.A. Times; Art Snyder, sports car driver; Chuck Nerpel, editor Motor Trend; Chuck Daigh, sports car builder and driver; Paul O'Shea, sports car driver-instructor; Louis Unser, '61 Pikes Peak hill climb winner; Jim Wright, Motor Trend technical editor; and maestro Carroll Shelby himself. Chief score-

(Continued on following page)

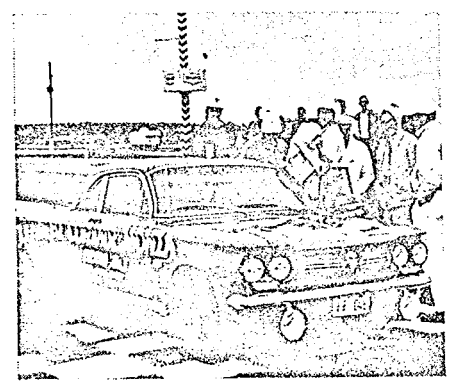


Corvair is pushed to speeds in excess of 105 mph in spite of deep puddles on the course. Stocker was turning 15 mph faster at finish than when it started. Daigh, O'Shea, Nerpel, Shelby shared driving chores during last 11 hours of test.

### MONZA MARATHON continued

keeper was Tom Bates, associate editor of Car Craft magazine, who kept vigilant watch on lap times, fuel gallonage, drivers' averages, etc.

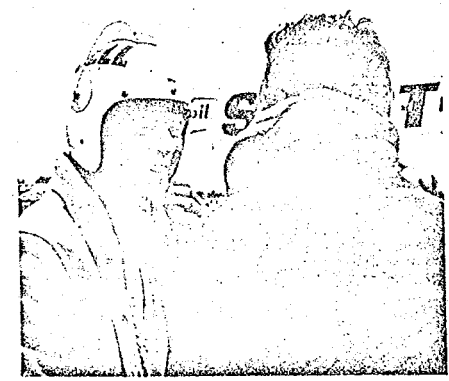
Twenty-four hours after takeoff time, which included eleven hours of running through torrential rain, the little red Monza rolled across the finish line, not one bit the worse for its grueling 1549.1 mile ordeal. Its running speed average was 66.3 mph. Gasoline mileage was 16.6, despite the fact it was driven at speeds varying from 40 mph on some turns to 105 mph on the straightaway, or every lap of the 2.7 mile circuit. The stock brakes were good as new at the run's end and only one quart of oil was added during the 1549 mile blast. Contestants and observers agreed this was one of the most demanding controlled endurance tests ever encountered by an American stock car, and Corvair won a flock of new admirers as a result.



*Skipping the 23rd hour fuel stop, Daigh ran out of gas, barely coasting across the finish line, concluding the Enduro 23 hours, 59 minutes after it started.*

Photos by Bob D'Olivo, Lester Nehamkin and Pat Brollier

**LEFT, TOP TO BOTTOM —** Motor Trend Editor Chuck Nerpel is waved off for an hour tour. Other editors of Car Craft, Rod & Custom, and HRM lost scheduled rides when hot Modified was withdrawn. Refueling with Mobilgas each hour, crew kept accurate record of each driver's mileage. Aluminum Moon fuel tanks were mounted up front to facilitate the job. Tom Bates, left, Associate Editor of Car Craft Magazine, checks the log in wee hours, compares speeds and mileages of drivers. At this time Highway Patrol Captain Wally Burton scored best average. Bottom photo: Chuck Daigh prepares for fast pre-dawn orbit around slick track.



Drivers were protected with Bell 500 TX helmets containing built-in receivers. Special instructions from pits could be transmitted to cars while on track.

# "WORLDS" APART!

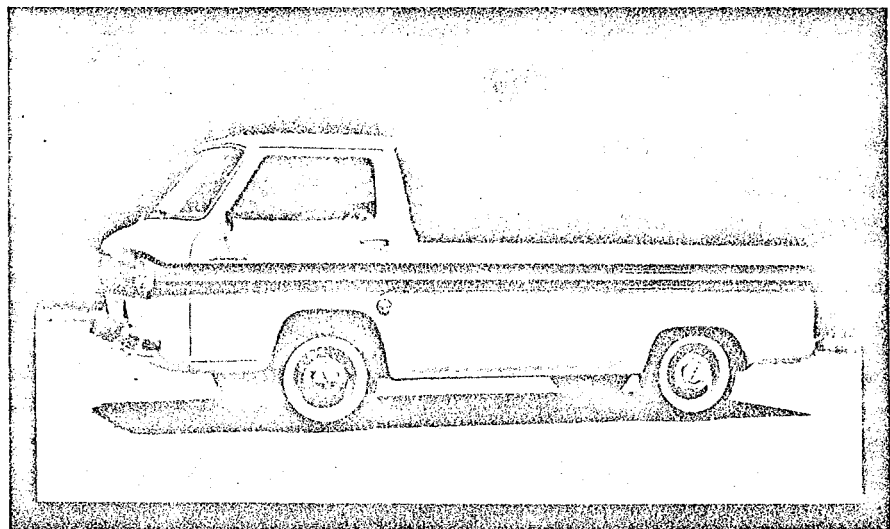
## LOADING HEIGHT FROM GROUND

	CORVAIR 95 VAN, PICKUP	ECONOLINE VAN, PICKUP
Side (Van).....	16.25"	22.2"
Side (Pickup—Rampside) (Pickup).....	16.25"	44.9"
Rear, Gate Down.....	29.0"	29.5"
Window in Rear Doors (Van).....	Standard	Extra-Cost
Side Door Height, Width (Van).....	51.08" x 53"	48.3" x 49.2"

## A NEW WORLD OF WORTH!

### WORTH MORE WHOLESALE, AT AUCTIONS!

Chevrolet ½-, ¾-Ton Pick-  
ups Worth MORE Than Ford  
Pickups: 1961—\$25-\$50 • 1960—  
\$25 • 1959—\$50-\$75 • 1958—\$25-  
\$50 • 1957—\$25-\$50



## A NEW WORLD OF WORTH! WITH 1962 CHEVROLET TRUCKS!

- ☆ Worth **More** Comfort, Convenience!
- ☆ Worth **More** Load-Supporting Ability!
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- ☆ Worth **More** When Traded In!

# D. & G. WELDING



63 ELMHURST PLACE BUFFALO, N. Y. 14216

PS 11  
:: <sup>(Corvair)</sup> Auto Frame Welding  
(ONE YEAR GUARANTEE)

:: Aluminum Welding

:: Stainless Steel Welding

:: Custom Fabrication

:: Portable Welding

:: Snow Plowing—Parts & Repairs

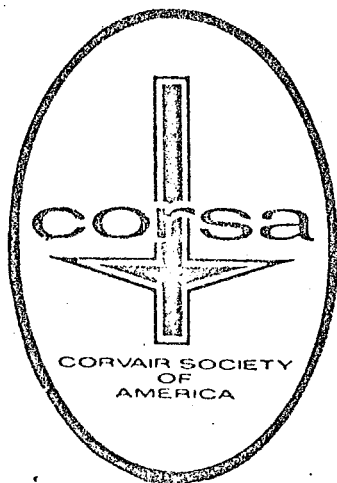
:: Trailer Hitches Installed

:: Custom Made Trailers

881-3088

24 Hour Emergency: 881-1765 or 881-6286





## Officers & Advisory Board

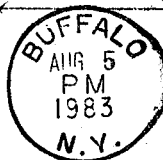
President	Dick Dahmer	825-4036
V. President	Stan Light	547-2273
Secretary	Paul J. Murnyack	625-9699
Treasurer	Terry Smith	741-3508

Adv. Board	Dick Dahmer	825-4036
" "	Stan Light	547-2273
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