

CCE Team at the 2024 CORSA Dayton Convention



Back Row Standing (l-r): Brad Adcock, Andrew Golt, Doreen Prucha (and puppy), Mike McGowan, LaRae Hirsch, Ron Hirsch, Kevin Kloker, Charley Biddle, Jackie Miller, Gene Miller Fred Castro, Ray Johnson and Larry Claypool.
Front Row Seated (l-r): Paul Dehnert, Lynda Neuner, Louie Zanon, Jeff Kamin, Diane Johnson and Shelly Claypool.

CCE at Dayton

CCE Members in Competition at the 2024 CORSA Convention in Dayton, Ohio

Brad Adcock - 1966 Monza Sedan

Autocross, 72.950 Seconds, Street Stock 4
Rally, Navigator Lynda Neuner, 2650 Score

Fred Castro - 1964 Spyder Convertible

Economy Run, 16.204 MPG, Turbo Class
Concours, Gold Award, 97.11 Score

Larry Claypool - 1965 Monza Convertible

Economy Run, 25.599 MPG, PG Class, Third Place
Autocross, 61.664 seconds, Street Stock 3, First Place
Rally, Navigator Shelly Claypool, 322 Score

Paul Dehnert -

Model Car Concours, First Place, Craftman Stock

Ron Hirsch - 1965 Corsa Coupe

Economy Run, 19.466 MPG, 4-carb Class

Jeff Kamin - 1963 Spyder

Concours, Silver Award, 95.93 Score, Preservation
Award, Factory Stock Restored

Kevin Kloker - 1969 Monza

Concours, Silver Award, 95.86 Score
Rally, Navigator John Funck, 501 Score

Gene Miller - 1966 Corsa Convertible

Economy Run, 23.091 MPG, Turbo Class, First Place
Autocross, 73.208 seconds, Improved Stock 3
Concours, Gold Award, 98.94 Score
Rally, Navigator Jacki Miller, 582 Score

Ramon Morales - 1961 700-Series

Concours, Gold Award, 96.45 Score

Lynda Neuner - 1966 Monza Sedan

Economy Run, 17.151 MPG, PG Class
Autocross, 70.549 seconds, Street Stock 4, First Place
Concours, Bronze Award, 88.37 Score
Cole Competition, 988.37 Points

Fritz Wiesner - 1966 Monza Convertible

Rally, Navigator Renee Wiesner, 946 Score

Renee Wiesner - 1966 Monza Convertible

Economy Run, 18.129 MPG, PG Class
Autocross, 102.968, Street Stock 3 Women

Lou Zanon - 1963 Monza

Concours, Silver Award, 95.93 Score

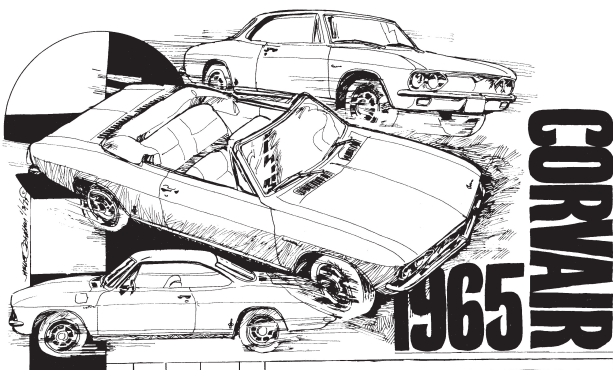
My 1965 Cord 810 Story

Tom Godar

I have always loved old, unique cars and the stories behind them. For about the last 10 years or so I had been covertly stashing away funds to surprise my wife with an Anniversary gift representative of my most sincere appreciation of her and our life together. So as I was periodically checking various car sites when I saw an ad with an unusual white convertible listed as a 1965 Cord. Now being a fan of old cars, and having just visited the ACD museum with my wife, I knew the Cord ceased production in 1938 and the listed asking price way too low. But I was intrigued so I contacted the seller for additional photo's, details and if this was a kit car. He responded no, suggesting I look up Glenn Pray and the Cord "Sportsman" or 810. A quick google search provided sparse details but enough that the more I read the more I was hooked.

Now it was around 9 PM when I convinced the seller to let me come see the car, over two hours away, at 6:30 AM so I could make it to work by 10 AM, then stayed up till 1a searching for more details on the car.

To say the least the sellers price, stating it came from a "private" family collection, 22k original miles on a 59 year old low production number car had me more than a little leery on what I was going to find. But from the moment I began to look her over this truly appeared to be original, non-restored Glenn Pray Cord. It had many of distinctive features I had found in my short research such as; the Turbo Charged Corvair engine and front wheel drive powertrain, Coffin Nose hood, Royalite molded body, reverse opening doors and roll up headlights. From almost first glance I completely fell in love with this car, a perfect parallel experience to meeting my wife for the first time over 40 years ago... so you could say it was destiny. The wonderful article Charley has found and posted provides much more history and details. I'm really looking forward to driving and sharing this unique Corvair powered vehicle especially with you all and telling the story of Glenn Pray who was much like all of us, just a guy who loved a particular type of car and pursued his dream to design and produce what Lee Iacocca referred to at its debut, "A unique second generation Cord".



Cord 8/10 Sportsman - Corvair Power

Allan Lacki

[This article was originally printed in the December 2016 issue of "the fifth wheel", newsletter of the Lehigh Valley Corvair Club, Allan Lacki, Editor.]

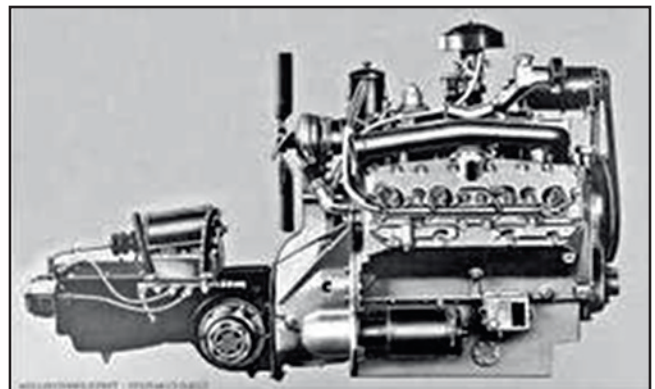
This is a short story about the Corvair-powered Cord 8/10 Sportsman replicar, announced to the press in September 1964 and manufactured by the Cord Automobile Company through 1966. It was an 8/10ths scale replica of the immortal coffin-nose Cords produced back in the 1930s.

The Sensational Cord 810 of 1936

The original Cord 810 created a sensation when it first appeared at the New York Auto Show in November 1935. Unlike earlier classic American cars, this was not a limousine to be piloted by a haughty chauffeur. That kind of car went out of fashion with the Great Depression. No, the Cord 810 was meant to be driven by the owner; a driver's car.



Distinctive nose of the original Cord 810.



Cord's Lycoming V8 with transaxle.

Like the wildly successful Miller Indy cars, it had front wheel drive. It was powered by a Lycoming V8 - a sister company that made aircraft engines. It had an electrically-operated Wilson pre-selector gearbox. The instrument panel was filled with gauges. And it was so sleek, so low.

Nobody had ever seen a car like this. In the front, it had