

# Taking Stock

Newsletter of the Stock Corvair Group

Volume 1 Issue 2

April 2006

## SCG Mission Statement

- Encourage interest in and aid in the research, preservation, restoration and operation of Stock Corvair automobiles, trucks and related vehicles
- Provide an environment in which members can expand their knowledge and common interest in Stock Corvairs
- Provide a friendly social environment in which members can appreciate and enjoy their progress in maintaining or restoring Stock Corvairs.
- Provide a means for gathering and publishing data, documenting the physical appearance, and historical background of Stock Corvairs.

## Inside this issue:

|                                       |              |
|---------------------------------------|--------------|
| <b>President's Message</b>            | <b>1</b>     |
| <b>Changes to 1966 Model Year</b>     | <b>1,3-5</b> |
| <b>1st Annual Stock Corvair Event</b> | <b>2</b>     |
| <b>SCG Officers &amp; Committees</b>  | <b>2</b>     |
| <b>1964 Interior Paint Codes</b>      | <b>6</b>     |
| <b>Editor's Mailbag</b>               | <b>7</b>     |
| <b>SCG Calendar</b>                   | <b>8</b>     |
| <b>Vice-President's Message</b>       | <b>8</b>     |

## Make Plans for Buffalo!



Bill Hubbell,  
SCG President

The CORSA International Convention in Buffalo is shaping up to be the biggest event in SCG history with the first ever Annual Stock Corvair Event (ASCE) to be held on July 27, 2006, immediately following the SCG business meeting.

Dave Ellis, Chairman of the SCG's ASCE Planning Committee, Stan East, SCG VP, and other members of the 4 Clubs, Inc., have worked tirelessly to develop the details of the ASCE and plan for the logistics. Dave has developed a draft of the event, with plans for registration to be included on the Convention registration form. His report is on page two.

Marissa Andolino, SCG Webmaster and member of the SCG Research committee, has labored long and hard to create an impressive web site for the Buffalo convention, with on-line registration for all events, including the ASCE and NECC events. You can access the site here: <http://www.shuffleofftobuffaloniagara.com>

Our Vice-President, Stan East, discusses the Canadian Corvair Reunion and



1960 Corvair on Assembly Line

NECC Time Trials on Page 8.

David Trull has given SCG permission to print his excellent article comparing changes from the 1965 to 1966 models, beginning on this page.

Hope to see all of you at the Buffalo convention and at the 1st ASCE!

## Changes to 1966 model year from 1965 model year\* compiled by David Trull

\* Items include those first offered in the 1966 model year and items that were put into production during the transition between the 1965 and 1966 model year. This list contains items and changes generally considered to be 1966 in nature but, many were running changes that occurred towards the end of the 1965 model year and therefore can be found on a number of late production 1965 Corvairs. Also a few items

were first made available later in the 1966 model year and will not be found on all 1966 models. When possible, dates for running changes are included. Dates on running changes were gathered from the 1965 and 1966 assembly manuals. The dates listed represent the date the changes were incorporated into the assembly manual with a revision. I believe these dates should be viewed as  
*(Continued on page 3)*

## ***1st Annual Stock Corvair Event***

***By David Ellis***

***Chairman, 2006 ASCE Planning Committee***

As the committee now envisions it, the ASCE will actually feature three different events, working in harmony:

### **Stock Corvair Display Event**

This is an opportunity for those who especially appreciate their Stock Corvairs to get together with others who are like minded. Participants will receive a photo of themselves with their car.

On-site registration for this event will be available. Vehicles will be displayed on the field grouped by production year, and then grouped by body style as is reasonable. It will be very interesting/exciting to see this many stock Corvairs in one place at one time. You might see some specific features that you have not had the opportunity to see before!

How many folks have ever seen a "desert air package" on a turbocharged car???

You never know, one might show up for this event. We suspect there will be lots of information exchanged amongst the participants themselves, and between the participants and those interested folks who will be walking the field.

### **Stock Corvair Evaluation Event**

A limited number of Evaluations will be able to be conducted, thus a first pre-registered, first served rule will be applied. That is, the cars will be evaluated in their pre-registration sequence. No on-site registration for this event will be available,

as we expect it will be pre-registered to capacity. The total number of cars that can be evaluated will be determined by how many Evaluation Teams the SCG can make available for this event, and the duration established for each evaluation. Participants will be able to keep their completed Evaluation Form. A detailed timetable defining the evaluation sequence will be created, and will be made available to folks in their registration package. The fixed evaluation time duration established per vehicle will be held closely to assure all scheduled participants successfully participate in the event.



(Please be aware that there will be some logistical issues to be addressed if you wish to participate in both of SCG events. Details will be presented in your registration packet)

### **Research Team Documentation Event**

The goal here is to have a group of knowledgeable folks (surely including members of the SCG Research team providing team leadership roles) fully document, both with text notes and with digital photos, a small number of known stock vehicles. For example, if there are 2

Documentation teams of say 4 folks per team, I expect it will take about 1 ½ hours per vehicle; as this will be a very thorough process. With about a max of 3 hours or so available, possibly only 2 vehicles will be able to be documented per team, thus 4 total. It will be the responsibility of the SCG Research team to identify the vehicles they wish to evaluate; and co-ordinate the event details with those vehicles owners.

The documentation will be gathered in a sequence established by a data structure that, "hopefully", will be fully defined and approved by them. This event is not intended to be one that the rank and file Convention attendees will participate.

### **Officers of the SCG**

|                      |                                   |
|----------------------|-----------------------------------|
| President:           | Bill Hubbell <whubbell@umich.edu> |
| Vice-President:      | Stan East <sgeast@interlog.com>   |
| Secretary-Treasurer: | Mark Corbin <airvair@richnet.net> |
| Historian:           | Bill Chellis <chelvis@camano.net> |
| Newsletter Editor:   | Bill Hubbell <whubbell@umich.edu> |

### **SCG Research Committee**

|                  |                           |
|------------------|---------------------------|
| Marissa Andolino | mandolin@rochester.rr.com |
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(Continued from page 1)

a ballpark figure, give or take a week or two, on when the changes took effect. Although the changes may have actually occurred on the dates listed in the assembly manual, it appears unlikely that GM would be so precise with running changes. Corvairs were also produced in three different plants during the 1965 and 1966 model years. (Willow Run, Van Nuys, and Oshawa). You would do well to assume that they did not occur at precisely the same time at all three plants.

Another factor to take into account is the imprecise nature of dated components in the car. Many components may have manufacturing dates on them. These include engine blocks, transaxles, instrument clusters, carpets, distributor, alternator, and the actual Fisher body of the Corvair to name a few. In general, these dates are usually within a few weeks of the actual production date of the car and fortunately this would apply for the vast majority of Corvairs produced. Unfortunately since a small number of Corvairs don't follow this pattern, we can't use the term "numbers matching" with 100% certainty. Here is why the numbers may not always match closely to the actual production date. Component parts including the Fisher body, should always have dates that would precede the actual production date. These components were stockpiled and usually used in production within a few weeks of manufacture. Slowdowns, over-production of parts, holdbacks and strikes can cause the gap between component manufacture and actual car production to widen. Fisher body was also known to Stockpile bodies and hold them before releasing them to the Chevrolet side for production. This is dramatically illustrated by the holdback of months on some bodies during the 1969 model year. Also Fisher would release a group of bodies at once, and that would explain why the assigned VIN does not always follow the sequence of the body number. (i.e. VIN # 10 has body # 11 and VIN #11 has body # 10). In view of these facts, generally speaking, you can get a rough idea when your Corvair was produced. Do not be surprised if a component or two have dates that fall outside that couple of week window. It still may be the original part that came with the car.

With the absence of production data from GM (no longer available) for US built Corvairs, the actual production date will remain unknown. GM Canada does have records on the actual production dates on Corvairs built in Oshawa. This can be obtained by mail. In the case of US built Corvairs, most owners will use the Fisher body build date as the production date, and the true build date (car assembled and assigned a VIN on the Chevy side) can range from a day to a week after the body-build date in most cases. Try checking the date codes on other components to see if they agree within a couple of weeks of the estimated production date. So there you have it. You can get a general idea when your Corvair was built, and you can compare that date with the general date a running change occurred. When considering if you car should have the running change or not, Allow some time leeway due to the fact that the dates we are using are estimates.

This list is as complete as possible but I'm sure I missed a few items. Feel free to drop me an email If you find any other changes to corsa@comcast.net 11/23/2003

*(1966 represented the last year for Van Nuys, California and Oshawa Canada built Corvairs, , all subsequent Corvairs were all built at Willow Run).*

## **BODY**

- New style tail light lenses (wedding band style on early 66s)
- New style rear lower exhaust grill.
- New style trim insert for redesigned lower exhaust grill for Corsa models
- No pin striping on beltline of Corsa model.
- New style Monza cross
- New plastic front "spoiler" lower valance
- New style "wide" chrome lock trim piece with blue instead of red center.
- Corvair script relocated from hood to front panel. (three instead of two prongs)
- New style standard hubcaps with new design plastic inserts
- New style one piece wheel well trim
- Different trunk lock cylinder
- Restyled thinner "look" rocker trim
- Front aluminum headlight bezels have minor change. (added weep hole)
- Remote mirror style changed to the "1967" style (03/02/66) (most 66 models had the older style which moved the entire head when adjusting)
- Headlight backing plate changed
- Sheet metal box on air inlet shelf now gone.
- New style rear hood emblems for 110hp emblem (new mounting holes on rear hood - fit newer 110hp emblem only)
- New style rear hood emblems for 140hp emblem (new mounting holes on rear hood. Fits newer 140hp emblem only)
- New style rear hood emblems for 180hp emblem (same mounting holes as all 1965 rear hood emblems)
- New improved firewall mounting for steering column to improve safety
- Fewer spot welds on body
- New style outside rearview mirror (non-remote)
- Trunk splatter paint color darker on 1966 Van Nuys built Corvairs
- Gas tank strainer removed (according to GM parts catalog)
- Attaching screws for tunnel pan changed. (01/04/66) '65 part # 9417881 '66 part # 9421479
- Front hood spring retainer has 2 screws on 65's and only 1 on 66's
- Steel floor plugs no longer have a notch on opposing sides like the 1965 models.
- Lower heater hose straps mounting position changed
- Speedometer cable routed differently. (07/09/65) The cable is routed under the brake line on 1965 models and over the brake line on 1966 models. (See assembly manual for details)
- Front license plate mounting frame changed. 1965 models had only round holes to mount plate. This required a nut and bolt to install the plate. 1966 models have square holes for plastic inserts, which require only a bolt to screw into the insert.
- Different routing of AC lines in body.

(Continued on page 4)

(Continued from page 3)

**BRAKES**

- Front brake shoe anchor pin changed
- Late 1966 models have predrilled holes for dual master cylinder.

**CHANGE IN FACTORY OPTIONS**

- Quick steering option now available factory option. RPO (N44).
- Headrest bucket seats now available RPO (A82)
- Rear power antenna now available. RPO (U75)
- Telescopic column without wood wheel now available RPO (N36)
- Hazard flasher now available factory option. RPO (V74)
- Shoulder harness now available factory option (after Feb 1<sup>st</sup> 1966) RPO (A85)
- Special performance suspension now an available factory option RPO (F41)
- Hood and Trunk auxiliary lights now available as factory RPO (Z19) pkg.
- Door edge guards now a factory RPO (part of the "Z19" Convenience pkg.)
- Manual tune radio is no longer listed as a factory RPO. (Still avail from dealer)
- 2 speed wiper/washer no longer an option and now standard
- Padded dash no longer an option and now standard



- Backup lights no longer an option and now standard
  - Triangular glass refill bottle no longer part of two speed wiper/washer pkg.
- (This was likely a Cost saving decision due to the fact that the 2spd wiper/washer was now standard and not an extra cost option as in 1965) (Still avail from dealer)
- Outside rearview mirror no longer an option and now standard
  - Rear Seatbelts no longer an option and now standard
  - Tires changed from 6.50x13 to 7.00x13
  - Window sticker style changed.

**ELECTRICAL**

- Brake pedal switch changed. (07/07/65) '65 part # 1993509 '66 part # 1993353
- Pos battery cable now routed through grommet in body instead of grommet in front shroud. (07/07/65)
- Slightly different wiring to power top relay on frame rail. See assembly manual for details.

- Different colors used on wiring harness (changed to match rest of Chevy product line)

**ENGINE / ENGINE COMPARTMENT**

- Linkage for 140hp engine changed
- New battery hold-down (06/04/65)
- New style rear engine motor mount. (03/04/65 )
- AC condenser relocated up away from engine.
- AC now available for 140hp models including Corsa.
- Receiver dryer moved from the engine compartment to the trunk
- ¼ in. size bolts for rubber engine perimeter seal (01/25/66) 1965's used 5/16in.
- New Style Turbo air cleaner sticker.

- Fuel lines on right side of 140hp models changed. (due to AC or smog pump)
- AIR smog pump added to California vehicles except turbocharged 180hp models.
- Some larger shroud bolt attaching holes on cylinder heads.
- Body platform code "Z" added to trim line on body tags on Van Nuys built Corvairs excluding those with optional headrests. This was added to identify Corvair platform since Van Nuys was producing other Chevy models now.

- No group 3 options on Fisher body tag
- Front engine shroud changed to delete axle dipstick tube hole
- Fan shroud has larger attaching holes due to use of larger attaching bolts in heads.
- "High" mount bracket for AC now available for use on 140hp engine. Low mount bracket still used on two carb models.
- Different mounting location for fast idle solenoid (Now mounted to fan shroud)
- AC cars no longer use 1961-63 style air cleaner assemblies. Std late model units used
- Different ignition coil mounting location on 1966 AC cars vs. 1965 AC cars. (11/11/65)
- Different distributors "re-curved" for AIR models
- AC rear lid mercury switch added to shut off compressor when lid is opened
- Transaxle oil dipstick check label in engine compartment now gone
- Voltage regulator mounts in different position. No longer mounted

(Continued on page 5)

(Continued from page 4)

diagonally as 1965 models. Now mounts pretty much straight up and down.

- Spare tire carrier assembly attached to frame rail changed. (01/07/66) Lug wrench no longer attaches to carrier and now attaches to floor shelf near jack.
- Clips attaching the molded insulation to the rear hood changed. '65 part # 9775412 '66 part # 389609
- Front shroud engine grommet changed from 4 hole to 3 hole. (06/15/65)
- Special crankcase vent tube for 1965 AC cars no longer needed and deleted.
- Special 1965 AC oil bath air cleaner setup deleted. 1966 models do not require a special oil bath setup for AC cars.
- Carburetor assembly changed. New part number with jetting changes

### INTERIOR

- New style upholstery with trim buttons and without map pockets.
- Wrinkled finished Corsa instrument cluster (dash) no longer has silver striping surrounding the dash. (08/13/65) '65 part # 6455028 '66 part # 6457062
- New style horn button for sport wheel option (non-telescopic)
- Different style ignition switch
- Different ignition lock cylinder
- Rear speaker grille style changed
- Thicker sun visors
- Tire pressure warning sticker in glove box changed
- Deluxe seatbelt buckles design changed
- Monza emblem on horn button changed
- Ashtrays now have a plastic "handle" that is screwed onto the front lip of the ashtray.
- New face design on tissue dispenser
- Different style rubber floor mats
- Monza dashes now black instead of silver colored.
- Shifter housing changed (05/05/65) '65 part # 3872873 '66 part # 3872875
- Shifter lever changed (07/07/65) '65 part # 3872871 '66 part # 3872872
- Chrome Corsa shifter housing changed. (07/07/65) '65 part # 3861871 '66 part # 3886500

### STEERING / SUSPENSION

- New two piece steering shaft with new type coupler (03/31/65)
- Steering column mast jacket different

### TRANSAXLE

- Change to a new Saginaw transmission for both 3 and 4spds.
- Front strut rod bracket to transmission cross member changed
- Axle half shaft u-joint to hub bolts size enlarged on both ends. (late '65 running change)
- No longer have dipstick for transaxle
- Backup light switch relocated on manual trans from bottom to the side
- Shifter rear stabilizer bracket changed
- Differential case changed (i.e. New mounting holes) to mount new style transmission.
- On the shifter assembly, the receiver for the ball of the shifter is a welded on stamped version, replacing the 1965 style cast piece.
- Throttle rod redesigned for new manual transmission.
- Different longer (24 3/8" Vs 23 1/4") transmission input shaft
- Rear transmission cross member redesigned for use with the new "Saginaw" transmission.
- Special flat metal locking piece attached to axle u-joint strap deleted. Bend up tang to lock. (08/13/65)
- Accelerator linkage crossbar pivot attached to transmission redesigned.



*1964 Interior Paint Code Chart  
Bill Hubbell*

I have compiled the following chart from a variety of sources to show in one place the colors and paint codes that were available on 1964 Corvairs. The chart is accurate, to the best of my knowledge, but as all research goes, I would consider it a work in progress. Certainly, if anybody has any corrections or suggestions for improvement I would love to hear from you.

The colors in the chart are only for illustrative purposes and are not meant to be accurate.

I do not have all the data for 1963 and earlier Corvairs, but if we agree this is a useful tool, perhaps we could gather the data for these years and produce the charts for them as well. The Later model Corvairs (65-69) would require a somewhat different chart, as I'm sure you can readily appreciate.

By way of explanation, wherever a code is missing either the color was not available from the manufacturer or I do not have the information.

Of course, all of these code numbers are obsolete, and it would be really nice to cross-reference them with modern paint numbers, for those restoration enthusiasts looking for the correct paint for their interiors.

Perhaps some enterprising members would care to take up the task of producing the charts for the Forward Control Vehicles as well.

My next project is to produce a color chart which shows what interior and exterior color combinations were available for each model for each year. I do have the data for 1964 but I haven't yet gotten around to making the chart yet. Once again, I would need help for the other years.

**Interior Paint - 1964 Corvairs**

| Body Tag Code | Color Name        | Main Color (60% Gloss)  |                              |                        | Steering Wheel Hub (60% Gloss)  |                              |                        | Dash Color (0% Gloss) |                              |                        |
|---------------|-------------------|---|------------------------------|------------------------|---|------------------------------|------------------------|-----------------------|------------------------------|------------------------|
|               |                   | Windshield, Upper and Side Garish Moldings, Windshield Header Molding and Frame, Door Window Inner Frames, Door Inner Panel, (Belt Area) Rear Quarter Window Garnish Moldings – front and upper. Rear Quarter Inner Panel. (Belt Area) Back Window Garnish Molding. Upper and Side Garnish Molding. Radio Auxiliary Speaker Grille Assembly. Seat Parts, Steering Wheel Rim (upper and lower sections only) |                              |                        |   |                              |                        |                       |                              |                        |
|               |                   | Steering Wheel hub, spokes, and middle sections of the rim (parts between the stainless trim rings and connected to the spokes), Steering Column Parts  |                              |                        | Instrument Panel and Windshield, Lower Garnish Molding, Radio Speaker Grill |                              |                        |                       |                              |                        |
|               |                   | Dupont (Acrylic)  | Rinshed-Mason (Std. Lacquer) | Ditzler (Std. Lacquer) | Dupont (Acrylic)  | Rinshed-Mason (Std. Lacquer) | Ditzler (Std. Lacquer) | Dupont (Acrylic)      | Rinshed-Mason (Std. Lacquer) | Ditzler (Std. Lacquer) |
| <b>A</b>      | Aqua (Med/Dark)   | 9005-L  | 62O36                        | DL-12533               | 9012-L  |                              | DL-12534               | 4429-L                | 63B23                        | DIA-12753              |
| <b>B</b>      | Blue (Med/Dark)   | 9006-L  | 62O24                        | DL-12351               | 96221   |                              | DL-12923               | 4430-L                | 63B22                        | DIA-12754              |
| <b>C</b>      | Saddle (Med/Dark) | 9015-L  | 62C82                        | DL-22162               | 9015-L  | 62C82                        | DL-22162               | 4436-L                | 63B83                        | DIA-22306              |
| <b>D</b>      | Red (Med/Dark)    | 9016-L  | 62T51                        | DL-71276               | 9016-L  | 62T51                        | DL-71276               | 4438-L                | 63B62                        | DIA-71360              |
| <b>E</b>      | Black             | 88-L  | 400                          | DL-9248                | 88-L  | 400                          | DL-9248                | 4428-L                |                              | DIA-9317               |
| <b>F</b>      | Fawn (Lt/Med)     | 4526-L  | 64O81                        | DL-22459               | 4527-L  | 64O82                        | DL-22454               | 4583-L                | 64O83                        | DIA-22455              |
| <b>Q</b>      | Ivory/Dk Red      | 4024-L  | 62V91                        | DL-8259                | 9016-L  | 62T51                        | DL-71276               | 4438-L                | 63B62                        | DIA-71360              |

Note: Colors are for illustrative purposes only

| Convertible Top Frame |           |                         |                  |                              |                        |
|-----------------------|-----------|-------------------------|------------------|------------------------------|------------------------|
| Body Tag Code         | Top Color | Frame Color (60% Gloss) |                  |                              |                        |
|                       |           | Color                   | Dupont (Acrylic) | Rinshed-Mason (Std. Lacquer) | Ditzler (Std. Lacquer) |
| <b>1</b>              | White     | Black                   | 88-L             | 400                          | DL-9248                |
| <b>2</b>              | Black     | Black                   | 88-L             | 400                          | DL-9248                |
| <b>3</b>              | Tan       | Med Fawn                | 4527-L           | 64O82                        | DL-22454               |

## Editor's Mailbag

From: Kent Sullivan  
 To: [scg-list@tiger.skiblack.com](mailto:scg-list@tiger.skiblack.com)  
 Sent: Sunday, January 29, 2006 1:45 PM  
 Subject: '65 - '66 Canadian Corvair differences page updated  
 Many thanks to all who have contributed over the past few months, especially Rob Hall, who has done a great job of preserving lots of original unique-to-Canada parts. Here's the link:

<http://www.corvairkid.com/oshawa.htm>

As usual, please send additions and corrections.



*Kent's beautifully restored 1966 Canadian Corvair*

Thanks, Kent

From: "Bill Hubbell" <[whubbell@cox.net](mailto:whubbell@cox.net)>  
 Sent: Monday, October 31, 2005 12:58 AM  
 To: <[scg-list@tiger.skiblack.com](mailto:scg-list@tiger.skiblack.com)>

Rich Thompson brought up a question about 1964 engine Deck Lids having to do with a mid-year change in the underside venting. I think I can narrow down the date of change to late March, 1964

My 1964 Ember Red Sedan (40960W22477 WR15189) has a build date of 03C. It has the eight oval drain holes found on all earlier models. However, it also has the extra holes for the longer rear weatherstrip.

Smitty's 1964 Daytona Blue Spyder Convertible (40667W229436 WR3709) has a build date of 03D. It has the 2 oval drain holes and 6 "pads".

So at the present time, it looks like there were 3 different versions of 1964 Deck lids, with the third version appearing near the end of March. We obviously should get more cars to confirm this date.

Bill Hubbell SCG President

From: Patrick Shaughnessy Sr.  
 To: [tatra@urbancom.net](mailto:tatra@urbancom.net)  
 Sent: Tuesday, February 21, 2006 12:06 PM

Good Morning Larry,

I have been procrastinating doing research on my 1960, 700, since I read the Feb 2005 CORSA Magazine article by George A.C. Beyea, on the "Early Parking Brake History". My 1960 is cascade green and had a nice restore in 2000, and still looks very good. Also my car was featured in the Dec 2000 CORSA Magazine on the back cover "1960s on Parade". The article caught my attention because I have one of those "early early models" (VIN # 00769W-100428) referred to in the article. I haven't done any serious research, but the info I received when I bought it was that it was built in July 1959, on the second day of production at Willow Run (the 428th Corvair built). My car has the horn cutout in front under the bumper; has the two drilled holes for the early parking brake (I have the early brake assembly uninstalled); and I have the rare first edition glove box manual with the early parking brake instructions., bill of sale, service manual & policy booklet (all original for my car).

I live in Holyoke, Massachusetts and would love to attend the 2006 CORSA Convention with my car. I don't know if you have any interest in an "early early" model for a display but I would be willing to bring it to Buffalo to show it off. I've also copied the Corvair Museum and Bill Hubbell on this e mail, because of his article on "My First Year: Taking Stock". Thanks and I look forward to all of your feedback.



*Pat's 1960 Sedan*

Pat

***(Editor's Note: I responded to Pat's letter and he will be bringing his very early 1960 to the Buffalo convention and it will be on display at the ASCE!)***

## ASCE, NECC Canadian Corvair Show & Powertrain History

By Stan East  
SCG Vice President

The 1st ASCE in Buffalo will actually feature three different events, working in harmony:

- **The Stock Corvair Display Event**
- **The Stock Corvair Evaluation Event and**
- **The Research Team Documentation Event**

So what is one to do before the Convention? How about attending and displaying your Corvair with the NECC during the lead up to the NECC Time Trials at Mosport?

If you do this, you will be part of the homecoming for many Canadian made Corvairs and a display of US made Corvairs during "Corvair Days" as declared by the Mayor of Oshawa Ontario. The Canadian and US Corvair display will be at the Holiday Inn in Oshawa Ontario Canada home to General Motors of Canada and just 3 hours from Buffalo.

Information is available online to register or the display at:

<http://www.corvair.org/chapters/necc/page2.html>

The event schedule for MOSPORT is:

- Sunday, July 23, 2006: "Corvair Day" in Oshawa, Ontario. Preliminary show to the Buffalo-Niagara Falls CORSA Convention. This will be the display of Canadian and US Corvairs on the lawn and parking lot of the Holiday Inn.
- Monday, July 24, 2006: NECC Time Trials at Mosport International Raceway, Bowmansville, Ontario. On the ten-turn 2.4-mile road course. Registration is open for Mosport. For those who are not oriented to time trials there is a special opportunity to get your Corvair out on the track under non performance conditions. There is a special event called "A Taste of the Track" in addition to NECC's standard time trials, for folks who want to see what time trials are all about!



SCG: "Saving the Past for our Future"

Well, here's your opportunity to get a full view of the day's driving experience. The NECC team will lead you through all the facets of what the driver does. No need to buy helmets and belts. All you need is the desire to have an interesting and fun filled day. You'll learn to be a corner worker and a pit marshal. You'll help control the event! During the day you'll have the opportunity to see the track from all the corners and the start-finish. You'll learn how we time the Corvairs and post results. The best part will be the opportunity to see the track from a driver's view. NECC will provide all the needed safety equipment and send you out on the track with your own car.

Following a pace car, you'll be able to experience the thrill of cornering and the experience of the long straight-aways. It may even be possible for you to get a ride with one of the qualified drivers.

During the "Corvair Days" get a chance to talk to race drivers and Concours people before the convention, see their cars side by side and most importantly get to see what the Mayor of Oshawa drives: two were made in Oshawa and one was made in Cannonsburg PA!

Now as if 2 days of fun before the convention were not enough, how about a free tour of the Tonawanda NY ,GM Powertrain Engine plant? This is a 2006 Convention Tour for free (well OK they want you to drive your Corvair to the plant on the opposite side of Buffalo from the Convention). This is on Tuesday July 25th with multiple small group tours throughout the day. Register for this tour and a piece of history on your Convention registration (either hard copy or online). This is a historical moment. There will not be many opportunities like this.

In addition the CPF Historical time at the Convention will be a roundtable discussion with management and line works who built all Corvair engines. This is Thursday evening immediately after the ASCE and will be the climax to the day of Corvair history the first ASCE and the team that built the Corvair engines.

Just a reminder: Proof of citizenship (usually birth certificates or naturalization papers) and photo ID are required between the United States and Canada. Passports are not be required (US & Canadian citizens only) however if you have a passport it makes the border crossings simpler.

Finally, the 4 Clubs Inc. want to welcome you to Buffalo/ Niagara: "**Home of the Corvair Powertrain**".

### SCG Calendar

CORSA International Convention July 24-29, 2006

Buffalo, New York

<http://www.shuffleofftobuffaloniagara.com>

Thursday, July 27, 2006

3:30-4:30 pm SCG Annual Meeting

4:30-6:30 pm Stock Corvair Evaluation (ASCE)