

# Bay State Corvairs

# VAIRFORCE



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**LOVE THAT  
VAIR!**



Chapter 017

# BAY STATE CORVAIR OFFICERS



**President:**  
 Jason Cesana  
 117 Chestnut St.  
 Manville, RI 01757  
 (401) 692-0852  
[jacesana1@verizon.net](mailto:jacesana1@verizon.net)

**Vice-President**  
**Membership Chair:**  
 John Teixeira  
 122 First Street  
 Raynham, MA 02767  
 (508) 822-6138  
[jt09330@Comcast.net](mailto:jt09330@Comcast.net)



**Treasurer/Merchandise Coordinator:**  
 Peter Roca  
 51 Everett Street  
 N. Attleboro, MA 02760  
 (508) 316-1661  
[pdr1961@comcast.net](mailto:pdr1961@comcast.net)

**Secretary/Editor:**  
 David McMillan  
 33 Woodhaven Blvd.  
 N. Providence, RI 02911  
 (401) 231-0784  
[dmac632000@yahoo.com](mailto:dmac632000@yahoo.com)



**Tech Advisor:**  
 Lionel Bernard  
 27 MacArthur Drive  
 Millbury, MA 01527  
 508-754-2097  
[Lionelsgarage@aol.com](mailto:Lionelsgarage@aol.com)

**Tech Advisor:**  
 Jim Bengiovanni  
 6 Allen Road  
 Milford, MA 01757  
 508-473-4989  
[jimb26@verizon.net](mailto:jimb26@verizon.net)



**CORSA Representative:**  
 Karl Haakonsen, Eastern Dir.  
 Roslindale, MA  
 (617) 469-2692  
[cityhawk@pobox.com](mailto:cityhawk@pobox.com)



**MAAC Representative:**  
 Tom Russ  
 Milford, MA  
 (508) 478-6678  
[teruss@verizon.net](mailto:teruss@verizon.net)



**Refreshment Coordinator:**  
 Cathy McCafferty  
 N. Attleboro, MA  
 (202) 957-4326  
[czarinacatrina@verizon.net](mailto:czarinacatrina@verizon.net)



**Event Coordinator:**  
 Elaine Sedani  
 Brockton, MA  
 (508) 584-7792  
[r.sedani@comcast.net](mailto:r.sedani@comcast.net)



**Event Coordinator:**  
 Sharon Leonard  
 S. Easton, MA  
 (508) 238-0455  
[shalibra@verizon.net](mailto:shalibra@verizon.net)

**On the Front Cover:** Samuel Boyden's 1964 White Monza in the Rafael's parking lot during the Holiday Party.

**On the Back Cover:** Side-view shot of the 64 Monza in the parking lot. We're all looking forward to seeing the car in the spring and summer shows!

# ***From the Driver's Seat***

Jason Cesana, BSCC President



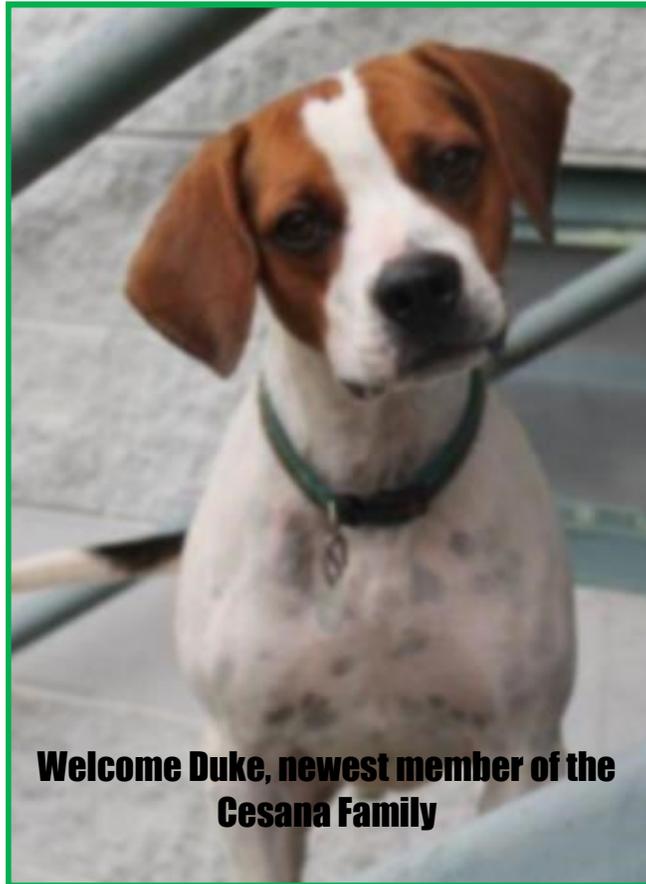
What a great start to 2015. On Saturday, January 17th we had our annual Holiday Party at Raphael's in Walpole. As always it was great to see everyone that attended. The food was excellent as usual and the company was even better. This year we did things a little different than in the past. We had three recipients for awards. Congratulations to Dave Silvia for winning the Bay State Corvairs ***Golden Quill Award*** for writing over 100 articles for our award winning VairForce.

Teddie Borey was awarded ***Rookie of the Year***. Teddie for most of this past cruising season did not have a car, but she came to many if not most of the events without the car. Teddie exemplifies what it means for club support! Carol Quinlin was awarded ***Cruiser of the Year***. A well-deserved award as she drives (and I mean DRIVES) the heck out of her Corvair. Carol is the exact type of person I have talked about in the past. Someone who promotes the Corvair and hobby by getting the car out in the public. My personal thank you goes to each of these fine Bay State Corvair members for supporting the club and the hobby. You are awesome! (ed. Note, pics are on page 8)

While not much has been going on in the car world (heck I haven't even started the 64 in two and a half months!) life has been pretty busy in the Cesana household. As some of you know at one

point we had three wonderful dogs. Two were brothers that we got when they were born, and we bought the house. Hey it's the American dream! Buy a house, get a dog! The other dog we rescued from some people that abused her. Eventually time took its toll on each one and one by one they passed away. It has been almost two years since the last one passed so we started looking for a new dog. We volunteer at a local rescue here in RI called Little Rhody Rescue. Kate, the owner, is also a technician at our vets so she has been there for each one of our previous dogs' illnesses and deaths. She knew we had been looking and we knew we wanted a rescue dog. Well, we found him, and the Saturday after the holiday party we welcomed home 'Duke'. He is a Beagle, Boxer, Fox Hound mix. It is truly amazing how fast an animal can capture your heart. He comes from Tennessee and was rescued there from a kill shelter. It is amazing that it is so difficult to get people to adopt a three year old, but we are so happy with our choice.

Okay, so now it's time for the shameless plug! We



**Welcome Duke, newest member of the Cesana Family**

help our shelter with donations. Little Rhody Rescue is always looking for bleach, toys, blankets, etc. Now I'm not asking for you to donate to this particular shelter but keep in mind any shelters in your town. Most of these places depend on donations to survive and to make adoptions possible. Please consider helping out especially in the winter months. If you are looking for a pet please consider a rescue.

As always, I look forward to seeing you at our monthly meetings. I know its cold and snowy out, but the friendly atmosphere will keep you warm! And on the bright side

spring is not so very far away!

**Jason**

# ***A Word from the VP***

**John Teixeira, BSCC Vice-President**

In this month's article I'd like to focus on two items, membership and the Fall Classic at Clark's.

We ended 2014 with 117 members, pretty impressive for a club devoted to a car thought to be dangerous to drive, huh? Well, as of the last officers' mid-month meeting, it was reported that we are starting off the year with 60 members re-upped for 2015. That's a good start, but let's see if we can beat last year's total. Dues as you know are \$25/year. Checks should be made payable to 'Bay State Corvairs' and mailed to 33 Woodhaven Blvd, N Providence, RI 02911. You may also bring your checks to the monthly meeting and give them to Dave McMillan. If your contact or car info has changed, please fill out a new application form so we don't lose touch with you. The form is available on the club website or from any club officer.

Okay, now for the Fall Classic. This year is the 50<sup>th</sup> anniversary of the late model design of our beloved car. That will be the theme of this year's show. You might be saying,



“But it's nine months until the show, isn't it kind of early to talking about that in January?” Well, it's not. There are trophies to order, dash plaques to design and many preparations to make. And don't forget there is the room booking if you are planning to spend one or two nights in the Shelburne Falls area. I have made my reservation and the process described later in this newsletter (ed. Note—see ad page 13-14) went smoothly. Remember booking early is **not binding**, you can cancel up to 6:00pm of the day before your booking. Next, there are the raffle table prizes. The revenue generated from this show is what supports the club for two years. We have expenses like postage and printing of the newsletter, November's pizza night, the holiday party, rent at the Tavern, and all of the other costs associated with running an organization like ours. We will be looking for baskets and other item donations for the raffle table. You may also sponsor dash plaques for a class or a specialty category like valve cover races or 'longest distance traveled'. And most important is your help the day of the show with items like set up, cooking, selling 50/50 tickets etc.

Well, enough from me for this month, see you at the monthly meeting on Wednesday, February 25<sup>th</sup>. And remember, there are only a little over 35 days until April 1<sup>st</sup> when most of our cars hopefully come out of hibernation!

*Be safe at all speed,  
John*

## ***From the Editor's Laptop...***



I've finally gotten a spare moment to finish up the newsletter! I don't know about you, but I've been busy shoveling my driveway every weekend, AND cleaning off portions of the roof. Anyone else have an ice dam problem? My ladder has gotten more use outside than I can remember, at least in the past year or so. They say once you have an ice buildup, the only thing to solve

it is the spring thaw, but that hasn't stopped me from trying whatever I can to reduce the amount of water dripping inside the house. My efforts have at least done that. That's pretty much been the routine for the last several weeks; sleep, get up, shovel, go to work, come home, chisel ice out of the gutters, shovel some more, eat, go to bed, repeat. Sundays are spent getting caught up with the household chores, hence this combined “winter edition” newsletter.

Perhaps we should all follow Chuck and Sharon's

example and spend some time in the warmer climate while New England has been buried under this huge blanketing of snow. I'm sitting here typing and more of that dreaded white stuff is coming down.

*Vairy truly yours,  
Dave*

**Ray and Kathy B visited with Chuck and Sharon in the Sunshine State earlier in January. They submitted this picture to help cheer us up.**



## AS "UNSAFE AT ANY SPEED" MARKS 50 YEARS,

### CORVAIR VALUES HIT

#### ALL-TIME HIGH

By: Rob Sass



This year marks the 50th anniversary of Ralph Nader's book "Unsafe at Any Speed," in which the young Harvard-trained lawyer/activist did a serious hatchet job on what was a very interesting and unconventional American car. But the Chevy Corvair is clearly having the last laugh. Ironically, as the book turns 50, Corvair prices have reached an all-time high.

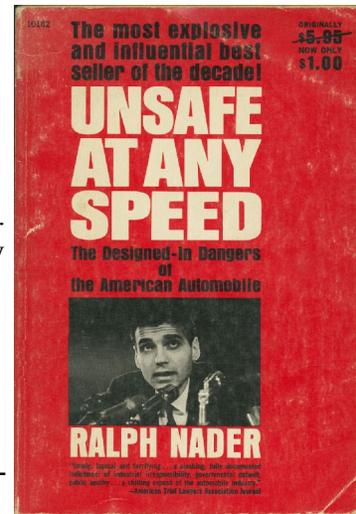
Although most people have come to believe that "Unsafe at Any Speed" was almost solely about the Corvair, it was actually Nader's indictment of the level of thought that went into automotive safety design at the time. Blind-o-matic shiny chrome dashboard trim, impale-o-matic steering-wheel horn rings and sharp protruding buttons were common at a time when consumerism and automotive gimmickry were understood far better than vehicle safety.

Nader singled out the 1960-63 rear-engine Corvair for the design of its rear suspension and its lack of a standard anti-roll bar or camber compensator. Because the Corvair employed a semi-independent, swing-axle design — which lacked a universal joint at the wheel/hub end of the axle — excessive camber change during very extreme cornering could cause the rear wheels to tuck under and trigger a spin. Mercedes-Benz, Volkswagen and Triumph used a similar design but were not targeted by Nader (probably because giant General Motors made such a tasty target in his eyes).

GM changed the suspension design to a more advanced fully independent one when the car was restyled for 1965.

Respected enthusiast publications thought the 1965-69 Corvair to be one of the best-styled and engineered post-war American cars, with *Car and Driver* magazine's David E. Davis Jr. among the most enthusiastic. Jay Leno has had a red Corsa coupe in his collection for years, and the rest of the collecting world seems to be catching on. The price for just about every sub-model of Corvair is at an all-time high. The ultra-desirable turbocharged Corsa convertible that in 2006 cost about \$15,000 in excellent condition now goes for about \$20,000. Ironically, the humble-but-cute 1961 Corvair Lakewood station wagon is up just as much; an example in excellent condition that would have cost you about \$7,400 in 2006 will now set you back about \$12,800. In addition to the fact that Corvairs are good first-collectible cars — attractive, interesting and fun to drive — they have cross-over appeal; European car aficionados tend to view them favorably, with some even comparing them to early Porsche 911s (another car that has skyrocketed in value).

Although it's unlikely that Corvair prices will truly follow in the footsteps of the 911, the much-maligned cars are only going to go up as more people realize that they offer a great combination of good looks, technical interest and value. With a plentiful supply of parts and strong club support, it's a great time to grab a good Corvair before prices rise even higher.



# Our 42nd Year!

## Get the 2013-2018 Catalog

If you did not get the catalog in 2013 or 2014, you can get one **FREE** on your first **\$50 order** during 2015.

(Additional catalogs \$3 with an order)

*Over 100 new repro parts in the past 3 years.*

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# DON'T FORGET EMPI

By Dave Silvia

As I have mentioned in previous articles, I have a huge collection of old hot rod and custom car magazines from the 50's and 60's.

Some are pretty worn now but I still love looking through them. Nearly all the companies that manufactured hi-performance

Corvair parts are long gone; most have closed their doors or were bought out.

However, one company is still out there, EMPI.

EMPI started out selling hi-performance Volkswagen parts but when the Corvair arrived on the scene in the early 60's that changed. The lowest performance Corvair engine had twice



the horsepower of the VW engine and was air-cooled. Even though the Corvair engine was larger and weighed more than the VW engine it didn't take long for Corvair engines to find their way to the engine bays VW Beetles. EMPI saw that their VW customers were installing Corvair engines in Beetles so they designed and built parts to simplify the installation.

The first Corvair parts that EMPI sold addressed the two main problems with swapping the Corvair engine: adaption and rotation. The adapter was designed to mate the rear of the Corvair engine to the VW transaxle. The adapter utilized the stock

Corvair starter with an open nose cone and a special starter drive to mate to the VW ring gear. This made bolting the two together a snap. The other problem is that the Corvair engine turns in the reverse direction of the VW engine. To address that problem, EMPI sold a ring rear kit that reversed the rotation in the VW differential.

**EMPI CAMBER COMPENSATOR®**  
Probably the best single suspension modification you can make on a Corvair, Volkswagen, Tempest, or other swing axle rear end is the addition of a Camber Compensator®.

The Camber Compensator® links both half axles into a fully integrated spring suspension system that keeps both wheels working when cornering or driving in gusty winds.

This specially designed heavy-duty transverse spring linkage shackles to the axles just behind the wheel hubs, with a center pivot point at the differential housing. The stabilizing effect of this simple modification is literally amazing. Cornering loads are shared by both wheels. The result is improved handling and road holding stability, particularly at speed.

Kits come complete with all fittings and hardware. **\$19.95 and \$24.95.**

**EMPI TRACK-TRU SWAY BARS**  
These new anti-sway bars are second generation improvements over earlier models. They have been extensively tested at Riverside International Raceway and have an even higher degree of stability than their quite successful forebears. These new models are husky enough to withstand the rigors and extreme stresses of race competition.

The TRACK-TRU front bar will add considerably to the safety and driving ease of any Chevy II, Volkswagen or Corvair passenger car or truck. It will improve steering and reduce the effect of crosswinds.

TRACK-TRU bars are cad plated for rust protection. The installation is quite a calm affair, requiring no welding or cutting. The kit comes complete with everything you need except manpower. **\$17.95 and \$19.95.**

**EMPI CAMBER COMPENSATOR®**  
 Corvair passenger cars and trucks, Porsche 1957-61 and Tempest passenger cars.....**\$24.95**  
 All VW cars, trucks, Ghias thru '63, plus Renaults '57-'62.....**\$19.95**  
 Porsche 1956-57.....**\$21.95**

**EMPI TRACK-TRU front anti-sway bars.**  
 All Corvairs, Chevy IIs, and VW trucks and station wagons.....**\$19.95**  
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Be sure to state year, make and model. Enclose full amount with your order and EMPI will pay shipping anywhere in the continental U.S. Californians add 4% tax.

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**CORVAIR to VOLKSWAGEN ENGINE ADAPTER KIT**  
Adapts any Corvair Engine to All Volkswagen Transmissions

**Increase Power to 100 HP! Have POWER to spare by installing a larger, more powerful Corvair engine in your Volkswagen car, Transporter, Karmann Ghia, or Dune Buggy (using Volkswagen chassis). Precision fit adapter and flywheel makes it easier, less costly to convert your car to a real "bomb." Kit includes adapter, NEW MODIFIED Volkswagen 1500 Transporter type flywheel (stronger than passenger car flywheels), all necessary parts, (except starter adapter and starter drive kit—see below), grease retainer, bolts and instructions. No exchange necessary on any parts. Some modification to engine compartment is necessary in sedans and transporters to accept the Corvair engine.**

**85-0907U—..... 1-Kit \$134.95**

**STARTER ADAPTER.** Permits easy installation of 6 volt, 6 cyl. or 12 volt Chevrolet starter. (6 volt starter may be used to retain original Volkswagen 6 volt system if desired.)

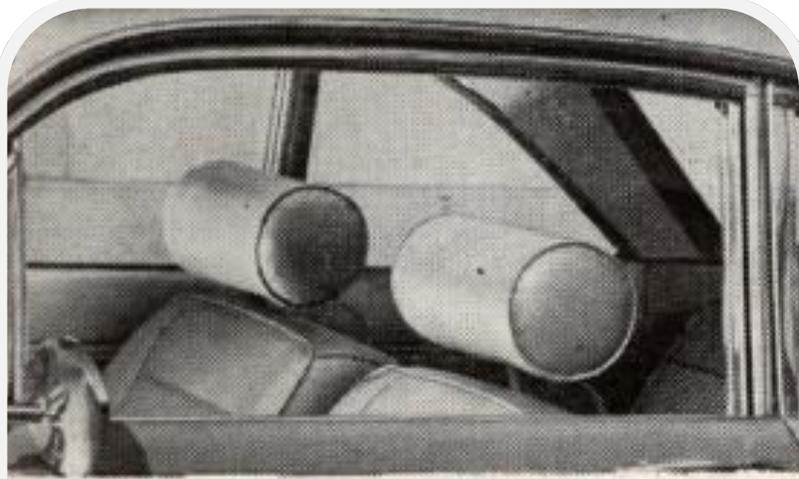
**85-0908B—For 6 volt starter, \$16.95**  
**85-0909P—For 12 volt starter. Ea. \$16.95**

♦Note—For 12 volt systems order 85-0910Y below.

**STARTER DRIVE KIT.** Adapts Corvair starter to flywheel gear (not shown). Used with 85-0909P adapter for 12 volt systems.

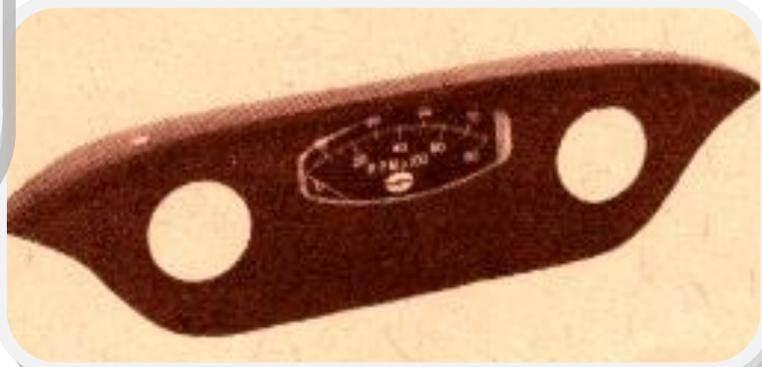
**85-0910Y—..... 1-Kit \$18.95**

As the EMPI grew their line of parts began to extend to the Corvair itself. One of their more heavily advertised parts was a Camber Compensator. It was designed to address the inherent handling problem of early Corvairs and although it predates the 1964 Corvair transverse spring, it looks remarkably like it. (Continued Next Page)



**EMPI-Colgan Headrests**

**"THE GAUGE PANEL HAD A BUILT IN TACHOMETER AND SPACE FOR OTHER GAUGES AND SWITCHES."**



**EMPI (Continued From Previous Page)**

By 1963 EMPI was selling steering wheels, headrests, shift knobs, and gauges for the Corvair. The gauge panel was similar to the style sold by another long-gone manufacturer, Ropal. The gauge panel had a built in tachometer and space for other gauges and switches.

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It appears that EMPI only targeted the early Corvair market and abandoned the Corvair-specific parts market when the late model Corvair arrived; the exception being their engine adapters which sold well in the blossoming Dune Buggy market of the late 60's. Today, EMPI is still around but nowadays only sells Volkswagen parts. EMPI actually went out of business at one point and the company was revived so it is unlikely that they have Corvair parts hiding on the shelves in a dusty warehouse, BUT the good news is EMPI Corvair parts often show up on eBay – so keep looking – I do!



**PLAINVILLE UNITED METHODIST CHURCH**

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Plainville, MA 02762  
(508) 695-9587  
Living Bread Food Pantry

December 1, 2014

Mr. Peter D. Roca  
DBA Bay State Corvair Club  
51 Everett Street  
N. Attleboro, MA 02760



Dear Corvair Club Members,

This is to acknowledge with great appreciation your generous donation to the Living Bread Food Pantry. Our Food Pantry helps several families every week and our resources are consumed rapidly. Over the past several months we have had an increase in the number of families using the Food Pantry due to the economy. We could not operate without help from concerned, giving people like you. Your gift will make it possible for us to honor our promise that no one in the Plainville area will ever go hungry.

Once again thank you very much for your donation of \$250 and thank you for your continued support.

Yours truly,

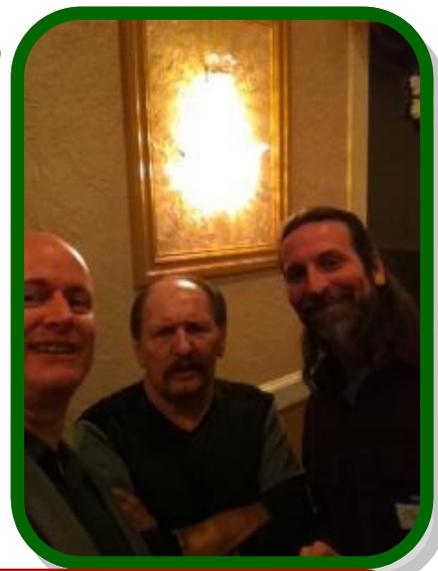
*Rebecca Simon*  
Rebecca Simon  
Living Bread Coordinator

Website: [www.PlainvilleUMC.net](http://www.PlainvilleUMC.net)  
E-mail: [PlainvilleUMC@verizon.net](mailto:PlainvilleUMC@verizon.net)

# Bay State Corvairs' Annual Holiday Party



**Left: John Teixeira prepares to call out the raffled door prizes.**



**Right: Three amigos, Dave McMillan, Bob Sedani, and Steve Boyden share a few laughs.**



**Left: Samuel "Tucker" Boyden drove his Corvair to the Party. The day after he got his driver's license.**



**Right: The buffet table was well attended. Good food!**



**Left: The door prize and parting gift table. Each attendee got a Bay State Corvair pen and an ice scraper. How fitting and useful! Right: Teddie Borey receives the "Rookie of the Year" award. Not pictured: Dave Silvia received the "Golden Quill Award" for writing over one hundred Articles.**



**Left: The Carol Quinlan receiving her "Cruiser of the Year" award.**



**Right: Ron Moller picks out his door prize.**

# Terry Stafford and His Lime Rock Articles

*PART 1 OF A 6 PART SERIES*

*by Terry Stafford*

Lehigh Valley Corvair Club

Intro by Al Lacki

*Way back in 1992, Terry Stafford of the Long Island Corvair Association wrote a series of six articles about preparing Corvairs for the Northeast Corvair Council (NECC) time trials at Lime Rock.*

*Although Corvair Days at Lime Rock are just a memory, Terry's articles are still relevant today because they provide good advice for putting Corvairs in tip-top mechanical condition. Perhaps you'd like to drive with NECC this year at, say, New York Safety Track or New Jersey Motorsports Park. And so we are reprinting Terry's articles right here, for the very first time.*

*This series of articles is not just for track guys. Are you bringing an old Corvair out of a deep slumber? Are you hoping to drive your Corvair to the CORSA Convention in Tennessee this year? Terry's articles can help you prioritize the things you need to do to get your Corvair ready for the long haul. And they're entertaining, too.*

I've never written a series of articles like this before so first I'll lay out a plan for preparing for Lime Rock. But before we can start I have to ask you to pick a car. Yes, you have to bring your own car or plan now to borrow one. By choosing the car now you can put all your effort in one direction and get further along. And if you "tell the car" about Lime Rock, that car will want to be taken on the track and will bring you to the race track in August come \_\_\_\_ or high water! (That thought is not widely believed but I know it to be true.) My only caution to you is that I was "normal" before I ever drove at Lime Rock.

Now for the plan: Let's call it the \$100 per month plan. (Or \$50, or \$25, or \$10.) This month, bring your \$100 to the NJACE Small Parts Auction. That's right, bring Lime Rock money. It's easier to spend because it's not yours, it's Lime Rock's. And bring a list of things that you could use. (Also bring things that you don't need that you can sell, to raise money and help with this whole effort.)

Here are some ideas for your list: First is safety and mechanical needs, i.e., seat belts, mirrors, vented gas cap (per original), new brake pedal cover, shocks, etc. Second would be parts for any repairs you intend to make before August, i.e., new plug wires, carb rebuild and tune-up kits,

front end parts, etc. Third, and only third, are upgrades to improve performance, i.e., hi performance tires, engine upgrades, quick steering arms, etc. Fourth is things to make you look better (for the crowd around the winner's circle), i.e. new emblems, seat covers, quarter panel trim, white scarf, nice sunglasses, CORSA T-shirt, etc.

Now you may have wanted to ask, "why have Lime Rock on your mind in February?" You will not find these parts this cheap again, and besides, it's nice to have twenty to thirty knowledgeable consultants with you when you are shopping.

**A Word About Safety Belts.** Stock lap belts may be good enough for autocross and drag racing, but you'll need a shoulder harness to drive on a road course like Lime Rock. All road courses now require a minimum of a shoulder belt with your lap belt, called a "3 point belt", because there are 3 points where it is bolted to the car. Go to the



web site at [www.neccmotorsports.com](http://www.neccmotorsports.com) to find details, and several suggested options.

This will require modifications to a stock Corvair, but provides additional safety for street use too. Or you can install a high back racing seat just for the day. If the seat back is higher than your shoulders you can buy a "4 point racing harness" that can be mounted to the stock front and rear seat belt bolts. And this kind of racing seat with 4 point belt keeps you straight up and right where you want to be in all cornering and braking circumstances.

If you have to add rear seat belt mounting bolts because your car never had rear belts, these are under your rear seat. They will never show once the racing seat is removed and regular belts reinstalled.

Next month, we will start going over the car. This series will cover car inspection and safety items, touch on classification regulations (what you can change and what it will mean), performance upgrades, registration information, what will be expected of you at the track, what you should expect on the track, and anything else you ask me to cover.

Now, for your homework assignment: Clean anything you can on or off the car, and watch the Daytona 500!

# Did You Know...



That directional lights do **not** give you the right of way. You should always use them when changing lanes or exiting and entering the roadway. But remember you still have to **wait** for your right of way. You should not force another driver to brake to avert a crash.

## Doo Wop History

### Excerpt about "The Corvairs" From Marv Goldberg's R&B Notebooks

([www.uncamarvy.com/Leaders/leaders.html](http://www.uncamarvy.com/Leaders/leaders.html))

...In September 1958, Nelson Shields and Ronald Judge came to New York to seek their singing fortunes. Taking jobs in Macy's Department Store, they bided their time until the following year, when Nelson met tenor Joe Shepard at a party. The group that resulted from this chance meeting consisted of: Nelson Shields (second tenor), Joe Shepard (tenor), Prince McKnight (tenor), Ronald Judge (baritone), and Billy Faison (bass). They called themselves the Corvairs, after that nifty new 1960 Chevrolet with the engine in the rear. Soon after, they met Floyd "Buddy" McRae (one of the original Chords, of "Sh-Boom" fame), who became their manager.

In early 1962 Buddy got them a recording deal with the Comet label. (Earlier recordings on Cub, Clock, and Crown are by a different Corvairs group; they're the ones who ap-

### Billy Faison, Joe Shepard, Nelson Shields Ronald Judge, Prince McKnight



Corvairs - 1961

pear in the common Corvairs photo. The Corvairs on Sylvia may also be that group.) "Hey, Sally Mae" has Nelson on lead, while the flip, "True True Love" has the group singing in unison. The sides were arranged by Dave "Baby" Cortez.

After this, they hooked up with Gene Redd, Jr., who was rehearsing groups at the Harlequin Studios at 45th Street and Broadway (two of his groups that went on to fame and fortune were Black Ivory and Kool and the Gang). (Note that Gene Redd, Jr. had been a member of the 5 Chimes and the Fi-Tones; his brother Donald was in Larry Gales' Starlings/Twilighters. Their father, Gene Redd, Sr., was a sax man, who had been in Steve Gibson's Red Caps.)

One day, when they were singing in a subway station of the 7th Avenue line, Joe René, a&r man for Les Cahan's Beltone/Lescay/Leopard labels (of 1650 Broadway) heard them and gave them his card. This led to them recording four sides for Leopard, on April 18, 1963: "No Tears Left For Crying", "Don't You Know" (an acapella tune also known as "Because I Love You"), "I Don't Wanna Be Without You Baby", and "The Girl With The Wind In Her Hair" (which the Jive Five had previously recorded). "No Tears Left For Crying" not only has the five members of the Corvairs, but also two female voices; unfortunately, Nelson doesn't remember their names. Since Joe René liked "I Don't Wanna Be Without You Baby", the Corvairs were given plenty of tries to do it up right. Since he didn't much care for "The Girl With The Wind In Her Hair", they had to do their best in a single take.



The first two sides were issued within weeks as Leopard

5004. For some reason the group was called the "Westsiders". That same month the masters were leased to United Artists, where the group was listed as the "West Siders". The other two sides were released as Leopard 5005, this time by the Corvairs.

In 1965, Billy Faison left and was replaced by bass Edgar Brown. The Corvairs signed a contract with Kama-Sutra Productions in January 1966, but Kama-Sutra loaned them out to Columbia, at which their final sides were recorded. One of these was a remake of the Silhouettes' "Get A Job".

After Columbia, Prince McKnight was replaced by second tenor Harold Gill, but at this point, the Corvairs' recording days were over.

If you are interested in Doo Wop history check out more on the Marvy Goldberg's website:

<http://www.uncamarvy.com/marvart.html>

# ANNOUNCEMENTS!

2015 Dues are due! \$25 only!

## Next Monthly Meeting!

7 PM Wednesday, February 25th at The Tavern  
on Route 1 in Plainville, MA

Refreshments will be provided by John Teixeira.

We still need refreshment hosts for June, July, August, September,  
and November. Please contact Cathy McCafferty!



## WELCOME NEW MEMBERS!

**Let's roll out the welcome mat!**



Kurt Maddy of East Weymouth, MA. Kurt has a 1961 White Corvan with a 110 hp engine and 4 speed tranny. Thanks to Ray Bombardier for the referral!

Also please welcome Paul and Evelyn Ardito. They're members of CNHCA and Paul is their Co-President.

The 2015 Membership count is now  
at

# 75

## OUR CONDOLENCES

MILLBURY – Marcia (Aubin) Lee-Bernard, 63, died Sunday, Feb. 15th in St. Vincent Hospital.

She leaves her husband, Lionel Bernard; two daughters, Stephanie Lee of Worcester and Melissa Lee of Millbury; five step children, Darlene Bagley and her husband, Paul of Leominster, Scott Bernard of Leominster, David Bernard and his wife, Lori of Bolton, Sherry Sullivan of Michigan and Kim Follansbee of Lancaster; her father, Arthur Aubin and his friend, Gloria Senical of Millbury; a sister, Donna Sakenes of Maryland; two brothers, Richard Jones and his wife, Pam of Grafton and Jerry Aubin of Millbury; nephew and nieces. She was raised in Sutton and is predeceased by her mother, Marion (Spillane) Aubin, a sister, Shirley Tremblay, a brother, Doug Jones and a son-in-law Jeffrey McElroy.

Marcia worked at Apollo Motor Express in Shrewsbury for 20 years. She was a member of the Bay State Corvair Auto Club and loved camping and her adopted dogs.

Her calling hours are 5 to 8 p.m. Tuesday, Feb. 17th in Mulhane Home for Funerals, 45 Main St. in Millbury. A funeral service will be held at 1:30 p.m. Wednesday, Feb. 18th in the funeral home. Burial will be in Central Cemetery in Millbury. In lieu of flowers, memorial contributions may be made to St. Jude's Children's Hospital, 501 St. Jude Place, Memphis, TN 38105.

See more at: <http://www.mulhane.com/obituary/Marcia-Lee-Bernard/Millbury-MA/1481456#sthash.7mdFqGls.dpuf>



# CLASSIFIEDS

## Cars

**1965 Monza coupe**....black interior/aqua interior/automatic transmission/radio, mileage is 56,875. The paint is new as are the tires, engine was totally reworked recently. Car has been garaged in New Hampshire. For more details or questions Clint Robins 603-964-2956.

## Parts/Tools

Used **Late Model bare cross-member**, solid, needs scraping/paint, dry stored since pulled from car in 2000. \$125. Used **140HP engine** complete, pulled from running 65 Corsa in 2000 put in dry storage, engine turned when stored \$500. Used **140HP engine** complete, bought/stored, didn't turn last check \$400 Contact Steve Burns 978-902-1437 or [A65corvair@verizon.net](mailto:A65corvair@verizon.net)

**1965-66 Corvair parts - \$200 (Holden) Corvair parts.** 2 dr window glass for doors and rear, 4 pieces including tracks. Windshield for same. Black vinyl door panels. Rear chrome strips for along trunk and around rear. Front emblem/hood lock mechanism. All chrome is in excellent to perfect shape. I work in Westborough. If you want to come to my work to see them, I can bring the parts with me. Ed, 508-479-1126

## Wanted

Very interested in purchasing a **Corvair**. If you are selling, I may be interested! Contact Tom Perkins at 781-447-5442.

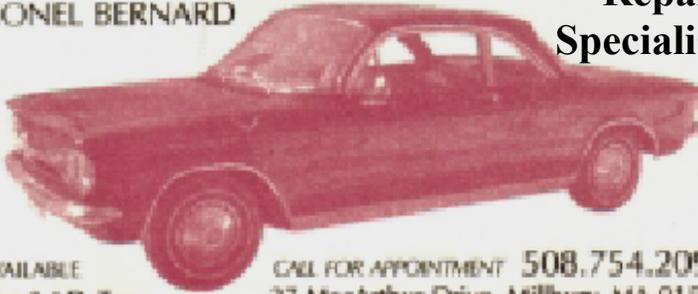
**CORSA International Convention in  
Knoxville TN**

**June 24th-27th  
Knoxville Marriott  
501 E. Hill Ave.  
Knoxville, TN 37915**

**Hosted by the Knoxville Area Corvair Club**

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CORVAIRS**

**&**

**Clark's**  
Corvair Parts



Present...

# The *FALL CLASSIC*

At Clark's Corvair Parts  
#400 Mohawk Trail (Rte. 2), Shelburne Falls, MA

Celebrating the  
50th Anniversary  
of the 65!

Saturday, September 12, 2015

9am—3pm

Raindate

Sunday, September 13, 2015

This is the LARGEST  
Corvair gathering in New England!  
**DON'T MISS OUT!!!**

We'll hold demos and tours throughout the day, trophies are awarded in many classes, dashboard plaques to registered cars, 50/50 raffles, door prizes, food booths, and valve cover races!

Don't forget to bring your special racer!

For more show information contact either

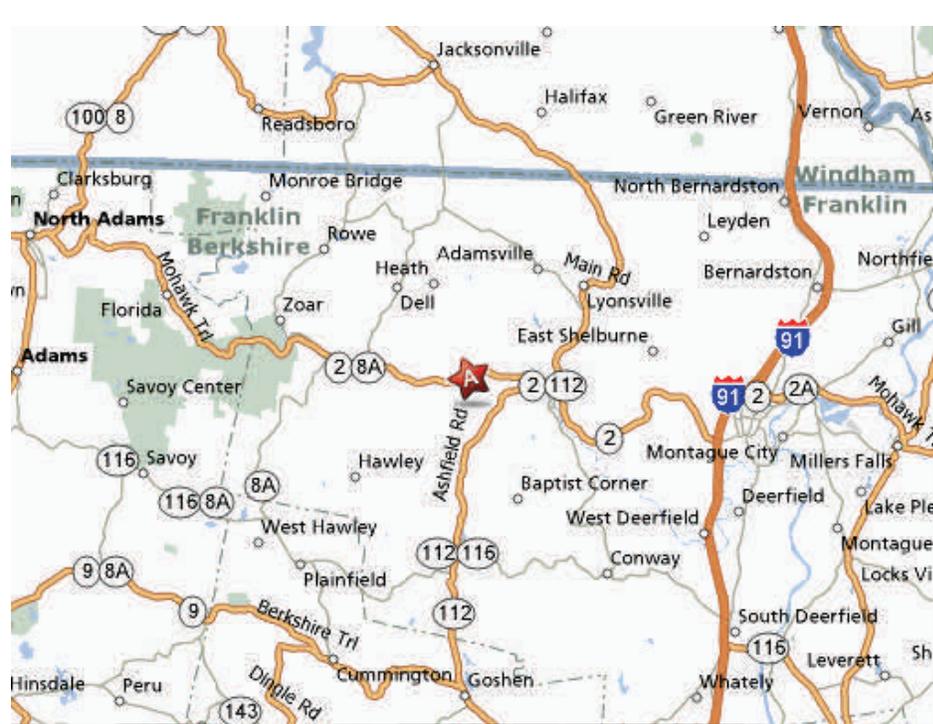
John Teixeira—508-821-8482—jt09330@comcast.net  
Jason Cesana—401-692-9407—jacesana1@verizon.net

Don't forget Clark's

**SPECIAL \$HOW discounts!**

10% off with cash, 5% off with Credit Card or Check  
Please pre-order large orders! Clark's will have it ready for you!





**Host Hotel: The Red Roof Inn**  
**9 Greenfield Rd. (Route 5)**  
**S. Deerfield, MA 01373**  
**Just off I-91, exit 24**  
**(800) 733-7663**  
**Code# B289BC2015 for**  
**\$74.99+tax room rate!!**  
**Just \$78.99 for a deluxe room.**  
 Rates are good till July 28th.  
 You can cancel up till 6PM on the day of your  
 reservation with no penalty.

**Additional Lodging at:**  
**The Hampton Inn**  
**413-773-0057**



## Bay State Corvairs/Clark's Corvair Parts' Fall Classic

Saturday, September 12th, 2015 (Raindate Sunday, September 13, 2015)

### Pre-Registration Form

(Get your Pre-registration by August 15th and save!)

Name: \_\_\_\_\_ Club affiliation \_\_\_\_\_

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

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

Phone: \_\_\_\_\_ Email: \_\_\_\_\_ Show Class letter (see list below): \_\_\_\_\_

Year of car: \_\_\_\_\_ Model: \_\_\_\_\_ Color \_\_\_\_\_ Engine (HP): \_\_\_\_\_ Trans \_\_\_\_\_

Special Features \_\_\_\_\_

#### Classes:

A— Early hardtop coupe B— Early convertible C— Early 4-door sedan D— Late hardtop coupe E— Late convertible  
F— Late 4-door sedan G— Rampside/Van (Forward Control) H— Lakewood/Wagon I— Modified/specialty  
 Also to be awarded: Longest distance traveled, "Cal's Choice", "Hard Luck"

**Pre-registration:** Vehicle entry—\$15 \_\_\_\_\_  
 Day of Show Fee \_\_\_\_\_  
 will be \$20 Valve Cover Race—\$5 \_\_\_\_\_  
 Total \_\_\_\_\_

Please make checks payable to *Bay State Corvairs*  
 Mail to: Fall Classic, 33 Woodhaven Blvd.  
 North Providence, RI 02911



# February 2015



Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3 <b>HAPPY BIRTHDAY!</b> Leon Renaud	4 <b>HAPPY BIRTHDAY!</b> Jon Guinard Debbie Silvia	5 <b>HAPPY BIRTHDAY!</b> Udel Gibler	6 <b>HAPPY BIRTHDAY!</b> Buddy Brennan	7 
8	9	10 <b>HAPPY BIRTHDAY!</b> Corinne Birkholz Michael MacLean	11 <b>HAPPY BIRTHDAY!</b> Chuck Leonard	12 <b>HAPPY BIRTHDAY!</b> Cathy Muise	13 <b>HAPPY BIRTHDAY!</b> Peggy Owens Elizabeth Crocco	14 <b>HAPPY BIRTHDAY!</b> Freda DeNapoli Happy Valentine's Day!
15 <b>HAPPY BIRTHDAY!</b> Greg Birkholz Cynthia Silvia	16 	17	18	19	20	21 
22	23 <b>HAPPY BIRTHDAY!</b> John Westbrook John Wingle	24 <b>HAPPY BIRTHDAY!</b> Jeanne Fortin Tina Russ	25 <b>Monthly Meeting 7PM</b> 	26	27	28 <b>HAPPY BIRTHDAY!</b> Lionel Bernard Kathy Bombardier



# March 2015



Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1 <b>HAPPY BIRTHDAY!</b> Abby Schwab Pamela Olson Jennene Gibler	2	3 <b>HAPPY BIRTHDAY!</b> Cathy Kelsey Jim O'Hare	4	5	6 <b>HAPPY BIRTHDAY!</b> Anita Anderson	7
8	9	10	11 <b>HAPPY BIRTHDAY!</b> Howard McNiff	12	13	14
15	16	17 <b>HAPPY BIRTHDAY!</b> Cameron Guillou 	18	19 <b>HAPPY BIRTHDAY!</b> Jason Cesana	20 <b>HAPPY BIRTHDAY!</b> Donna Nedderman	21
22 <b>HAPPY BIRTHDAY!</b> Steve Hanington	23 <b>HAPPY BIRTHDAY!</b> Brenda Baxter	24 <b>HAPPY BIRTHDAY!</b> Steve Serenska	25 <b>Monthly Meeting 7PM</b> 	26	27	28
29 <b>HAPPY BIRTHDAY!</b> Elaine Cromwell	30	31				

# Bay State Corvair Club Calendar of Events

Wednesday, February 25.....	Monthly Meeting at the Tavern, Rte. 1 in Plainville, MA 7PM
Saturday, February 28.....	”Nite out” at Home Plate (1094 Bay Street in Taunton, MA) for dinner,6:30pm Followed by dessert at the Teixeira’s. Call John Teixeira if interested in attending.
Wednesday, March 25.....	Monthly Meeting at the Tavern, Rte. 1 in Plainville, MA 7PM
Wednesday, April 29.....	Monthly Meeting at the Tavern, Rte. 1 in Plainville, MA 7PM
Saturday, May 2.....	Rehoboth Senior Center Car Show, 10am—3pm
Sunday, May 3.....	Annual Spring Brunch, Rafael’s Banquet facility, Walpole, MA
Wednesday, May 27.....	Monthly Meeting at the Tavern, Rte. 1 in Plainville, MA 7PM
Wednesday, June 17.....	Monthly Meeting at the Tavern, Rte. 1 in Plainville, MA 7PM
Sunday, June 21.....	Portsmouth Abbey Show
June 24-27, 2015.....	International CORSA Convention, Knoxville TN—Knoxville Marriott
Sunday, June 28.....	All Chevy Show, Diamond Hill State Park, Cumberland, RI
Sunday, July 12.....	Endicott Estate Bay State Antique Auto Club, Dedham, MA
Wednesday, July 29.....	Monthly Meeting at the Tavern, Rte. 1 in Plainville, MA 7PM
Saturday, August 29.....	CT Corsas’s Air Cooled Show at Lyman Orchard, Middlefield, CT
Wednesday, August 26.....	Monthly Meeting at the Tavern, Rte. 1 in Plainville, MA 7PM
Saturday, September 12, 2015 (raindate 13th)	Bay State Corvairs Fall Classic at Clark’s Corvair Parts, Shelburne Falls, MA
Wednesday, September 30.....	Monthly Meeting at the Tavern, Rte. 1 in Plainville, MA 7PM
Wednesday, October 28.....	Monthly Meeting at the Tavern, Rte. 1 in Plainville, MA 7PM
Wednesday, November 25.....	Monthly Meeting at the Tavern, Rte. 1 in Plainville, MA 7PM
December.....	No Monthly Meeting!



The [Bay State Corvair Club](http://www.baystatecorvairs.org) is the original Massachusetts chapter of [CORSA](http://www.corsa.org) (#017 of the Corvair Society of America), established in 1974. Club meetings are typically held the last Wednesday night of each month (except December) at 7PM at the Tavern from Tower Square, 119 Washington St., Plainville, MA.

Dues are \$25 per year. Renewal of Membership occurs in January.

New members joining in October-December will be prorated the next year’s membership.

Check out the club website at [www.baystatecorvairs.org](http://www.baystatecorvairs.org)