

# Bay State Corvairs

# VAIRFORCE



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**On the Front Cover: A Nite out with the Gang!**  
 About 22 Bay State Club members met at the Home Plate in Raynham to get together for a bite to eat and to socialize.

**On the Back Cover: The Year's Schedule! Dark and bold events are "Club Events" that we encourage you to bring the Corvaire to so Bay State has a good showing. Take part in all events if you like of course!**



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

Jason Cesana, BSCC President



Well, the snow is slowly melting and the days are getting warmer. After this winter, spring cannot come fast enough. Record cold and record snowfalls will make this a winter we will ALL want to forget!

I must apologize as this month my article may run a little longer than usual. I'm not usually wordy, but there are some things that I wish to share with you before the season gets underway. So

here it goes.

Last year there was some confusion on our posting of the club events on the calendar on the last page of the VairForce. We had a show or sometimes two each month as highlighted events that we called ***Club Events***. The purpose of these shows was to get as many of our Corvairs to at least one show per month. Usually these shows have large attendance outside of our club. Our reasoning is to expose a larger section of the public to our fine cars. The Corvairs were well received at the shows that we did show up in force to, and the comments and interest was mostly positive. This was the goal. Get people over the myths and misspoken "facts" about Corvairs. Now with that being said, it was overheard last year that some shows were not "sanctioned" by Bay State. Let me be clear. We do not sanction any show (except the Fall Classic at Clark's) and we certainly would not prevent people from going to any show they desire. I say the more shows you go to the more people get to see Corvairs. THAT ladies and gentlemen is the

goal. This year we will have the same goal in mind. We will get some shows that we would like to highlight as club events that we are hoping you chose to join us. But there will be other shows on the calendar that we post so you can see what else is going on. Plus there are shows that I am sure you like to attend as well. Whatever the case may be, I highly encourage you to go to as many events this year as your schedule permits. The more you get out and drive, the more the Corvair shines as a wonderful example as a great classic car worthy of restorations and admiration.

There will be a 'pre-season' event on Sunday April 26<sup>th</sup>. We are going to be offering a show followed by dinner at Wright's Chicken Farm Restaurant. The Edwards Twins from Las Vegas are identical twin brothers that do celebrity impersonations from Bette Midler and Cher to Neil Diamond and Elton John. Eddie and Anthony are just amazing artists who do ALL their own vocals and makeup. Nothing is lip synced. For the best price on this show and dinner package, we are outside the Massachusetts border and down south in Burrillville RI. The show will be at the Assembly Theater and again dinner at Wright's just back up the street from the theater. See the ad on Page 5 here in the VairForce for pricing. We will need payment and head count by Sunday, April 12<sup>th</sup> to get fixed seating at both the theater and Wrights. I can honestly say it will be a great time. Call me if you are interested in coming.

Until next month keep thinking warm thoughts!

*Jason*



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

**John Teixeira, BSCC Vice-President**

Well we made it. As I write this month's article, spring is just a few days away. Although the calendar says spring, there is still a foot and a half of snow in my back yard. This means I'm a couple of weeks away from getting to the Corvair's winter hideaway.

Did you get all your Corvair winter projects done? I hope so. As you know it's been a rough winter. The roads will be full of pot holes when we take the cars out. Pot holes can be tough on any car, but especially our classics. Be careful.

On a lighter note, Twenty two club members enjoyed our night out in February at Home Plate in Taunton. The food was great and I was amazed at how quickly the food arrived for all of us in a short span. President Jason was the last served. I guess rank does always have privileges. After dinner we all headed to my house for coffee and an awesome variety of deserts. But the best part of the night was the great conversation among a great group of people.

Coming up we have our monthly meeting on the 25<sup>th</sup> and in April possibly another night out that Jason will talk about at the monthly meeting. May 3<sup>rd</sup> is the Spring Brunch, and the Spring Dust Off in New Hampshire on the 16<sup>th</sup>. Ok got to go now, see you at the monthly meeting.

PS: membership is up to 95 folks, if you haven't already, get those dues in.

*Be safe at all speed,  
John*

## ***CORSA CORNER***

*We were contacted by Bryan Blackwell regarding the CORSA BOD elections currently taking place. Here is what he has to say:*

In recent years there seems to be less discussion of CorSA BoD elections. I'm running for a seat on the BoD this year, and I'd like to ask folks to take a moment to look over the candidate statements and then vote. The Eastern division is a contested race this year, so your vote really does count. Hopefully you'll vote for me. I've been a Corvair enthusiast and CORSA member since '78, Virtual Vairs admin since '92, and <http://Corvair.org> server admin since 2000. Locally I've been active with my club (Northern Virginia Corvairs) since the '80s and was President for the past several years. I believe all of this gives me a good perspective on how the organization has evolved over the years and the range of members we have and their many interests.

I think expressing what we want matters. Please note the deadline for ballots is May 1st. Thanks for the time.

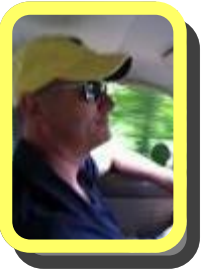
--Bryan Blackwell



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



I don't think people are taking me seriously. There are just seven issues left from me this year after which I am taking a break and stepping down from the position of Secretary/Editor ...for awhile (maybe only a year, we'll see how it goes). I've been cranking out newsletters nearly every month for ten years now and while I typically enjoy

putting the VairForce together each month, (when I have the time!) I feel I need a 'vacation'. Someone needs to step up to the plate soon and make a commitment. I've publicized this since last year, so no one can say I didn't give advanced notice.

I hope you made it through winter okay. I just had an insurance adjuster visit the house today to assess the

damage from the ice dams we had. There was some water infiltration in the walls, so it looks like there'll be some re-modeling being done, like I have the time for that!

On another note, I've signed up for the Pan Mass-Challenge for this coming August. I missed riding last year as you all know. This will be my eighth year raising funds to beat cancer. To date, I've raised nearly \$47,000. All funds that I raise go directly to Dana Farber Cancer Institute.

*Vairy truly yours,  
Dave*



# Show and Dinner!

Further proof that we're not just about the car. Come join us for a matinee showing of the Edwards Twins at Assembly Theater in Harrisville, RI on Sunday, April 26th at 2PM. We'll follow that up with an early dinner at Wrights Farm Restaurant which is just down the road apiece. This'll be a package deal: Just \$45 per person. Payment **must** be received up front. Deadline for making reservations is Sunday, April 12th. No exceptions!



Want to join the fun?  
Contact President  
Jason Cesana  
401-692-0852

Want info on the Edwards Twins?  
Go to : [www.theedwardstwins.com/](http://www.theedwardstwins.com/)



## ANNUAL SPRING BRUNCH

AT RAFFAEL'S BANQUET FACILITY  
ROUTE 1, WALPOLE, MA

SUNDAY, MAY 3RD ARRIVE AT 10AM FOR 10:30 SEATING

CONTACT ELAINE SEDANI IF YOU PLAN TO ATTEND! (CONTACT INFO PAGE 2 OF THIS NEWSLETTER!)

### Sunday Brunch

Omelet Station, Homemade Waffles, Scrambled Eggs, Eggs Benedict, Fresh Fruit, Muffins, Bagels, Danish, Quiche, Home Fries, Bacon, Sausage, Fresh carved Baked Honey Ham, Roast Beef, Seafood Selection, Chicken Selection, Beef Selection, Pasta Del Giorno, Rice Pilaf, Vegetable Medley, Salad, Assortment of Cheeses, Assorted Breads, Juices, Coffee, Tea, Decaf AND a Sweets Table



RESERVE EARLY  
FOR MOTHERS DAY

Sunday Brunch  
10:00 - 1:00  
508-668-8071



26th ANNUAL  
NEW ENGLAND SPRING DUST-OFF



10:00 - 4:00 Saturday May 16, 2015  
Pre-register until May 9th.  
For details contact:  
Jon Guignard (603) 934-6476



**Dust-Off information...** Come help us celebrate our 26th Annual New England Spring Dust-Off. Join us at the Midway (Gate G) of the Hopkinton State Fairgrounds, on Saturday, May 16th from 10 to 4 PM. The show will take place rain or shine! We'll have trophies and awards for 3 places in 8 classes plus long distance, best of show, and hard luck. There will be valve cover racing and a back seat driving event as well as Chinese auction baskets, door prizes, and a special raffle. As always there will be food and convenient restroom facilities. Pre-register until May 9th. To those who missed our 25th due to weather, it turned out sunny & warm at the fairgrounds.

You should have been there!

**Registration form is below!**

**Don't miss out! Make plans to attend now!**

**THE 26<sup>th</sup> ANNUAL NEW ENGLAND SPRING DUST-OFF PRE-REGISTRATION FORM**

This information keeps our pre-registration mailing list up to date and allows us to fill out your forms in advance of the show. If you attend in a different Corvair, report it at the registration tent to insure you are placed in the proper voting class.

Name: \_\_\_\_\_

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

City/Town/State/Zip: \_\_\_\_\_ Phone: \_\_\_\_\_

Fax: \_\_\_\_\_ Cell: \_\_\_\_\_ Email: \_\_\_\_\_

Which local Club (s) do you belong to? \_\_\_\_\_

Are you a CORSA member? \_\_\_\_\_

**INFORMATION ABOUT THE CORVAIR YOU WILL BE SHOWING**

Year: \_\_\_\_\_ Model: \_\_\_\_\_ Body Style: \_\_\_\_\_ Engine: \_\_\_\_\_ Trans: \_\_\_\_\_

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

PLEASE CIRCLE YOUR VOTING CLASS. SPECIAL CLASS (H) IS FOR STINGERS, SPRINTS, MODIFIED, CORVAIR BODIED OR POWERED, ETC.

A – early open, B – early coupe, C – early sedan or wagon, D – late open, E – late coupe, F – late sedan, G – forward control, H – special

Pre-registrations must be received by May 9<sup>th</sup>. Make checks payable to CNHCA and send with this completed form to:

Jon Guignard, 7 Bennett's Ferry Rd., Sanbornton, NH 03269

REGISTRATION FEES	Pre-registration	On Site	Totals
Vehicle display includes flea market space.	\$15.00 per entrant	\$20.00	_____
Flea market space without an entered vehicle	\$20.00	\$20.00	_____
Valve Cover Race per person racing – not valve cover	\$ 3.00 per person	\$ 5.00	_____

Grand Total \_\_\_\_\_



# A NITE OUT WITH THE GANG!

On Saturday, February 28th, a contingent of the Bay State Corvair Club descended on the Home Plate in Taunton, MA for an informal dinner. The food and service were good, the friendship even better. After dinner, the group reconvened at the Teixeira's for coffee and! What an incredible way to break up the monotony of winter!



**George DeValk looks like he's up to something!**



**Cyndy and Dave Silvia**



**Jason shares a story with Ray and Kathy.**



**Twenty-two of us joined together for dinner.**



**Jason and Tracy Cesana**

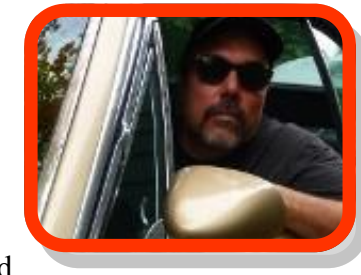




# What was Playing on the Radio?

By Dave Silvia

Soon it will be car show season and like most of you I am sure I will attend a few shows and cruises over the summer. I really like cruises; they are usually very fun. Typically, there is an abundance of 1960's cars and a disc jockey playing lots of 1960's music with a couple of 1950's and a few 1970's hits thrown in for good measure. Sitting in my chair next to my Corvair and listening I always think it's funny that the music played at most of these events were top 10 hits but that they really don't fully represent the 1960's. Certainly, these were popular songs in their day, but did you ever wonder what really played from your Corvair's radio when the car was new and the radio was turned on for the first time?



off the lot, you would switch on your radio and wait a few moments for the tubes to warm up. Then slowly the music would start playing. Real music like they used to play on AM radio, unlike today. Today AM has been relegated to All-Talk radio shows but back then there was plenty of music available in the land of Amplitude Modulation (remember that's what AM stands for!). The most popular song on the radio in April was Percy Faith's *Theme from 'A Summer Place'*. Marty Robbin's *El Paso*, Johnny Preston's *Running Bear*, and Mark Dinning's *Teen Angel* were still on the charts and you would probably hear them too. As the summer wore on and your Corvair was just getting broken in you would hear the Capris' *There's a Moon Out Tonight*, the Skyliner's *This I Swear*, and Rosie and the



Sometimes it is easy to forget that every Corvair was new at one time and was bought and driven off the lot by someone. Some Corvairs were not ordered or sold with radios, as a radio was an option through 1965 and became standard from 1966 onward. Some people don't listen to the radio at all



while driving – I know a few people that to this day find it distracting. As for me, turning on the radio is the first thing I do when I

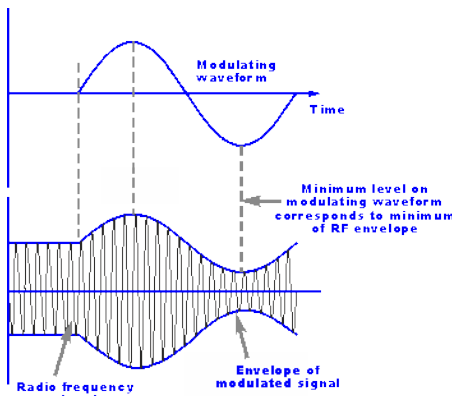
get in a car – any car.

“...there was plenty of music available in the land of Amplitude Modulation (remember that's what AM stands for!)”

And when I have bought new cars, the

radio is on during the test drive. Music sets the mood – it's your soundtrack for driving. And while there's a lot of great music out there, a lot more great music is lost and forgotten because it didn't make the top 10. These forgotten songs were played on the radio – your radio a long time ago.

If it was April of 1960 and you drove your new Corvair



Original's *Angel Baby* which were all solid Doo-Wop songs. It's easy to forget that while Doo-Wop music is usually associated with the 1950's it really reached its peak in the early 1960's. But still these



were popular songs and we still hear them on oldies stations – what about the stuff no one hears anymore? How about Wanda Jackson's *Let's Have a Party*? Or Ike & Tina Turner's *A Fool In Love*? When was the last time you heard John D.

Loudermilk's *Tobacco Road*? These didn't get a lot of air play, but they were probably heard coming from the speaker in your 1960 Corvair.

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If you bought a 1961 Corvaire, you might have upgraded to the newly available pushbutton, all-transistor AM radio. Chances are you were listening to Elvis Presley's *Surrender*, the Marcel's *Blue Moon*, and Del Shannon's *Runaway*. But you would also hear some songs that get very little air play today. When was the last time you heard *Baby Blue* by the Echoes? Or *When We get Married* by the Dreamlovers? The original owner of your Corvaire probably heard them. If you had a new 1962 Corvaire you would have certainly heard Shelley Fabares' *Johnny Angel*, but

you might have also heard the Volumes' *I Love You*.

Every year has its obscure hits that may have received air play back in their day but today seem forgotten. These were the soundtrack of your Corvaire when it was new. We



Del Shannon - Runaway

We are all well aware our Corvaires are not time machines but they do harken us all back to simpler time. We spend thousands to make our Corvaires look like the day they drove off the lot new. We collect dealer brochures and even put period-correct props in them. Perhaps rather than buying an oldies CD with songs that they still play on oldies stations it would be cooler to create a soundtrack of what really played on the radio when your Corvaire was new.

**YOUR CLASSIC WILL THANK YOU.**

Salt is kryptonite to classic cars. Road salt, salty air, table salt, you name it—they all speed up the rusting process.

HIGH HUMIDITY + SALTY AIR = RUSTY

TOP 10 SALTIEST STATES (in road salt per lane mile)

AKA: The Salt Belt

**PUT YOUR CLASSIC ON A LOW SODIUM DIET**

FOR A LONG, RUST-FREE EXISTENCE.

**Reason enough for us 'Northeasteners' not to drive the Corvaire in the winter!**

**MASSACHUSETTS USES 19.4 TONS PER LANE MILE**

Is nearly the Titanic's weight in salt for every 300 miles of eight-lane Interstate.

**WASHINGTON & OREGON** are the wettest states in the U.S. but use almost no salt. Moss growing on cars is far more common.

DON'T BLAME IT ON THE RAIN

Gulf of Mexico states have a combined coastline of **2,211 MILES**

**FLORIDA IS TOUGH**

**1300** MILES of coast and with the state only about 130 miles wide, you're never far from salt.

**HAGERTY**

Bay State Corvairs VairForce

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April 2015

# 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.*

**Clark's**  
**Corvair Parts**<sup>®</sup>

**Clark's Corvair Parts**<sup>®</sup>

400 Mohawk Trail, Shelburne Falls, MA 01370  
(413)625-9776 [www.corvair.com](http://www.corvair.com)

## My Corvair Decade

*By Peter Roca*

I went to my first Bay State Corvairs monthly meeting in March of 2005 where I first met some of the wonderful people who are now among my best friends. After having exchanged a few emails with then Secretary / Editor Rick MacDonald, I showed up at the East Walpole library, where the meetings were then held, and



walked up the stairs with some trepidation. Despite my sparkling personality and charming manner, I don't normally meet new people easily, so here I was walking into a room full of strangers and not really sure what to expect. I carried a picture of my "new" Corvair in case I needed to show proof of my recent purchase. Who knew what kind of initiation I was about to encounter?

The first person I met was Bob Sedani, having a smoke on the front porch of the library (he doesn't smoke anymore...good for you, Bob!). With little prompting, Bob proceeded to tell me about his first Corvair (a '62 Spyder, I believe) and then told me to go in and join the others. I walked in to see a group of about 20 people milling about in various stages of undress (not really...I made that part up). I probably looked like the proverbial deer in the headlights! Sharon Leonard was the first one to introduce herself and then proceeded to introduce me to the others. Thank you, Sharon. Everyone was warm, friendly and welcoming, and

I quickly surmised that I had joined some kind of cult! A nice cult, but a cult nonetheless. And that's how it all started ten years ago.

Joining Bay State Corvairs is one of the best things I've ever done. I've had more laughs and more fun with this great group of people than at any other time in my life. We've had car shows, yard sales, gone on trips to conventions and taken part in other clubs shows, and always maintained a great sense of humor and fun along the way. It helps that food was usually a focal point of any Bay State Corvairs event! Since 2008, you've entrusted me with the club's treasury and you've forgiven me for a few fiduciary lapses (investing in MySpace instead of Facebook, and Ask Jeeves instead of Google, to name just two).

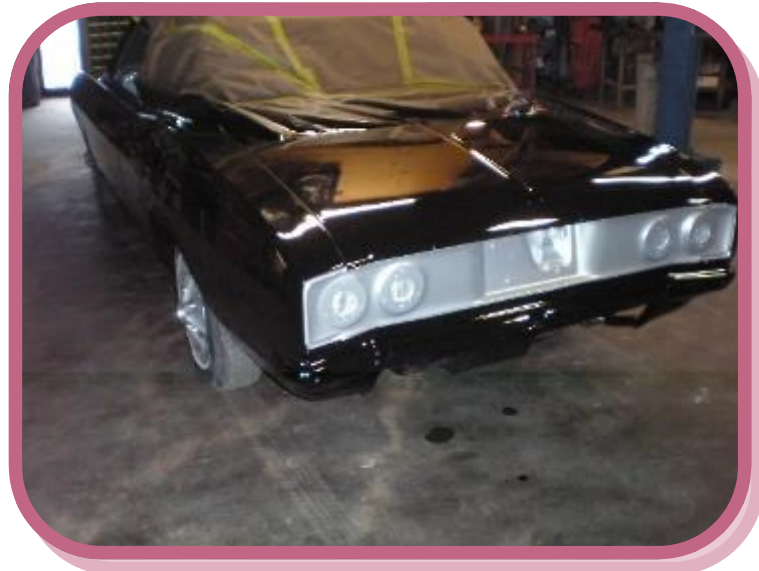
As I mentioned at the beginning of this article, some of my best friends are people I met on that cold March night in 2005 and since that time as well. With little variation, Corvair people are warm and caring, genuinely nice, always ready to help someone out, and ready for a laugh. I'm glad I joined my little cult and I'm looking forward to whatever the next ten years brings.





# Dave Celata Shares some Pics of his Project!

Dave bought a 65 Monza convertible and has gone through it pretty extensively as you can see below! Can't wait to see the finished product in person! If you're like what you see and you want to speak to him about having some work done call him! 617-359-5175



# THE ENDLESS QUEST FOR EFFECTIVE RUST PREVENTION

By: Benjamin Preston - a Hagerty Article  
[http://www.hagerty.com/Articles-Videos/  
Articles/2015/03/03/Rust-Prevention](http://www.hagerty.com/Articles-Videos/Articles/2015/03/03/Rust-Prevention)

The automotive industry has come a long way when it comes to protecting its new vehicles from the ravages of rust. Better galvanizing and preventative coatings have, said Mike Quincy, an automotive content specialist at *Consumer Reports*, caused rust to nearly disappear from the list of reliability issues that once plagued even newer cars.

But anyone who has ever owned an old car or truck knows that rust, or the potential for it, lurks in all of a vehicle's dark corners and crevices. What starts as a light orange frost one season can turn into bubbling paint another, flakes another, then, finally, the dreaded assault of what many refer to as "cancer" – holes.

Having purchased an Arizona-fresh 1987 Subaru GL wagon last year, I knew that if I didn't do something – anything – to prevent the humid, salty air of summer and the salty springtime road film that inevitably finds its way into everything in New York City, that the wheel wells on this thin-skinned Japanese car would quickly come to resemble a piece of burnt toast with large, ragged bites taken out of it.

There are many ways to keep a vehicle from rusting – keeping the paint touched up, washing the undercarriage frequently and avoiding driving on salt-covered roads or in any kind of moist weather. But for tips on further prevention, I explored the nearly endless array of options available on the internet. Some products were just for the wheel wells and flat undercarriage parts. Others could be sprayed inside doors and other cavities where corrosion-causing moisture might collect.

Finding the "best" one is a nearly impossible task, as there are so many options.

The guy in one YouTube video shouts the merits of spraying rubberized undercoating beneath his '69 Plymouth Roadrunner. But others online say that rubberized undercoating can cause problems if there are any gaps at all. Moisture and salt can build up in cracks and damage the metal underneath. The same can be said of factory-applied rubberized undercoating. I've personally seen unnoticed cracks in undercoating gain attention only after becoming gaping rust holes.

Some rust-preventative paints are, as advertised, hard as a rock when they cure. But after using POR-15 on an old Toyota several years ago, I learned that unless it was applied absolutely perfectly, it would peel in places, leaving patches of metal open to corrosion. Painted-over nuts and bolts disturbed the integrity of the paint's surface when they were removed – another drawback.

So I kept searching, and found that many people recommended wax or oil-based chemicals that could be sprayed into tight corners every year and allowed to drip down through doors and inside body panels. Eastwood was one of the ones noted as an effective wax product, and Krown, an oil-based spray inhibitor available in Canada, was frequently lauded by the chorus of unqualified internet commenters. Not many among this electronic peanut gallery seemed to like Ziebart, which makes a harder waxy undercoating. Further digging revealed that many school districts in Upstate New York use Carwell, the American version of Krown, on bus fleets. The United States Marine Corps Cor-

rosion Prevention and Control program uses it on a number of its truck and equipment fleets, albeit in conjunction with other products. If it worked well on heavily used fleet vehicles operating in a part of the country where road salt can make a car's body panels resemble Swiss cheese in only a few years, I reasoned that it might be just the stuff I was looking for to protect my "new" Subaru from the ignoble fate suffered by other old cars I've owned.

Peter Marini, head mechanic of the Fairport Central School District, near Rochester, N.Y., said that before the district's entire fleet was being serviced with Carwell's spray-on rust inhibitor every year, his shop had to repair wheel openings, stair wells and doors on buses on a regular basis.

"When I started here, we had just started doing buses with the Carwell product," he said. "On half the fleet, we'd be replacing panels all the time. To date, I don't do any rust repair, and we're talking 16 years."

Tom Delavan, Carwell's fleet manager, said the company serviced about 115 buses for Fairport annually, as well as buses for other school districts, fire trucks and military vehicles at Army and Marine Corps units around the region. Carwell's largest fleet, he said, consisted of about 120 buses at the Rush Henrietta School District, located not far from Fairport.

"The service life for a bus is 10 to 11 years," said Kurt Gerould, Rush Henrietta's head mechanic, who has had Carwell treat the buses in his charge for years. "But in 10 to 11 years, we don't have to replace body panels and parts because they don't rot out the way they used to. It's been a cost savings just in that."

Mr. Delavan said Carwell serviced about 3,000 vehicles per year in its retail service bays, which are located near Buffalo, N.Y. He said the company also treated about 3,300 fleet vehicles with its mobile units – an armada of trucks and vans equipped with portable air compressors, tanks of rust inhibitor and two- to three-man crews. He said they serviced roughly 200 school districts, 150 highway departments, 16 fire departments and several equipment rental operations, too.

The rest of the company's business comes from direct sales of its rust inhibitor products, and from application equipment employees fabricate at the shop in Buffalo. Mr. Delavan said those products were usually bought by classic car owners, "regular" car owners, fire departments; anyone who needed to keep a vehicle from rusting.

Bernard Friend, the operations manager of the the Marine Corps' corrosion control program, said that although the Corps does use Carwell's T32 rust inhibitor on a number of its trucks and other "assets," the chemical is part of a larger rust prevention strategy designed to reduce equipment costs by making things last longer. The suite of products the Marine Corps uses includes paints, primers, corrosion inhibitors, desiccants, film coatings, polyurethane coatings, and various tarpaulins and covers.

"There's a tremendous laundry list of products we apply to equipment," he said, adding that the Marine Corps has a process for testing the effectiveness of different products before they're put into use. "Paint protects a surface more than any inhibitor could, but the inhibitors get to the seams and crevices, and on removable parts."

Along with products from 3M, Sherwin Williams, Hentzen Coatings and others, Mr. Friend said Carwell's T-32 was an effective rust inhibitor.

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# THE ENDLESS QUEST

*(Continued From Previous Page)*

Armed with all of this information, I decided that, for me personally, the best course of action concerning my rust-prone Japanese wagon would be applying Carwell's inhibitors at home. The problem – Mr. Delavan and the online opinionosphere were in agreement about this – was that it wouldn't do any good if improperly applied.

"This product is only as good as its application," he said. "If you're not putting it where you need to put it – inside doors and rockers and such – it's not going to be as effective."

Unfortunately for me – and for anyone who lives in a place where the highway department uses salt on the roads in the winter, or places further east and south, where the air is salty and humid – Carwell's retail locations are centered around Buffalo and Syracuse. That is not at all close to many places – the entire Northeast, the Midwest, the Atlantic and Gulf

Coasts and mountainous areas all around the country – where rust is a problem.

And the company's mobile trucks don't make house calls – they service fleets.

The only thing to do, I reasoned, was to become a trained technician so that I could spread the knowledge of how to properly treat a vehicle to those who lacked the time, money or wherewithal to drive to Upstate New York. So I took one for the team and drove seven hours there and seven back in one day, spending several hours with Mr. Delavan learning how their product works and how to apply it.

Ken Wild, Carwell's general manager, explained that T-32, which has been deemed by the authorities as environmentally safe, is basically a penetrating oil. Once sprayed onto a piece of metal, it creeps into areas that haven't yet been treated, oozing into corners and crevices, displacing moisture and salt, and working its way around existing rust to bond with unoxidized metal.

Mr. Delavan showed me how to do the spraying, which was pretty straightforward. Here's how it's done:

Suit up in clothing you don't mind getting dirty. T-32 is oily, and gets all over everything. It's a good idea to wear a dust mask to keep vapor out of your nose and mouth. Safety glasses, although advisable, make it difficult to when spray gets on them (if you get this stuff in your eyes, it blurs your vision until you blink the oiliness away).

Open the hood, tailgate or trunklid and all the doors. Drill small holes in the jamb side of each door, and in the door sills for access inside the rocker panels.

Use a long wand attachment to spray inside the doors and rocker panels, making sure you see "smoke" (atomized oil)



start to billow from cracks on the other side of the door, tailgate or panel. Spray the seams around all the doors and tailgate/trunk lid– Carwell says T-32 will creep between them. Make sure to spray under the fuel cap access door, if the car is equipped with one.

Spray inside the wheel wells: Make sure to get around the edges, and up where the shocks or struts are mounted. Use a flexible hose attachment to spray inside the spaces in the bottom of the hood, watching for smoke to emerge from the opposite ends of where you're spraying. There are many places for moisture to collect in there.

Spray around the sides of the engine compartment, behind the lights. Don't worry about getting it on wires, as Carwell says it will seep beneath the wire casings to prevent corrosion. Be sure NOT to get it onto engine drive belts and tires, as it is very slippery and, as Mr. Delavan said, would "make the belts pop right off."

Pop plastic plugs in all of the holes you have drilled. Raise the car and begin spraying the bottom. Start with all of the holes and cracks that can be seen; anyplace where moisture could hide. Move from the front to the back and systematically shoot every hole. Then, start back at the front and spray the entire bottom of the car, moving toward the back.

Then you're essentially done. The outside of the car gets washed (to get rid of the oily residue). The car will drip for a few days, so it's probably not a good idea to park it in your garage or driveway, but Mr. Gerould says that even though his dripping buses cause a mess, the stuff washes away after some wet weather passes through. (Carwell's own facility, which never gets a reprieve, is perpetually slippery).

Whether or not my old Subaru will rust after a winter driving on salty roads remains to be seen, but the locks and parking brake cables, which were a little stodgy after 27 years in the Arizona desert, are already working a lot better. It's basically as if someone PB-Blaster-ed my whole car. The downside, other than the mess, is that Carwell recommends applying T-32 every year. At a retail location, that costs a little over \$100 for a normal-sized car. It's cheaper to do it yourself, but you need an air compressor and some sort of spray gun. Mr. Delavan said that a \$20 paint sprayer from Harbor Freight Tools would work fine, but recommended Carwell's more complicated (and accordingly more pricey, at nearly \$500) sprayer pot for more thorough application to the insides of doors and rockers and inside cab corners and such.

The bottom line of all of this is that rust prevention saves money and time in the long run. Everyone I talked with – bus mechanics, the Marine Corps rust prevention people and even a guy who owns a yard full of rusty Subaru parts in Connecticut (and first got me thinking about this) said that keeping rust at bay will make your machine last longer, whatever it is.

Of course, Mr. Quincy's practical advice for those who wish to avoid dealing with the headache and expense of rust repair is simple: Don't buy rusty cars and don't drive old cars during the winter. Easy, right?



# NECC MOTORSPORTS ANNOUNCES 2015 PERFORMANCE EVENTS!

**OPEN TO ALL MAKES AND MODELS! CLUBS INVITED!  
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## HIGH PERFORMANCE DRIVING... NEW YORK SAFETY TRACK

**SATURDAY, JUNE 6  
HARPERSFIELD, NEW YORK**

This event will be held at New York Safety Track, a 2.1 mile paved closed road course designed for high-speed driving. The day will include group practice sessions, open track time, and individual timed laps.

## HIGH PERFORMANCE DRIVING... NEW JERSEY MOTORSPORTS PARK

**MONDAY, AUGUST 10  
MILLVILLE, NEW JERSEY**

This event will be held at New Jersey Motorsports Park's Thunderbolt Circuit, a 2.25 mile paved closed road course designed for high-speed driving. The day will include group practice sessions, open track time, and individual timed laps.

## 3 DAYS OF HIGH PERFORMANCE DRIVING... CORVAIR OLYMPICS @ 3 VENUES

**THURSDAY, JULY 23—SATURDAY, JULY 25  
INDIANAPOLIS, INDIANA**

Don't be fooled by the name of this event—this not-to-be-missed spectacular began several years ago as an event for Chevrolet Corvairs, but now it's open to all makes and models. It begins with a track day at Putnam Park Road Course on Thursday, July 23 followed the next day by drag racing at the famous 1/4 mile Muncie Dragway. On Saturday, July 25, the Olympics will conclude with the always popular autocross. Register for 1, 2 or all 3 days.



Registration opening soon. Be sure to mark your calendars now and plan on joining us at any or all of these events!

Complete information at [www.neccmotorsports.com](http://www.neccmotorsports.com)

CONTACT: Brian O'Neill  
973.729.5586  
bmoneil@juno.com



## Dear Performance Driving Enthusiast

NECC Announces Performance Events for 2015!

[www.neccmotorsports.com](http://www.neccmotorsports.com)

NECC Motorsports announces an exciting schedule of performance-oriented events for 2015, encompassing three track days, two drag races, and one autocross. All makes and models of cars are welcome at these events. It all begins on Saturday, June 6, at the New York Safety Track located in Harpersfield, New York. This track day will feature grouped practice sessions, driver training and individual timed laps. The fun then moves to Tennessee as the NECC in conjunction with the Corvair V-8 Registry presents drag racing on Tuesday, June 23, just before the start of the 2015 Corvair Society of America International Convention. The action will take place at the Knoxville Dragway, just 17 miles from the convention host hotel.

The month of July sees the fourth Corvair Olympics in the Indianapolis area. This not-to-be-missed spectacular begins with a track day at Putnam Park Road course on Thursday, July 23, followed the next day by drag racing at the famous Muncie Dragway. On Saturday, July 25, the Olympics conclude with the always popular autocross. Rounding out this exciting summer is a return to the New Jersey Motorsports Park's Thunderbolt road course on August 10. Prices will be announced and registration will open soon. Be sure to mark your calendars now and plan on joining us at any or all of

these events! Yours truly,

The Northeast Corvair Council d/b/a NECC Motorsports





# Terry Stafford and His Lime Rock Articles

*PART 2 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.*

*By the way, Terry is still racing his 1964 Fitch Sprint Spyder in various autocross and NECC events. Shown above is a photo of him taking another driver out on the course at Summit Point Race Track.*

What's it like to drive on the Lime Rock track? Well you know your favorite exit ramp close to your house, the one that you know how to take very fast? When it's late and you're in a hurry and no one is on the road, you know just when and how much to turn the wheel and just when to tap the brakes, and it feels great to go thru that turn perfectly. At the race track, we will take away the traffic light or stop sign at the end of the exit ramp. So you re-accelerate smoothly onto the next straight and string 10 to 15 of those turns together. That's an even greater feeling. Now it's going to take some time, and maybe a few trips to any track, to learn every turn on that track like you know your favorite exit ramp. But that challenge is what makes it so much fun.

Remember our \$100-per-month plan? This month's "plan" dollars are going to be spent differently by everyone. Convertible owners, you are going to have to put some toward a roll bar, which is mandatory for Lime Rock (and all other road courses. Ed.) It will conform to SCCA regulations, extend 2" higher than the driver's helmet, have padding, and, get this, it will be completely removable if you

want it to be. Read details on [www.neccmotorsports.com](http://www.neccmotorsports.com)

Everyone, however, should buy a new Otto fan belt or Clark's Ultimate fan belt or equivalent. (I don't know of an equivalent.) Buy it now and install it now. The good used belt you remove will make a perfect spare. The Otto and Clark's belts are narrower and ride deeper in the pulleys and don't ride up at high speeds. By putting it on now, it will break in (and stretch a little) and hold the final adjustment better this summer. Contrary to what you may have heard, Corvairs can be tough on belts....

This weekend, go out to your Corvair and do the Lime Rock brake test, a.k.a. the "hard-harder" brake test. This test will be performed during tech inspection at the track, but you want to do it now too. Sit behind the wheel and step on the brake pedal very hard. Hold it and pull the steering wheel toward you and push even harder on the brakes, as hard as you can. If the pedal suddenly goes soft



under your foot, then you need to do some brake line repair. Just look under the car for the puddle. Better now than at trackside. (But do not do this test in your driveway/garage if you can't lift the car and change the steel brake line over the top of the gas tank. Instead, take the car to your mechanic and do the test there this month.)

Now let's look further ahead with a brief inspection. Tires on the right side of the car must be the same size as the tires on the left side of the car. They must have legal tread depth (on all sides), there must be no missing studs on any wheel. The battery hold-down must be secure. The throttle return spring must not be ready to break. Un-hook both ends and look for a warn groove where it has engaged over and over. The engine mounts must not be sagging so the engine should sit level. And the brake lights must work. Test the shock absorbers by putting both hands on a front fender, above the headlights. Push down with all your weight, and then release quickly. The car should come up and then settle down all in one motion. If it bounces more than once before settling down, shop for shocks. Do the same all around the car. Sometimes you might only need fronts or rears.





## ***Did You Know...***

When entering another two lane road, from a two lane road, you should enter in the same lane as you were in on the first road. That means you go from the slow lane to the fast lane. Then use your directional lights to move over into the slow lane.

***Chuck Cromwell***



## **A New Monthly Feature! Parts of the Past**

*By Dave Silvia*

In the 1960's Cal Custom produced custom and performance parts for a variety of American Cars, including these special air cleaners for Corvair. At a quick glance they appear no different than the type sold today



– however the Cal Custom variety does not use rubber hoses and screw clamps to attach to the carburetors. Cal Custom air cleaners featured special adapters that not only provided a clean looking installation but also sealed properly.

No longer available, these occasionally show up on eBay.



# Next Monthly Meeting!

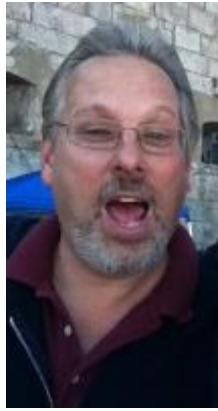
7 PM Wednesday, March 25th at  
The Tavern on Route  
1 in

Plainville, MA  
GUEST SPEAKER!  
CRUISIN BRUCE  
PALMER!

Refreshments will be  
provided by Bill

Beardsley and Vicky Titcomb.

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

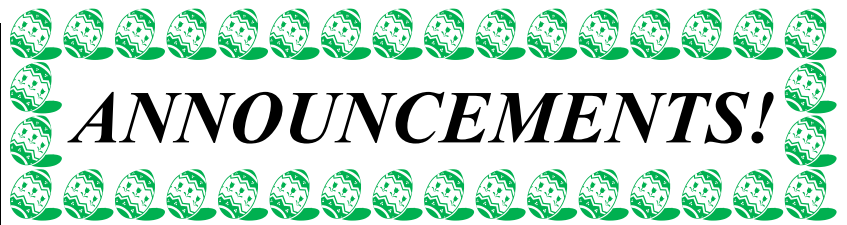


## **JOHN & CATHY SUNDEN**

**PLEASE SAY A PRAYER FOR BOTH  
JOHN AND CATHY**

**CATHY IS RECUPERATING FROM  
VERY EXTENSIVE SURGERY AND  
JOHN IS IN THE HOSPITAL AGAIN.  
IF YOU'D LIKE TO SEND A CARD,  
JOHN AND CATHY'S ADDRESS IS:**

**115 AVENUE 'A',  
HOLBROOK, NY 11741**



# ANNOUNCEMENTS!



## **NEW MEMBERS!**

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

James and Lee Ann Potvin of Coventry, RI.  
They own the 1969 Dover White 500 series  
coupe with green interior below.



## **Also!**

Victor Clausen of Wading River, NY. Vic is a  
member of LICA the Long Island Corvair  
Association. He owns a 63 Spyder converti-  
ble, a 63 Monza convertible, a 64 Monza  
convertible, a 65 Corsa convertible, a 66Cor-  
sa convertible, and a 66 Monza coupe.

The 2015 Membership count is  
currently at

# 95!



# CLASSIFIEDS

## Cars

**1963 Monza coupe** automatic with 70,000+ Very solid car, barn find—survived a few father/son restorations. all there all trim, glass, #matching motor and trans, also have new tires, some OEM spare parts. Car hasn't run, but the motor does turn over and creates spark, possible issue with either starter or ring gear on flywheel. No other problems evident with engine, in fact garage floor doesn't have a drop of fluid on it. Asking \$2,500 as is. located in Swans, Ma. Contact me by cell, Jay @ 508-493-7599 or email [jayjohnson5150@hotmail.com](mailto:jayjohnson5150@hotmail.com)

**1964 Monza 2 door** looking for a good home. This is a one owner car that has seen a lot of use. A lot of rust in the front of the body. Will need front fenders and the panel under the bumper replaced to make her look good. Rust underneath in the frame area where the frame meets the driver's side floor pan. The last time I looked, the trunk floor is solid, as are the interior floors with the exception of the driver's floor pan. Automatic. Black with red interior. The car is currently registered in MA, and could probably be driven home. \$1000 obo. Dartmouth, MA. 508 997 4498 or [jryall@juno.com](mailto:jryall@juno.com) John Ryall

**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

**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

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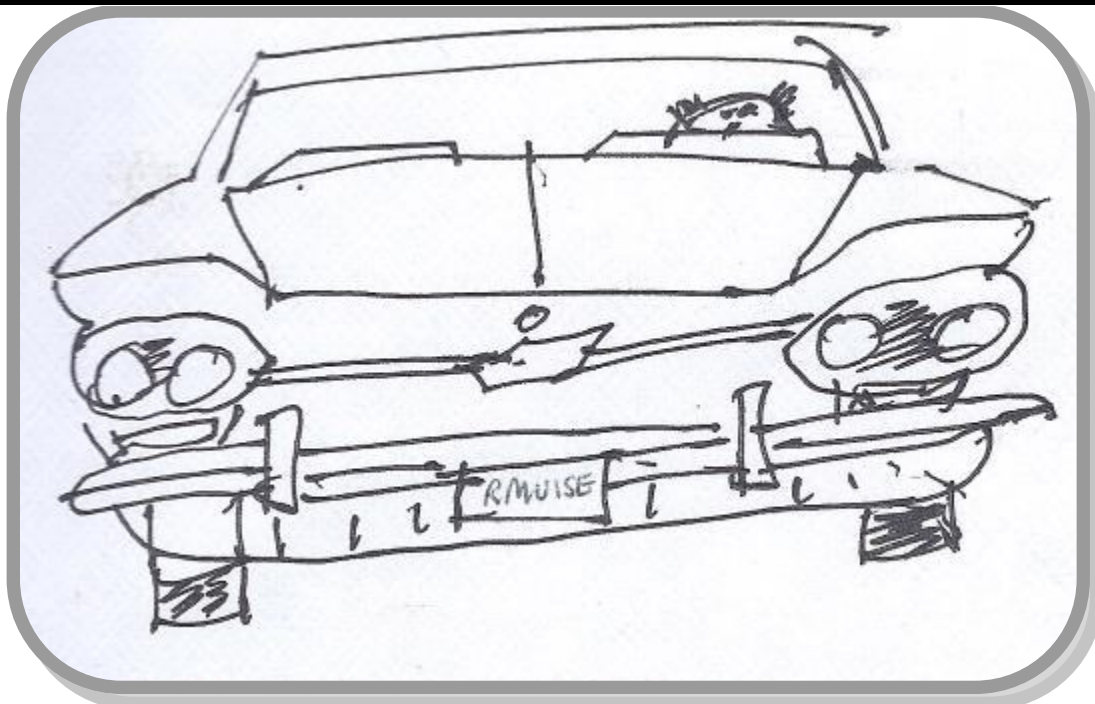
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(207) 361-1340



# April 2015

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			<b>1 HAPPY BIRTHDAY!</b> Ginger DeValk George McCafferty	<b>2 HAPPY BIRTHDAY!</b> Karen Abrahamson Jim Pickering	3	4
<b>6 EASTER SUNDAY</b>	6	7	<b>8 HAPPY BIRTHDAY!</b> Bob Haworth	<b>9 HAPPY BIRTHDAY!</b> Samuel Boyden	10	<b>11 HAPPY BIRTHDAY!</b> Polly Jewett Janet MacLean
<b>12 HAPPY BIRTHDAY!</b> Jay Green	13	<b>14 HAPPY BIRTHDAY!</b> Paula Kazilionis	15	<b>16 FIRST CRUISE of 2015 at BASS PRO Gillette Stadium</b>	<b>17 HAPPY BIRTHDAY!</b> John Peterson	<b>18 HAPPY BIRTHDAY!</b> Dave Clark
19	20	21	22	<b>23 HAPPY BIRTHDAY!</b> Chuck Cromwell Agnes Brown	24	25
<b>26 MATINEE SHOW-DINNER AT WRIGHTS FARM—See AD on page 5 for info!</b>	27	<b>28 HAPPY BIRTHDAY!</b> Cherisse Haakonsen Jay Leno	<b>29 HAPPY BIRTHDAY!</b> Steve Albernaz <b>Monthly Meeting 7PM</b> <b>CruisinBruce Palmer speaks!</b>	<b>30 Mass Cruiser CRUISE at BASS PRO</b>		



A nice 'back of the envelope' drawing contributed by Ron Muise!

# Bay State Corvair Club Calendar of Events

If you attend nothing else this year, please make an effort to come to a bold printed event and support the club!

- Wednesday, March 25.....Monthly Meeting at the Tavern, Rte. 1 in Plainville, MA 7PM  
THIS JUST IN!! GUEST SPEAKER! CRUISIN' BRUCE PALMER WILL REGALE US WITH STORIES!
- Thursday, April 16.....First MassCruisers Cruise Night at Bass Pro Shop, Patriot Place, Gillette Stadium 4pm
- Sunday, April 26.....Dinner & a Show-Wright's Farm and the Edwards Twins-See Ad on Page 5.
- Wednesday, April 29.....Monthly Meeting at the Tavern, Rte. 1 in Plainville, MA 7PM
- Thursday, April 30.....MassCruisers Cruise Night at Bass Pro Shop, Patriot Place, Gillette Stadium 4pm
- Sunday, May 3.....Annual Spring Brunch, Rafael's Banquet facility, Walpole, MA 10am—2pm
- ~~Saturday, May 9.....Raynham Senior Center Car Show, 10am—3pm SORRY CANCELLED!~~
- Thursday, May 14.....MassCruisers Cruise Night at Bass Pro Shop, Patriot Place, Gillette Stadium 4pm-?
- Saturday, May 16.....CNHCA Spring Dustoff, Hopkinton Fairgrounds, Contoocook, NH**
- Monday, May 25.....Memorial Day Show at Johnston Memorial Park, Rte. 6, Johnston, RI
- Wednesday, May 27.....Monthly Meeting at the Tavern, Rte. 1 in Plainville, MA 7PM
- Thursday, May 28.....MassCruisers Cruise Night at Bass Pro Shop, Patriot Place, Gillette Stadium
- Saturday, June 6.....Bay State Corvair Yard Sale! 51 Everett Street, N. Attleboro, MA 9am-2pm**
- Wednesday, June 17.....Monthly Meeting at the Tavern, Rte. 1 in Plainville, MA 7PM
- Sunday, June 21.....Fathers Day Show at Portsmouth Abbey, Route 138, Portsmouth, RI
- June 24-27, 2015.....International CORSA Convention, Knoxville TN—Knoxville Marriott
- Sunday, June 28.....25th Annual All Chevy Show, Diamond Hill State Park, Route 114, Cumberland, RI**
- Sunday, July 12.....Endicott Estate Bay State Antique Auto Club, Dedham, MA
- Sunday, July 26.....Handikids Show, Bridgewater, MA**
- Wednesday, July 29.....Monthly Meeting at the Tavern, Rte. 1 in Plainville, MA 7PM
- Sunday, August 23.....20th Annual Lions Club Show, LaSalette Shrine, N. Attleboro, MA
- Wednesday, August 26.....Monthly Meeting at the Tavern, Rte. 1 in Plainville, MA 7PM
- Saturday, August 29.....CT Corsa's Air Cooled Show at Lyman Orchard, Middlefield, CT**
- Saturday, September 12, 2015 (raindate 13th) Bay State Corvairs Fall Classic at Clark's Corvair  
Parts, 400 Mohawk Trail, Rte. 2, 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 is the original Massachusetts chapter of CORSA (#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)