

Bay State Corvairs

VAIRFORCE

Volume 42 - Number 5
June/July 2015



CNHCA DUSTOFF
RESULTS & PICS!
PAGE 7



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On the Front Cover: A milk bottle's eye view of Chuck Leonard's 64 Azure Aqua Monza convertible at the start of the back seat driver competition at the Central New Hampshire Corvair Association Spring Dustoff on Saturday, May 16th.

On the Back Cover: Pat Westin drives off after the monthly meeting with Cassie the Chocolate Lab doing her own backs seta driving.

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


Refreshment Coordinator:

Cathy McCafferty
N. Attleboro, MA
(202) 957-4326
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From the Driver's Seat

Jason Cesana, BSCC President



Well cruising season is in full swing. Fortunately the problems on the 64 have been solved and we are back up and running. Turns out that a bad muffler can and will cause all kinds of weird things to a car. I never would have guessed it but the proof was in the pudding as the new muffler and slight tweaking of a few items have produced a great running car again. I didn't have it in time for the Spring Dustoff, but thanks to Teddie Borey I was able to drive to the show in a Corvair. Chuck Leonard was

also gracious enough to let me drive his 64 in the back seat driver contest once with him driving and once with me driving. We won 2nd place! Thanks to you both! I would like to thank all the members who made the trip up to the Hopkinton Fairgrounds for the Dustoff. I know the weather in the morning was iffy but it cleared up about 11am and we had a beautiful day.

The next club event is the yard sale on Saturday, June 6th. We are asking for things that you want to give to the sale, but no junk. Anything not sold at the end of the day either you take back home with you or it is getting donated to a local charity. This is a buildup of funds to help the startup costs for the Fall Classic at Clark's Show. Speaking of Clark's; did you make your reservations yet at the Red Roof Inn? Did you register for the show? What's keeping you? We sure would like for you to be part of the festivities.


The last event in June as a club event is the All Chevy Show on June 28th at Diamond Hill State Park in Cumberland RI. This year I'm not asking I'm BEGGING for you to come. We had a great turnout last year but we will be down a few cars as a few members will be on the return trip from the International Corvair Convention in Knoxville. I would really like to top last year's total. The GM crowd really loves seeing the sea of Vairs 'round the pond. Plus there is the famous Bay State Corvairs buffet! How could you go wrong?

Our June meeting is one week earlier on Wednesday, June 17th. It is also the Show and Shine. We meet at 5pm at the Tavern and show as many cars as we can until meeting time at 7. So please make a note of the earlier date and plan on driving the Vair. Until next month; Drive on!

Jason

A Word from the VP

John Teixeira, BSCC Vice-President



Hello Bay State Corvair Club members. Hope your cruising season is going well. Membership is now at 107 strong. Not bad for a small car club, huh. Ok, I have a number of items I want to cover this month, so let's get started.

First off, the NH Dust Off, a group of Bay State Vairs convoyed to the event in weather that looked threatening for the morning, but turned out great. We were joined

afterwards by several others. As usual it was a good time with a number of our members winning trophies.

Next let's talk about upcoming events.

* June 17 – Monthly BSCC meeting (one week early) and annual Show and Shine at the Tavern in Plainville, MA

*June 21 – Portsmouth Abby in Portsmouth, RI. Beautiful location with some exceptional vintage cars.

*June 28 – All Chevy show at Diamond Hill Park in Cumberland, RI. This is a special one for our club as we have been attending this show for well over a decade and have enjoyed a special spot, around the pond, to display our cars. Please try to make this show. Everyone brings a snack or a dish to be shared by all.

*July 12 – Endicott Estate show in Dedham, MA.

*July 18 Cook out at George & Ginger DeValk's house in Taunton, MA Call the DeValk's (508-823-9030) to confirm your attendance by 7/11/15.

*Next, the Fall Classic at Clark's September 12, 2015. This is our big one folks. The revenue from this event supports the club operations for two years. Your executive board has already begun the planning process. So how can you help?

*We need sponsors for trophies. The cost is \$50 to sponsor a class.

*We need gift baskets for the raffle table, as well as any type of raffle items.

*We need Goody bags! Do you have contacts or connections with any companies who might supply items? Please give them a shout.

*Last, but not least, we need **your** help! First, on Sept. 2nd at my house to put the baskets and the goody bags together; and of course, the day of the show with registration, cooking, setup and cleanup. The Fall Classic at Clark's is not only a fund raiser for the club, it's also a lot of fun! There is a great Welcome Party the night before the show at the host hotel. BYOB and snacks and the club supplies pizza and soda.

(Continued on Next Page)



Word From the VP

(Continued From Previous Page)

Just a word about the position of secretary/editor of the newsletter. I know I've mentioned this before, but Dave has made it very clear he will not be running for this position in November. We need someone to step up and take this position. Ok hope to see you at the Show and Shine on the 17th.

Be safe at all speeds,

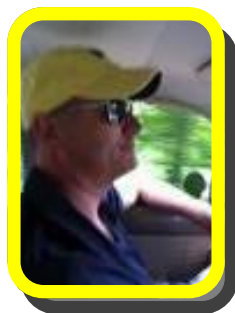
John

From the Editor's Laptop...

Hi Folks,

Yes, sorry. There was a slight delay in getting this edition out to you. At least it's not November! For those of you unable to attend the monthly meeting this past Wednesday, June 17, a comment was made that we probably wouldn't get the next newsletter till November. So, at the moment, I'm here in my office at home...Saturday at 3AM, and I'm trying to put the finishing touches to this VairForce. I won't send a half-completed, un-edited issue of the VairForce out. Problem is I have precious little spare time with my work load. My priority at this time in my life is keeping my job (an unfortunate necessity as everyone knows) and getting healthy. I've just finished another 60 plus hour week at work and I'm also still trying to get my house back in shape after the last winter's damage. Newsletter has had to take a back seat. Again, sorry.

Last month I had suffered another set back and I had to visit the hospital again. While convalescing and on pain meds, I was required to work at home, which left little time to spend on editing. I think this time, this last procedure I had did the trick. Not sure if I mentioned this before, but after researching and in conferring with my doctor, I found that there is a small percentage of patients that experience the scarring issue I suffered.



Not uncommon and certainly not the doctor's fault. The whole situation, while certainly frustrating, required patience on both his and on my part. People have this expectation for immediate and perfect results. Myself included!. Sometimes, that isn't the case. Typically, the body has it's own schedule for recovery, and sometimes it needs a few tweaks before the results are the way we expect them to be.

Anyhow, things are now working very nicely. I saw my doctor this past Monday and he gave me the clearance I needed to commence cycling again (my other passion besides Corvairs, as you all know). So now I have a month to whip my sedentary body back into shape to complete the 192 mile trek of the Pan Mass Challenge. That's right, I will be riding in the Challenge this year. I missed riding last year because of the surgery. Please check out my Pan Mass Challenge profile page at <http://www2.pmc.org/profile/DM0279>

Cycling, along with driving and tinkering with my Corvair are definitely activities that sooth the beast in me. I need that escape and haven't had the opportunity in quite some time. Debi and I are **really** looking forward to our adventure to Knoxville, TN next week for a very much needed vacation. Yup. We are heading to the CORSA Convention bright and early in the morning on Monday, June 22nd. Just what the doctor ordered! We are driving down with Ray and Kathy Bombardier, Chuck and Sharon Leonard, and Cathy McCafferty, and we're going to have a lot of fun and laughs as we always do!! Watch out Knoxville, here we come!

Vairy truly yours,

Dave

2015 CORSA International Convention, Knoxville, TN





**BAY STATE
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—jacesanal@verizon.net

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Code# B289BC2015 for
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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
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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 _____ Please make checks payable to *Bay State Corvairs*

Day of Show Fee Valve Cover Race—\$5 _____ Mail to: Fall Classic, 33 Woodhaven Blvd.

will be \$20 Total _____ North Providence, RI 02911

26th Annual New England Spring Dust-Off Trophies & Awards

Early Open

- 1st Dave Todd, Keene, NH
1964 Spyder, 150/ 4
- 2nd Paul Ardito, Moultonboro, NH
1963 Spyder, 150/ 4
- 3rd Chuck & Sharon Leonard, S. Easton, MA
1964 Monza, 110/ PG

Early Closed

- 1st Kathy & Ray Bombardier, Milford, MA
1962 Monza, 110/ PG
- 2nd Ray & Cecile Moore, Gilmanton IW, NH
1964 Monza, 110/ PG
- 3rd Tucker Boyden, Rehoboth, MA
1964 Monza, 110/ PG

Early Sedan or Wagon

- 1st Dave & Debi McMillan, North Providence, RI
1964 Monza 95/ PG
- 1st Robin Riley, Keene, NH
1961 700, 80/ PG
- 3rd Jim Turner, Hopkinton, NH
1961 Lakewood, 80/ PG

Late Open

- 1st David Celata, Readville, MA
1965 Monza, 110/ PG
- 2nd Christopher Todd, Keene, NH
1969 Monza, 110/ PG
- 3rd John & Lynda Teixeira, Raynham, MA
1965 Corsa, 140/ 4

Late Closed

- 1st Bob & Agnes Brown, Tilton, NH
1965 Monza, 110/ 4
- 2nd Tom & Tina Russ, Milford, MA
1969 Monza, 110/ PG
- 3rd Bob Hathon, Reading, MA
1967 Monza, 110/ PG

Late Sedan

- 1st Janis Cox, Peterborough, NH
1965 Monza, 110/ PG

Forward Control

- 1st Bradford Todd, Keene, NH
1964 Greenbrier, 110/ PG
- 2nd Tim Sattler, Tilton, NH
1965 Greenbrier, 110/ PG

Special

- 1st Mike Kovacs, Amston, CT
1969 Sprint, 140+2.8/ 4
- 2nd Tom Hall, Old Orchard, ME
1964 Dune Buggy, 140/ 4



Saturday, August 29th 2015

Connecticut CORSA & The Connecticut Volkswagen Association
Presents

"Air Cooled at The Orchard"

**ALL CORVAIR AND AIR COOLED VOLKSWAGEN
CAR SHOW**



At Beautiful Lyman Orchards
32 Reeds Gap Road Middlefield, CT
At the junction of routes 157 and 147

Open to all Corvair powered vehicles and air cooled Volkswagens
Show Times: 9 to 3 People's Choice Judging.
Car registration: \$10 entry.

Peach Picking!! Sunflower Maze!!! Music!!!! Gift Shop!!!! And More!!!!!!
Breakfast from 8 to 11 and Lunch from 12 to 4 available from Lyman's

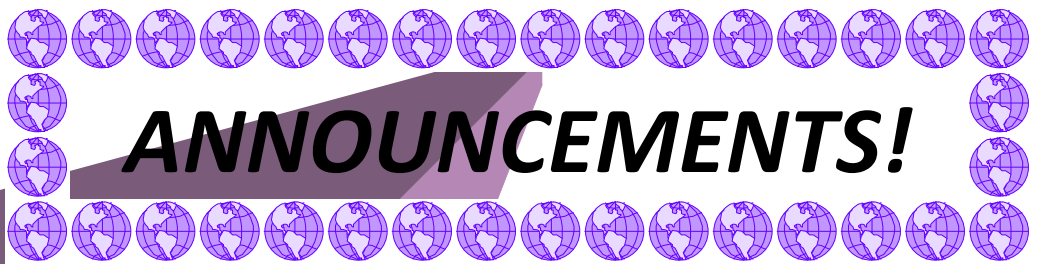
Bring the Whole Family!!!!!!

Check out Lyman's at www.lymanorchards.com.

The Rain Date Will Be The Next Day, Sunday August 30th

For Corvair Info email CT Corsa at ctcorsa1@yahoo.com
Or call Ron Manwaring at 860-621-7551 or Jim Forgey at 203-407-1441

For Volkswagen Info, contact Bill Arute (860) 395-9964 bill@ctvwa.org or
Chris Fox chris@ctvwa.org .



ANNOUNCEMENTS!

MEMBER UPDATE!

The 2015 Membership count is currently at

107!

Fall Classic Countdown!



As of the June monthly meeting on Wednesday, June 17, there are 87 days till the Fall Classic at Clark's!

Get off yer "duff" and register!

**(Ad and registration Form on Page 5 & 6!)
Last Day to get the discount rate at the host hotel is July 28th. You can cancel with no penalty up till 6PM on Friday, September 11!**

Monthly Meeting!

**May Meeting Refreshments provided by Chuck & Sharon Leonard
June Meeting Refreshments provided by Paul and Mary Botelho.**

**Next Monthly Meeting
Wednesday,
July 29th!**

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



Spring Brunch!

Sunday, May 3rd



Good Food!





Good Times!



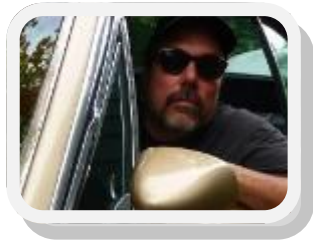
Good Friends!

Thanks to Dave Silvia for the great photos



The Quick and Easy Stuff

By Dave Silvia



Last weekend I started up my Corvair and drove it for the first time this year; it has essentially been sitting in the garage since the day after Christmas. Surprisingly, it ran fine but a couple of things had gone wrong from sitting, I started to make a Corvair To-Do list. I've taken a few of the items from my list and added a couple of "easy-to-do" things to come up with a Top 10 of relatively inexpensive and easy projects for your Corvair that most people never do. They range in difficulty and time, but all should be able to be performed in the comfort of your driveway on a nice afternoon.

1. Paint Your Trunk. It's surprising how many good-looking Corvairs I have seen that have filthy, rusty looking trunks. Painting your trunk is easy to do outside on a nice calm day. Cover your fenders with newspaper or old sheets. The correct trunk paint is available in spray cans through most Auto Parts Stores and comes in gray flecked and black flecked. You can use the original color or change it, though you will need more paint if you change colors. Be sure to clean out your trunk good, wire brush any rust, and remove things like the washer bracket, etc. You can paint those separately. Total Cost is about \$14.00.

2. While you're at it: Make a new trunk mat. You can buy a new one from a Corvair vendor if you are concerned about originality or you can make one yourself using the original one (or a friend's) as a pattern. There are a variety of materials that will work well and look great. You can use rug or a large rubber mat. Look for something that won't fray when you cut it, otherwise you will have a mess. I found some great carpet at an auto parts store that cuts easy and doesn't fray. Total cost for a

new original one is about \$18.00; you can make your own for a lot less.

3. Replace your shifter coupler pin (manual trans. only). These pins wear excessively and often have grooves worn in them that make shifting difficult. The pin is at the back of the shift tube where it connects to the transmission. Get a new coupler pin, washer, and cotter pin for it. Grease it lightly when installing it. Total Cost is about \$3.00.

4. Replace your pedal pads. Brake and clutch rubber pedal pads wear out. Besides looking better, they increase safety, as your shoes will not slip as easy on a new pad. Total Cost about \$12.00 for a manual transmission and \$6.00 for an automatic.

5. Boost up the seat back of your original buckets (1960-1966 style). In my opinion the original Corvair seats do not give the best support. This may be due to design or age (it could also be my back!). It is quite easy to boost up the seat backs. You can remove the bumpers at the back of the seat, place spacers underneath them, and replace them with longer screws. You can experiment with different size spacers to get the most comfortable setting. The spacers can be made of wood, nylon, or steel. Look around at your hardware store; you will find a variety of spacers capable of doing the job. Total cost with screws and spacers will vary based on the material you use but it should cost less than \$5.00

6. Paint the inside of your ashtrays. They're always rusty inside. They are a little difficult to clean out, work slowly with sand paper to remove the rust. Be sure to mask off the front if you are not painting it too. You can repaint the inside of the rear ones at the same time. If you smoke, the paint will make it easier to keep clean. If you don't smoke, it makes a nice clean change or snack holder! You can use just about any type of paint or color you want. I went to an auto parts store and bought gray engine spray paint for mine. Total cost was less than \$6.00

(Continued on Next Page)



Quick and Easy

(Continued From Previous Page)

7. Polish your aluminum sill plates. This is the biggest bang for your buck project. If your sill plates are not badly dented or corroded, consider polishing them. Remove the sill plates from the car. It is easy, as they are held on with Philip's head screws. Be careful on the early models, as these have fine lines cut into them that can be destroyed by polishing if you are not careful. Mask off the Fisher Body emblems if you do not intend on replacing them. You can use steel wool, aluminum polish, or you can even buff them to a chrome-like appearance. Your car will look stunning when you open the door. Total cost should be less than \$10.00, not including new emblems.

8. Once every couple of years, when waxing your



Corvair, remove the emblems on the hood and trunk to wax behind them, wash the emblems in soapy water to get all the old wax off and reinstall them. Do not remove them each time you wax the car or you will ruin the emblems. Be very careful if you do not want to be buying new emblems as the

studs are often fragile and you do not want to scratch the paint. Total cost, your time.

9. Replace your dome light lens. You will never believe how yellow yours is until you install a new one. Cost is about \$5.00

10. Install a new license plate light lens and gasket. At shows, every Corvair has its hood up and this area, which is at eye level, is dirty on most of them. Clean up all the old grease and oil before you install the new gasket and lens. The new white gasket makes it look great. Total Cost is about \$11.00

CORSA International Convention Knoxville TN • June 23-27, 2015

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Tuesday - Friday . See the schedule for vending hours.

Show discounts are **10% off** for cash or **5% off** for credit cards on parts we have with us &
most items you order & pay for at the show!

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Late Model Heater Switch Repair

By Jim Bengiovanni



If your heater switch doesn't seem to be selecting the fan speeds correctly this article may help correct the problem if it is the fault of the dash mounted switch.

After you remove the four screws holding the lever control assembly to the dash, unplug the switch from the harness along with the light if it hasn't come out by itself. It isn't necessary to disconnect anything further as you can remove the push-on washer that attaches the switch arm to the fan lever assembly along with the two screws holding the switch in place while the unit is "hanging" below



the dash. See photo above of assembly not on car for a better view of the two screws and the push-on washer. Now you can rotate the switch arm and remove the



complete switch & arm from the lever control.

You will see three bent over tabs that hold the switch together. Very carefully pry up

the tabs so you can remove the piece that has four connections on it. Inside there is a copper plate and a spring that locates into a plastic block. This block is attached to the arm and does NOT need to be removed. If it does come out it only fits one way with the spring descent towards you. Most likely you will find that the contacts on the back side of the part with the connectors along with the copper "U" shaped part will have oxidized over the years along with whatever grease and dirt has worked its way into the switch. Clean off all grease and dirt with a rag then clean the contacts, the copper part and the terminals to insure a good connection. I used a rag, then some carb clean and then a piece of fine sandpaper.

Put a little bit of dielectric grease on the copper sliding part that contacts the four connections that are on the inside of the switch along with the four button contacts. Place the spring into its detent on the plastic block, install the copper parts with the tabs down so they will fit into the slots on the plastic block. Install the backing plate with the terminals up making sure that the spring and the copper part line up into the plastic block properly. Carefully bend down the three tabs that you originally opened up to remove the back plate.

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Heater Switch Repair (Continued)

Install the switch arm to the lever control before installing the two screws to hold the switch in place. Install the “push on” washer on the pin. Put a little dielectric grease on the terminals before plugging it back into the harness connection. Plug in the light, place the lever control assembly back into position and install the four screws that hold it in place to the dash.

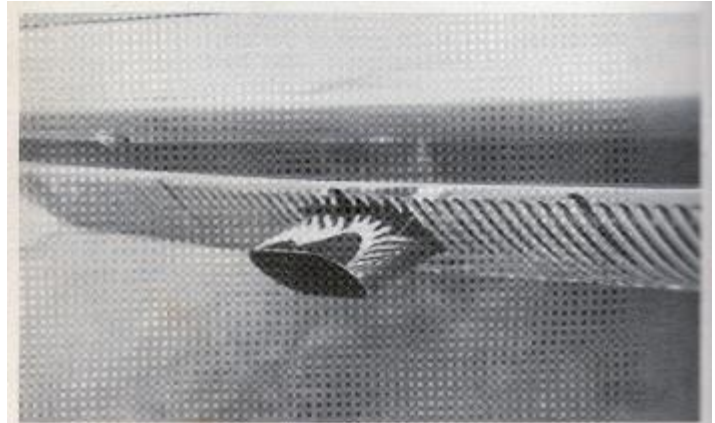
Parts of the Past

By Dave Silvia

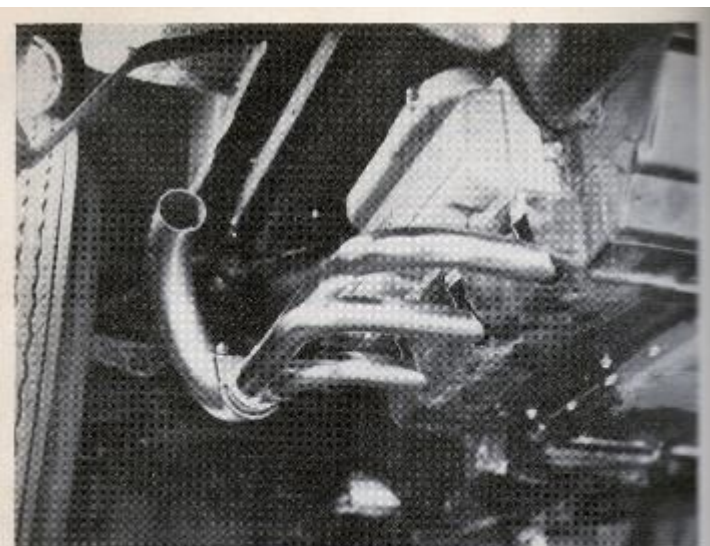
In the early days of Corvairs, parts vendors popped on and off the scene quickly. One of the earliest Corvair performance vendors was a company called Runyon on 3537 Ocean View Avenue in Montrose, CA. Runyon made headers and other performance exhaust parts specifically for Corvairs. These were very high quality parts in that they were fully chromed. What is amazing is that this style of header was very advanced for its time featuring individual clamps for better sealing as opposed to a single header flange with 3 three ports. One of the more unique parts that they sold was an exhaust collector called “The Stinger” that joined the dual exhaust out-

Hopefully this will make your switch work as it should. This isn't a hard project to do as there are only three parts to deal with once opened up.. The hardest part is the removal of the three tabs.

While this is for a late model Corvair, I expect that early models may have used a very similar switch that can be disassembled pretty much the same way. Other steps could be a bit different but should be similar.



STINGER is Runyon exhaust collector which can be used with any dual muffler set up. Extraction effect caused by vacuum behind car at this point may be in its favor, in addition to neat appearance.



RUNYON HEADERS as installed on Corvair illustrate free flow of exhaust sought. Care must be taken not to make openings for headers in engine shrouding so large that ambient air temperature level is driven too low. Any cuts made in shrouding of engine compartment should be held to minimum and all grommets, stripping, etc., kept in good condition.

lets into a single port that could exit right through the lower grill for improved scavenging. As with many of these early companies, it is long gone and no history of the company exists. In all the years that I have been ‘Corvair aware’, I have never seen a set of these headers.

CORVAIR OWNERS!!

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Unbiased dynamometer tests conducted by Rod & Custom Magazine prove conclusively that Runyon designed exhaust headers will allow your Corvair engine to perform with greater efficiency. Don't trap horsepower—realize your fuel economy potential—Enthusiastic users report 12-1400 rpm increases, 10 mph greater speeds in gears at 1/4 mile drags, 5 mpg mileage bonus. Read July Rod & Custom Magazine for details. Order from your own neighborhood custom muffler shop or direct from Runyon...NOW!

\$44⁹⁵

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Terry Stafford and His Lime Rock Articles

PART 3 OF A 6 PART SERIES

by Terry Stafford

Lehigh Valley Corvair Club

Intro by Al Lacki—Pictures From NECC Website

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.

It's time to register. Go to www.neccmotorsports.com and find NECC's online registration web page. To fill it out completely, you will need to assign your Corvair to a particular "class". This helps the track officials determine your

run group and stage the cars in the pit lane when you go out for timed laps. And after the event is over, NECC lists the lap times according to class so you can see how you did against cars of similar potential.

The proper class for your car depends on the modifications you have made to your Corvair, ranging from mild (i.e. street stock) to wild (i.e. full competition). In general: NECC's Street Stock (SS) class allows limited changes before getting bumped into (IS) Improved Stock. IS allows additional changes until you are moved into Street Modified (SM). And if your Corvair is a purpose-built track car, it should enter it into the Competition class (COMP.)

Some improvements are free and others bump you immediately into a higher class. If the only change you want to make will bump you up, then you probably won't be competitive in that higher class. But refer to what I said last month, "who cares, you're hooked".

Confused? Don't worry. NECC's registration web page has a link to a list of classification regulations that provide a full description of how this works. As noted in the classification regulations, Early and Late model Corvairs are classified separately until you get up to Street Mod. For vehicles other than Corvairs, you will not need to select a class, but you should still list your car's modifications on the NECC registration page.

Some notes about classification: NECC's classification rules are similar to CORSA autocross rules with the addition of an early high performance class in Improved Stock. If you don't know what I'm talking about, that's O.K. You will find the classification rules on the website. If all else fails, NECC will classify your car for you when you go through tech inspection at the track.

(Continued on Next Page)



(LIME ROCK Continued From Previous Page)

One thing not to forget, Lime Rock and most tracks we run on require street legal mufflers. Any car shows associated with NECC are not strict CORSA concourse rules but more casual.

Here is my list of the things affecting a fast time on the track: 1. driver, 2. tires, 3. suspension condition and settings, 4. shocks, 5. brakes, 6. engine performance, 7. engine power, 8. Misc., such as air dams, cooling, differential, etc. When I separate #6 and #7, I mean it's better to have a good running stock engine than an unperfected hopped-up engine. Let's run down the list.

Driver: You won't perfect this in several visits to Lime Rock (or any track), but that's all the fun.

Tires: Radials are much preferred, lower profile is better (70 series is the lowest allowed in all stock classes); stock size rims are fine 'til you get very modified; 1/2 worn tread is best; I like 195/70's for stock and run 205-60's on original 13" X 5 1/2" rims, in Improved Stock.

Brakes: Refer to last month (I use metallics although many people don't like them).

Suspension: All steering and suspension joints must be up to spec tolerances or you won't get on the track.

Alignment Settings: (These settings are from the book, 'How to Hotrod Your Corvair':) Rear: 2 to 3 degrees negative camber and 1/8 toe out. Front: caster 3 deg. Camber: 1 deg negative. and Toe In: 3/8 deg. Up-dates and back-dates are allowed thru the years to get the thickest front sway bar that was offered. After-market rear sway bar sounds like a good idea.

Shocks: Good condition a must, heavy duty preferred. I like gas shocks (for an Early that fit the front

on a 57 Chevy).

Engine Performance: Carbs rebuilt, fresh tune up, new ignition wires, and turn the key. (Single biggest thing you can do for performance on the day of the event is NEW points, plugs, cap, rotor, condenser, and correct timing. ALWAYS HAVE A SPARE NEW CONDENSER, and try it to solve ANY un-diagnosable engine performance problem. Then call me and say, thank you.)

Engine Power: Dual exhaust helps, bigger carbs or re-jetting is noticeable, water injection to run hotter ignition set up makes a difference. That's about it for bolt-ons.

Misc.: Do anything for cooler engine temps, like added oil cooler or finned oil pan, etc. Front air dam is a big help for steering stability at high speed. If you're thinking of air ducts for brake cooling, battery relocation and other weight transfer, new camshafts or 3.08 gears, you don't need me.

Homework: Remove the top engine cover and lower heater shrouds and run a key hole saw in all the cooling slots in the heads and barrels (what a temperature difference.) Enter an autocross, and watch the "Indy 500". (You better know when that is.)



Did You Know...



Electric cars were introduced in 1896. By the end of the century almost 50 percent of motor cars worldwide were electric. Yet, by 1905 eighty percent of cars were petrol driven and by 1920 the electric car was almost history.

Bill LaRiviere of Birmingham, AL built this 1964 electric Corvair. Photo from the "Electric Vehicle Photo Album (www.evalbum.com/3304)



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 Swansea, MA. Contact me by cell, Jay @ 508-493-7599 or email 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 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 re-worked recently. Car has been garaged in New Hampshire. For more details or questions Clint Robins 603-964-2956.

1966 Sport Sedan -Great looking, great running driver quality late model four door. Lots of mechanicals redone in recent years, including but no limited to front cross-member, suspension, brakes, tune up and most recently, a fresh blue Clark's reproduction interior. Powered by the reliable and simple 110hp powerplant mated to a Powerglide automatic transmission. Options include deluxe seat belts, both front and rear and a WORKING electric clock. Great for daily driving, cruising and shows. A good all around car. I hate to sell but I only have so much space! Those of you that know me will understand. Asking \$5,500 or best reasonable offer. Call 508-954-8090 John Wingle

Parts/Tools

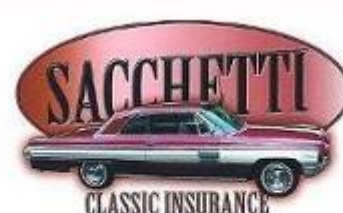
1963-1964 Black front bucket/back seats and convertible top. Good condition. \$350 or Best Offer for all. Contact Lou Rowman 781-837-5826.

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JUNE/JULY

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1 HAPPY BIRTHDAY! Gloria O'Shaughnessey Jan Abbott	2	3 HAPPY BIRTHDAY! Ginny Carroll	4 HAPPY BIRTHDAY! Mary Vancour	5 HAPPY BIRTHDAY! Tracy Cesana	6 HAPPY BIRTHDAY! Steve Boyden
7 HAPPY BIRTHDAY! Pamela Green	8 HAPPY BIRTHDAY! Cathy Burns	9 HAPPY BIRTHDAY! Steve Silvia	10	11 HAPPY BIRTHDAY! Bill Nedderman	12	13 HAPPY BIRTHDAY! Mike Kazan Kevin Gaudette
14 HAPPY BIRTHDAY! Tom Fiske Jim Kenyon	15 HAPPY BIRTHDAY! Lynda Teixeira	16	17 Monthly Meeting at the Tavern Sho'n'Shine	18 HAPPY BIRTHDAY! Les Almeida	19	20
21 HAPPY BIRTHDAY! Marcia Connors	22	23 HAPPY BIRTHDAY! John Teixeira	24 	25 CRUISE at BASS PRO Gillette Stadium	26	27
28	29	30	1	2 HAPPY BIRTHDAY! Joyce Andrade	3	4 HAPPY BIRTHDAY! Bob Brown
5	6	7	8 HAPPY BIRTHDAY! Ray Bombardier David Keane	9 HAPPY BIRTHDAY! Pat Rowman	10 HAPPY BIRTHDAY! Ron Moller	11
12 HAPPY BIRTHDAY! Dave Silvia Paula Keane	13	14	15	16	17	18 Back-yard BBQ at George & Gingers
19 Handikids on the 26th	20	21 HAPPY BIRTHDAY! Jim Bengiovanni	22	23	24	25
26 HAPPY BIRTHDAY! Debi McMillan Marguerite Longpre	27 HAPPY BIRTHDAY! John Weigel Donna Brennan	28 HAPPY BIRTHDAY! Ann Jones Pamela Almeida	29 Monthly Meeting at the Tavern	30 	31 HAPPY BIRTHDAY! Fred Jones	

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, 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
Thursday, June 11.....MassCruisers Cruise Night at Bass Pro Shop, Patriot Place, Gillette Stadium
Wednesday, June 17.....Monthly Meeting at the Tavern, Rte. 1 in Plainville, MA 7PM— Bring your Corvair!
Sunday, June 21.....Fathers Day Show at Portsmouth Abbey, Route 138, Portsmouth, RI
Thursday, June 25.....MassCruisers Cruise Night at Bass Pro Shop, Patriot Place, Gillette Stadium
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
Saturday, July 18.....George & Ginger's 'Back Yard' Get Together, Taunton, MA, Noon
Sunday, July 26.....Handikids Show, Bridgewater, MA 8AM-2PM
Wednesday, July 29.....Monthly Meeting at the Tavern, Rte. 1 in Plainville, MA 7PM
Saturday, August 15.....24th Annual MassCruisers Show, Cracker Barrel Fairgrounds, Wrentham, Ma
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 Corsas's Air Cooled Show at Lyman Orchard, Middlefield, CT
Saturday, September 12.... (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, Officer Nominations
Wednesday, November 25.....Monthly Meeting at the Tavern, Rte. 1 in Plainville, MA 7PM, Officer Elections
December.....No Monthly Meeting!

