CORSA Director Elections: Voting Opens



Volume 47 Number 8

DCTOBER, 2025

From Flat Six to Fully Charged: Electrolyair III

Event Coverage: 2025 Springfest in Helen, Georgia



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2026 CORSA Scholarship

This year we are pleased to announce we will be offering two scholarships; one in the amount of \$1,000 and one in the amount of \$500. These scholarships will be awarded during the annual convention at the Awards Banquet in Gettysburg this summer.

To secure your application, please email me and I will get the information out to you. The email address is:

-SARAH BRUCE SARAHVAIR@CFL.RR.COM

The Corvair Preservation Foundation's "Frank Winchell Corvair Memorial Scholarship Fund" is annually awarded to deserving students planning to attend a college, technical or trade school. We welcome donations to this fund, and you can go to corvair.org for more information on how you can give to this worthy cause. The application deadline is May 10, 2026

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Executive Editor's Message- Don Keefe, Clearwater, FL



Reasons to be Optimistic...

ver since I became a father in ■ 1995, I have been pushing the idea of bringing younger people into the automotive hobby for the purposes of strengthening the family dynamic and to help keep kids involved in something positive. It stood to reason that if kids and parents spent their free time interacting and working on a common goal, it would be easier to keep the youngsters away from drugs and the debilitating effects of media oversaturation. Both problems have become worse in the 30 years since, but I do believe that the remedy is still viable.

The challenge is actually reaching them. Obviously, in a family setting it's simpler, but how does one reach the greater audience of younger people to effectively get this message to them in a way that they will respond to?

Back in 2018, I attended an automotive history conference hosted by the Historical Vehicle Association in Allentown, Pennsylvania. It was, for me, a chance to share ideas and experiences with other historians and writ-



ers and drive some amazing vintage cars and trucks. One of the presenters was a young woman working on her Ph.D and her topic was about attracting young people to the automotive hobby. It was an eye-opener and proof that young people are interested in new experiences and was a convincing rebuttal to those who say that the younger generations are impossible to reach and only want to play with their phones.

Essentially, her message was to appeal to them using the same social media platforms that young people are using. By using "their" media, it presents the message that "we" aren't taking them for granted and expecting them to bend to our rules and culture. The simple act of inviting them and welcoming them to our party using their social media outlets shows that we're willing to do the work necessary to reach them on their level, not above or below.

For CORSA, I am happy to report that this organization is one of the few car clubs that is actually having some success with attracting new, younger members. We're effectively using Instagram, Facebook and of course, the Corvair Forum to deliver the message of the Corvair world to enthusiasts of all ages. And there is ample evidence that it's working and new, younger members are joining our ranks and are even providing content for the *Communique*.

Abigail Marino, of Chuluota, Florida is a great example of these efforts actually paying some dividends. Not only does Abby have a gorgeous 1960 Corvair 700 sedan, she and her mother made the trip to Helen, Georgia for the annual Springfest event and she not only showed off her freshly-restored Corvair but participated in the Funkhana and road rally. She also chronicled her adventures in an article that starts on page 22.

These are exactly the sorts of outcomes that can happen for any car club. Use the available social media platforms to get the message across, welcome them when they arrive and make them part of the tribe. Congratulations to the event organizers for a perfect execution of the plan!

Director's Turn at the Wheel- Steve Lubliner, Tucson, AZ



Steve Lubliner
Western Division Director and
CORSA Vice-President

hat do Tomahawk cruise missiles and Corvairs have in common? Other than having air cooled, rear engines they both sit in storage for extended periods of time (up to 15 years for later Tomahawks) and are then called upon to travel from Point A to Point B flawlessly. It is a common misconception that storage, even in cool, dry areas, is a benign environment that may extend the life and reliability of your Corvairs and spare parts.

Lubricants, especially greases, have a limited shelf life, perhaps five to ten years. Greases typically have two components, a "soap" or thickener and oils. This composition has a characteristic that the oils may separate from the soap over time. The result is a loss of lubricating properties and potential leakage past seals not intended to contain liquids. One way to extend the life of greases in automotive components is to periodically move the vehicle and operate greased

components to remix the oil and soap. One does not have to drive the vehicle to do so; simply rotating the wheels several turns or cycling lubricated parts by hand is sufficient.

Plastics and rubbers lose their flexibility over time, especially materials that have been exposed to gasoline. Gasoline leaches out the plasticizers in rubbers and plastics causing them to become less flexible. The rubbers and plastics, after losing flexibility, are less likely to conform to the areas they are sealing and will crack or leak when moved (think about the diaphragm in your mechanical fuel pump). Even simple items, like nylon tie wraps will get brittle and break after several years. A broken tie wrap may cause contact between a wire harness and moving part causing an electrical failure. Periodic inspection and replacement of plastic and rubber parts is typically necessary.

Ever wonder why many items intended for long term storage are often vacuum packed or sealed with dry nitrogen? That is because the oxygen in our atmosphere is responsible for the degradation of many materials. The most well-known type of oxidation is rust, but other oxidation symptoms are cracking of tire sidewalls and viscosity or color changes in lubricants.

Oxidation also affects the electrical contacts within electrical components. Switches, relays, electric motors, the generator, and the alternator rely on contact between specialized metal surfaces within. Oxidation creates non-conductive films on the surfaces. Typical effects are noise when changing the radio volume or the instrument panel lights being intermittent as the light switch knob is turned. Periodic

movement of these items, say rotating the light switch and radio knobs back and forth, can help wipe the oxidation from the contacts. In other cases, e.g. the generator and alternator, the devices need to be powered and operated. I have had success using a product called "DeoxIT" (from Caig Laboratories) on radio volume controls and switches to improve operation and reduce electrical noise.

There is a type of component called an electrolytic capacitor. In most Corvairs this type of part is typically used only in the radio. This type of capacitor is filled with a material called an electrolyte. Over time the electrolyte can leak from the capacitor rendering it useless. Electrolytic capacitor inactivity can also cause degradation of their internal insulation layer; applying power after the capacitor has remained dormant for a while can cause the capacitor to catastrophically fail (electrical short). Both failure modes can be mitigated by periodically powering the circuitry in which the capacitor is installed. Replacement capacitors are not expensive but soldering skills and some electronic knowledge are necessary to replace failed capacitors.

Spare parts and bulk materials are not exempt from the above issues and may have a greater potential for failure. Parts on the shelf will almost never be "exercised" to remix greases or wipe oxidation from electrical contacts and may be dormant for years. "Mobile" spares, those kept in your car trunk, may not have that cool, dry environment in which to rest. In summary, cars that are infrequently driven and spares that sit on a shelf need an exercise program to keep them ready for the road.

MCACN Yenko Stinger Preview



here is a true nexus of very large proportions occurring this fall in the Chicago suburb Rosemont, Illinois. The Muscle Car and Corvette Nationals (MCACN) is an indoor car show at the Donald E. Stephens Convention Center this November 22nd and 23rd. If you have never been before, planning a pilgrimage to the annual Muscle Car and Corvette Nationals indoor car show should be high on your list of things to do. This is a premier event which will be a visually stunning display for every automotive enthusiast, hobbyist, historian, tinkerer, and racer.

For this particular event, the nexus or coming together I referred to above has to do with an exhibit as part of the MCACN show. This exhibit will be especially intriguing for the readers of the CORSA Communique. There will be a very special display at the MCACN show this year which will include a living "racing diorama" celebrating the 60th anniversary of Don Yenko's first **COPO SCCA** Homologation race car, the Yenko Stinger. In honor of Yenko's creation, there will be 14 Yenko Stingers in one place. This is arguably the most

Stingers ever together at one time since Don Yenko ordered 100 very specific 1966 Corvairs from Chevy's Fleet division or COPO (Central Office Production Order). The history of these cars is well known in Corvair circles. Yenko ordered these 100 Corvairs to convert them to homologation race cars to gain certification as a manufacturer's car, the Yenko Stinger, to qualify and satisfy SCCA racing rules in D production racing in 1966. Many Corvair enthusiasts know that Yenko was competitive; highly competitive. He took advantage of a very lightweight chassis with the same rear engine road racing qualities that would propel Porsche to become racing juggernaut. Squeezing massive amounts of horsepower from the Corvair 164 cubicinch, six-cylinder, air-cooled engine that was initially designed for 80 horsepower, he created a very capable and almost magical road car.

In total, Don Yenko created 115 very specific COPO "Yenko Stingers" which included 100 of the 1966 cars, 14 of the 1967s, and one very special Stinger in 1969. Don Yenko also opened the door for many enthusiasts to race in the Corvair world by offering

many catalogue items at qualified Chevrolet dealerships and a coveted SCCA Yenko tag which also allowed for amateur racers to create "Stingerized" Corvair race cars to compete under SCCA rules at the time.

The Stinger display at MCACN will be sure to delight. There will be a variety of 1966 Stingers which were all Ermine White with Blue racing stripes in different race trims (Stages). There will be four 1967 Stingers; three Marina Blue Stingers (the most blue COPO Stingers ever to be in one place) and one of the rare Bolero Red Stingers (representing Canadian racing). The final COPO Stinger produced, the rare and storied Stage IV 1969 Goodyear Test Vehicle will also be there. All the Stingers will be arranged as if they were "at the paddock" at a racetrack as a living race diorama. The display will include historical information, vintage video racing footage of Stingers tearing up the racetrack and, of course, all these beautiful COPO Yenko Stingers. Don Yenko's daughter, Lynn Yenko, will also be there to tell the stories from a perspective of a teenager in the '60s whose dad happened to be the famous Don Yenko.

As part of the display, there will be a beautiful futuristic GMC Motorhome and a group of very special Chevrolet Monza Jr Karts. These beautiful gokarts have their own special history with Chevrolet. And, in the racing world, "back in the day" you would have seen this motorhome at the track. Also, much as a scooter or golf cart is used today as a vehicle to navigate the paddock, the little Monza Jr. Karts were often seen at the track.

In writing this article, I did find some very cool information regarding

b Office Report- Paul & Ramona Bergstrom, Long Lake, MN



Membership Statistics July/August 2025 **New Members- 29**

June '25 = 2,745September = 2,673

Don Yenko. Don Yenko was an accomplished student and was high school valedictorian, as well as class president for four years. At Penn State he was president of the debating club. He was a skilled pilot learning to fly at age 16 and served in the Air Force. He was a very proficient SCCA driving champion and competed in Daytona and 12 hours of Sebring on numerous occasions. But his natural talent went far beyond the racetrack. Don Yenko was a professional jazz pianist who played

with Duke Ellington's band as a

teenager. He later played with Stan

Kenton, an American progressive jazz

icon who was an innovative and influential jazz artist, composer and band

leader.

Being driven to make Chevrolet more competitive in racing, Don Yenko had landed on the Corvair as a potential race machine. Part of the Yenko Stinger story includes Chevrolet introducing him to a talented young

Time for Winter Prep!

t's time to prep your Corvair for winter storage. Check our website for tech tips to do it right.

Welcome New Members for July, 2025

Ken Leslie N. Little Rock		AR
Myles McMahon	Elk Grove	CA
Robin Hobby	Williston	FL
Mike Brent	Naples	FL
Mike Clark	Stockbridge	GA
Tom Hart	Bowling Green	KY
Cyrus Cuckler	Kennedy	NY
Stephen Billmann	Cincinnati	ОН
Roger Rorabaugh	Mahaffey	PA
Donald Osborne	Tiverton	RI
George Reynolds	Beaufort	SC
Scott Louth	Lancing	TN

Chevrolet Test Engineer, Jerry Thompson. Jerry and two other engineers were in the middle of creating a competitive Corvair race car with an experimental engine as part of Chevrolet. It just so happened on that evening, when these young engineers took Don Yenko for a little test drive, they came upon a brand new Mustang and together they "ate him alive." From that moment Don Yenko created his path. We are celebrating the creation of that path 60 years later with

This Yenko Stinger display celebrating 60 years of the Yenko Stinger will only be one small part of a very spectacular automotive event. Other Yenko vehicles will be there including Yenko Camaros and Novas. After all, this is a muscle car show and you will delight with all things American muscle to see. This show is considered one of the premiere indoor automotive shows in the nation. There will be many other

this display.

Welcome New Members for August, 2025

Laura Crosby	San Francisco	CA		
Fred Stroock	Rancho Mirage	CA		
John Lark	Peyton	CO		
Robert Bessette	Clermont	FL		
Armando Griss	ino Palm Bay	FL		
David West	Grassy Key	FL		
Sandro Alvarez	SW Ranches	FL		
Tim Hawk	Decatur	IL		
Matthew Fagun	ides Taunton	MA		
Charles McFarla	and Ozark	МО		
Arthur Hance	Port Murray	NJ		
David Carnes	Brewerton	NY		
Mary Corringto	n Eugene	OR		
Jason Yanke	Carlton	OR		
Paul James	Mount Joy	PA		
Desiree & Dean Stromberg Spring TX				
Bill Midkiff	Midlothian VA	1		

special car displays. A plethora of other activities will occur including celebrity appearances, book signings, kids activities, art displays, a muscle bicycle display, mini bike and quad display, seminars, as well as automotive judging and certifications. To find details, out all the visit www.mcacn.com

If you're anywhere near the Chicago suburbs and you come by the Donald E. Stephens Convention Center in Rosemont on November 22nd and 23rd, you will be sure to see a phenomenal indoor motoring extravaganza of all things muscle. You will also get a glimpse of the heyday of American ingenuity and excitement. And, you will see more COPO Yenko Stingers in one place than you may ever see again. If there is a way to catch lightning in a bottle, it may very well just be at this event.

-Gregory Lehman



Actober 2025

CORSA Director Elections

2025 CORSA Director Elections

(Vote Only for Candidates in Your Own Local Division)

Voting Opens October 15, 2025

It's easy to vote on-line starting on October 15th.

Log in at:

www.corvair.org

...and navigate to User tools. Select the drop down for Direction Election ballot and vote!

ast year, your CORSA Board of Directors (BoD) approved a revised set of bylaws that revamped the CORSA schedule for new director elections. That schedule includes nominations of director candidates, voting for the candidates, the counting of votes, and the announcement of the results. The nomination period closed on August 15, 2025. Six nominations were received: one was received for the Western Division, three were received for the Central Division, and two were received for the Eastern Division. The candidates each submitted pictures and a resume stating their qualifications

as part of the nominating process. Those pictures and their resumes are printed in this issue of the *CORSA Communique*. As CORSA's Vice President and the Election Chairman, I would like to thank Scott Howey, Steven Spilatro, Jeannette Alberte, Tracy LeVeque, Sarah Bruce, and Richard Widman for stepping up as CORSA director candidates.

The voting period runs from October, 15 2025 through December 1, 2025. CORSA members may vote via a hardcopy ballot that is included with the print copy of the *CORSA Communique* or online at the CORSA website.

Please remember that you may only vote once, for one candidate, and that the candidate you vote for must be within your division. While not official information sources, election information may also be published in social media (including the Corvair Center Forum). Votes will be counted on or before December 22, 2025. I will notify the candidates of the election results as soon as possible following the conclusion of the voting period. The new directors will be seated on the BoD at the January 2026 BoD meeting (held virtually).

Please participate in making CORSA a premier organization that represents our common interests in the operation, preservation, restoration, and enjoyment of the Corvair automobile (and its derivatives) by voting. An active and engaged CORSA Board of Directors and membership is essential to make our interests a reality. Thank you.

Stephen Lubliner CORSA Vice President and Election Chairman

Eastern Division

Sarah Bruce Holly Hill, Florida



Sarah Bruce Eastern Division Candidate

ife and circumstances have a way of interrupting with daily life plans and before you know it, time just slips away. That can be said about me and my daily hands-on involvement with CORSA for the last few years. However, I have never really been far as I remained active in my local club as well as a few online groups. I have also remained the Chair for the Scholarship as well as the Car Display.

Finally, things have settled down and, in a few months, I am going to have a lot of free time on my hands. It is time to once again step up and get more actively involved. When I was on the BoD (Board of Directors) in the past CORSA was not in a good way. Things were changing and not always for the best. However, I feel myself and my fellow BoD members at the time

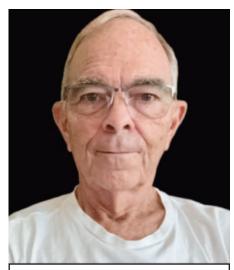
worked really hard and we dug deep and stayed at it, and we were able to turn things around. We did this by listening to YOU, the membership, and took what you had to offer to heart and worked on making CORSA better as it moved into the future.

I suppose some would say CORSA is losing membership, and we are facing bad times ahead. My answer to that is no, I still see we are moving in a positive direction. Look at all the positive changes in the last few years. Bylaws have been updated, CPF is now separate and doing a FANTASTIC job with the tasks they are taking on, and the current Leaders are breathing new life into CPF. I have been fortunate to be able to sit in on a couple of their Zoom calls and let me tell you I got excited to listen to what is happening and so thankful I am a part of this new growth.

This new growth and enthusiasm is spilling over to CORSA. Work still needs to be done to get new membership, new advertising revenue, and full fledge corporate discount programs for the membership. Our annual conventions could use a little updating as well.

I look forward to representing the Eastern Division of CORSA. As always, my phone will be answered when you call and your emails will be addressed in 24 hours or less. I am ready to roll up my sleeves and get busy working for you and with you to continue moving CORSA into the future.

Richard Widman Palm Coast, Florida



Richard Widman
Eastern Division Candidate

y name is Richard (or Dick) Widman. I am 80 years old and currently live in Northern Florida. I met and married my wife 55 years ago while working in the Peace Corps in Bolivia, designing and building schools, health centers, water systems, irrigation systems, roads, and whatever. Later, I went on to teach auto mechanics in the schools. I have three children and four grand-children, two currently at Virginia Tech and Alabama.

I retired from my first career as Director of Purchasing in Latin America and the Caribbean for McDonald's in 1997 to move to Bolivia and open my own business importing lubricants and filters from the US to improve maintenance and extend the life of equipment and vehicles. I spent much of that time teaching Lubrication and

CORSA Director Elections

Maintenance in the trade schools, universities, farming cooperatives, and companies. I sold the company in 2021 and moved back to the US, although I still do all the used oil analysis and product development, as well as an occasional podcast.

I rode in my first Corvair in October of 1959, and finally bought an abandoned 1960 in Bolivia in 2007, which I have been driving since December of 2019. Many have followed my progress since I signed up on the forum in January of 2007. My Corvair is my go-to reliable car, while my other two classics, a 1962 Renault Dauphine and a 1975 Morris Mini pickup are still going through their road-worthiness adjustments.

I am a member of CORSA and the Central Florida Corvair Club and our local AACA affiliate. I hope to be able to help make and keep CORSA relevant, useful, and fun. Thanks.

Central Division

Jeannette Alberte (Incumbent) Sunnyvale, Texas

t is time to vote for board members who will work for you- and I hope to have earned your vote to continue to serve you as a Central Division Director. Those of you whom I have met know me as an engaged, creative, and driven Board Member.

As a second generation Corvair owner, it is a part of my heritage to



Jeannette Alberte Central Division Director (Incumbent)

give back to an organization that has enabled my family and me to build wonderful friendships while enjoying our cars. I have the ideas and enthusiasm to get things done and I do the work to achieve results. If elected my role will continue to be that of a change agent, working to ensure CORSA thrives as an organization that champions "people having fun with their cars" for many more generations. Because I am a member of CORSA for the people, fun, and the cars. I have demonstrated the ability to work effectively across the Central Division and CORSA to represent members' needs in board matters and during times of change.

Over the past term, my role expanded to ensuring the financial future as the CORSA Treasurer. I undertook the challenging work of strengthening financial controls and processes as well as collaborating with the Board to determine

financial strategies for dues and expenses. While not often easy work, it is rewarding knowing that the improvements implemented will benefit the organization in the future. It is important to me that members are connected to each other through engaging Communique content and the monthly newsletter. Our community is why I place a priority with the editor and the board to help inform members and highlight for you the many great events for Corvair people.

I also hope you have read the monthly News You Can Use that I write to keep you informed. This community is why I worked to ensure the future of conventions by having led the search effort for a convention manager and working with them to successfully transition, as was evident from the results of the 2025 convention. My efforts continue with planning for 2026 and beyond because I know you like seeing your Corvair friends at conventions! These results and more required partnership with fellow Board members to accomplish. Their support and trust in me to lead these many initiatives is indicative of my work ethic and ability to deliver. If elected, I intend to continue the work to make improvements and have many more ideas that will bring value to being a member and strengthen our community. Please vote in your division- it is important for CORSA that everyone votes.

Tracy LeVeque Fayetteville, Tennessee



Tracy LeVeque Central Division Candidate

y name is Tracy LeVeque, and I'm excited to announce my candidacy for Central Division Director on the CORSA Board of Directors.

For the past 17 years, the Corvair world has been more than just a hobby for me—it has been an important part of both my personal and professional journey. As a nurse specializing in Chronic Kidney Disease (CKD) for the last 12 years, my work has been centered around educating and empowering people to take control of their health. That same spirit of service and dedication drives my involvement in the Corvair community.

I have had the privilege of serving as President of the Performance Corvair Group (PCG), where I

organized workshops and assisted in organizing the Corvair Olympics. I've also hosted several unforgettable Mexifests at my home following those events. These were moments filled with laughter, connection, and celebration. (Fun fact: Michael and I even got married after one of those workshops!)

My vision for CORSA is to shine a spotlight on those individuals who keep our Corvairs alive and in the public eye—mechanics, parts vendors, racers (autocrossers, vintage road racers, hill climbers and rallyists) as well as all the car show participants who spend time on a regular basis showing off their pride and joy. These efforts deserve more recognition, and I want to help amplify their impact and catch the attention of the next generation.

I care deeply about preserving CORSA while making space for fresh energy and new ideas. If elected, I will work to promote, celebrate and grow our community so we can all continue to enjoy these remarkable cars for many years to come.

I would be honored to have your support and your vote in this election!

Steven Spilatro Marietta, Ohio

y association with Corvairs dates to my teenage years when I purchased a '63 coupe for about \$200. After owning several cars my



Steven Spilatro Central Division Candidate

interests shifted to FCs when we purchased a '61 eight-door in 1980. Its restoration around 2012 was followed by the well documented restoration of "Firebrier," and currently a '62 camper project. While I have been member of CORSA Corvanatics for many years, I have been most active during the last decade. I have served as the Corvanatics Historian and Webmaster during much of that time, building an extensive Chapter website that receives hundreds of visitors on a weekly basis.

As the Chapter Historian I have written dozens of articles including the long-running Corvair 95 "Stock was . . ." series (with a nod to Larry Claypool) that explores FC production history. A significant accomplishment has been building the Corvair 95 Registry, currently with

CORSA Director Elections

just under 3,000 vehicles, which, along with other research, I used to "crack" the codes for the FC paint and trim Exception Control Letters. I have made several substantial contributions directly for CORSA, including scanning most of the CORSA Communique past issues for the online archive, creating the software that runs the technical article index on the CORSA website, and writing articles for the Communique. I also digitized and reassembled the entire CPF collection of Corvair engineering drawings (over a thousand), preserving a resource that had been deteriorating over time. If elected to the CORSA Board, I intend to be action-oriented focusing on improving the website and the organization's responsiveness to member inquiries.

Western Division

Scott Howey Hesperia, California

y name is Scott Howey, and I'm running for Western Director of CORSA. I live in the high desert area of Southern California. I bought my first Corvair in 2009 and I've been obsessed ever since.

Some of you may know me from my previous term as Western Director or through my ongoing involvement in the Corvair community. I currently serve as the president of Inland Empire Corvair Club (CORSA Chapter #925). In



Scott Howey Western Division Candidate

2010 I built (and still maintain) CorvairForum.com, a free, community-driven space connecting Corvair enthusiasts from around the world. I'm proud to be a small part of the kind and knowledgeable group of Corvair enthusiasts that are there helping members every day.

Professionally, I'm a graphic designer and artist. In 2014, I started FlatSixGraphics, where I create Corvair-inspired artwork and merchandise. In 2024 I launched "Fan Belt Mafia," a brand that celebrates the fun, rebellious side of Corvair culture with artwork and slogans like "Welcome to the family" and "Once you're in, you're in for life."

In 2025 I created the Facebook group "Ruined Corvairs—No Purists Allowed," which encourages creativity and customization within the hobby. It has attracted over 6.8k members since it started earlier this year.

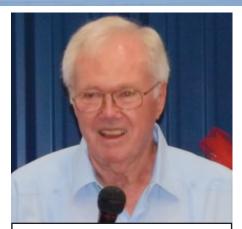
Most recently, I partnered with two close friends to launch The FlatSix Garage, a Corvair parts business rooted in friendship and shared passion. As you can see my life for the past 16 years has revolved around this unique car we all love.

If elected, I hope to bring new energy and ideas to CORSA — including exploring modern revenue streams like an official CORSA Amazon Merch store to reach new enthusiasts. With my design background and deep involvement in the community, I want to help CORSA grow its reach, connect with new members, and continue honoring the legacy of the Corvair.

Thank you for your support — I'd be honored to serve as your Western Director and help drive the next chapter of CORSA forward.



CORSA Memoriam



Eugene "Gene' Marshall Sept. 17, 1939—Feb. 15, 2025

had met Gene on several occasions during my early years with Corvair Houston, back in the '80s. Then I saw him again at the 40th Corvair Houston Anniversary, but only got a few words in. Each time, I was impressed with his calmness and always speaking with a sense of knowledge and authority.

While we did not become close friends back then, I enjoyed what he had to say and the easy going manner he employed. I asked Guy Bobkoff, my friend and a founding member to offer

up some memories about Gene. He wrote:

"Those of us in Corvair Houston, now 50 years old, lost one of our original members on February 15th. Gene was a founding member, and our second club president. That's the information side, however, the person side calls for more.

Gene was a lawyer, yes, but not the reserved law type. He knew his stuff, but didn't wear it. He jumped right into the void as this 'bunch of guys' attempted to put together a true club. He gave it a structure, formed it for a future, and proceeded to make it a class act.

Always open to talk, Gene could be engaged in any discussion you might engage him in, and you never felt you were being talked down to from on high. Interestingly, Gene seemed to have a lot of automotive knowledge. He seemed to know a lot about general mechanics, as Gene had worked at the parts department (a lot of years ago) at the former MacRobert Chevrolet dealership.

Gene shared stories of Corvairs in the early 1960s lined up at the dealership ready to go to salvage yards because they all leaked oil, and so few of their mechanics would touch them. as most did not want to work on them!

Gene's organizing skills were present during his time as Corvair Houston president. So many of the club's charms, such as Corvair parts made available to club members, food and social offerings, newsletters, etc. came about as Gene got so many talented people to step up. Results you all are enjoying today."

Gene served as President in the second half of 1975, as a Director, a couple times and also as Membership Chair. He often wrote interesting articles for the newsletter which we are still enjoying today.

Gene and the other founders instilled into Corvair Houston the value of being a family oriented club which carries on to this day. Thanks for the great ride we will miss you.

-Howard King



"If Papa Can't Fix It, No One Can"

oward Stanley Pilon, born on September 21, 1946, passed away on March 15, 2025. He was a dedicated husband to his wife of 58 years, Barbara, a loving father to his son Matthew and his daughter Michelle, and a skilled Papa. He could fix just about anything and was fondly known for his "MacGyver" ingenuity.

He served in the U.S. Army as a mechanic and worked for over 40

years in the automotive industry, with a deep passion for cars. He especially enjoyed racing his 1974 Chevrolet Vega, affectionately known as "The Other Woman," watching NASCAR with Barbara, and restoring vintage cars. Howard was well-respected, particularly within the Corvair Club community. He was a true "classic," just like the cars he adored. As Barbara would say, Howard had "oil" in his veins not blood.

-RODNEY J. ROM 👍



October 2025

Howard Stanley Pilon

Sept. 21, 1946—March 15, 2025

CORSA Cover Feature

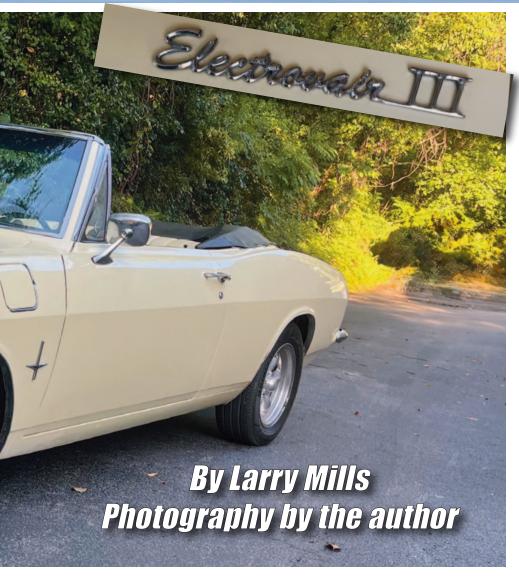


hevrolet Corvair Monza Convertible embodied the carefree spirit of mid-century America with sleek lines, top-down cruising, and the unmistakable hum of a rear-mounted air-cooled flat-six engine. Fast forward nearly sixty years, and one Corvair is humming a very different tune, electric and eerily quiet. Meet Electrovair III, a one-of-a-kind classic that's traded gasoline for electrons, all while preserving the soul of a bygone era.

Originally reborn in 2012, this '66 Monza has been meticulously transformed into an electric vehicle, merging vintage style with modern clean-tech engineering. But this isn't just a swap-and-go job. The Electrovair III is a thoughtful fusion of history and innovation—an homage to *GM*'s original Electrovair I and II prototypes of the mid-1960s, and a bold continuation of the story they never finished.

Under the Decklid: Where the Magic Happens

At the heart of Electrovair III is an air-cooled, 71-horsepower HPEVS (AC-50), three-phase AC magnetic induction motor, a powerhouse of reliability generating approximately 120 ft-lbs of torque. This motor shaft is coupled to the original Powerglide torque converter flexplate shaft with a Lovejoy type connector. This is the same shaft that the gas engine connected to. Since there is no vacuum system, the



vacuum modulator hose was capped off. The lack of a functioning vacuum modulator does not seem to affect the operation of the transmission. Motor mounts and the bellhousing adapter, as well as various custom brackets, were machined out of billet aluminum stock, using a CNC machine. Electrovair III badges were also machined from aluminum replacing the factory Corvair badges and 26 batteries are located along with the motor under the decklid.

Feeding the motor is a pack of 36 LiFePO4 prismatic batteries, each rated at 280 amp-hours. Wired in series, they produce a total of around 120 volts DC, stored securely where the gas tank and engine once lived. A 5 Kw charger is mounted on the floor of the "frunk" (front trunk), and the plug receptacle (J1772 Level 2) is located inside the gas filler access door. From there, a Curtis 1328 motor controller takes over, converting that DC voltage into effi-

cient three-phase AC to drive the induction motor. The controller uses the motor as a generator, when the accelerator pedal is released, providing regenerative braking. This allows recovery of some of the car's kinetic energy to recharge the batteries. The controller is mounted to a watercooled chill plate, keeping the controller temperature from over-heating, thus making this a watercooled Corvair. The addition of the electric powertrain and batteries adds an additional 200 pounds to the weight of the car.

The drive system uses around three Wh (watt-hours) of electricity per mile, under normal usage. This provides about 90 miles of range from the 280 Ah (amp-hour) batteries. This setup isn't designed for long-distance travel but excels at around-town driving. The car can go a speed of 90+ mph, but who wants to go that fast in a 50-yearold car (some of you do)? The controller is set up for sedate city driving, to provide maximum range. As with any gas car, the faster you accelerate/go, the less range you get.

The car can recharge in four to six hours. At a utility rate of \$0.10 per kilowatt, you can fill up completely for approximately three dollars. You plug it in at night and it is ready to go the next morning, just like your cell phone.

Supporting the main system is a DC-DC converter, which steps





CORSA Cover Feature



Under the rear deck where the original engine resided is a 71-horsepower three-phase induction motor that develops 120 lb/ft of torque, more than enough to move the Corvair with authority. It shares the space with 26 batteries.

down the 120VDC to a standard 12VDC. This keeps the Corvair's lighting, radio, and other accessories fully functional, ensuring that while the drivetrain has gone digital, the car still feels analog where it counts.

The driver's gauge pods have

been updated with digital instrumentation to provide a visual display of battery voltage, current, watt/hours, controller, and motor temperatures. Watt/hours used serves as a replacement for the gas gauge. Some of the system control switches are mounted inside the ash tray.

Silent Power, Vintage Soul

Driving the Electrovair III is an experience like no other. There's no roar from the engine bay, no gas pedal delay: just instant torque and whisper-quiet cruising. And yet, from the outside, it's unmistakably a '66 Corvair. Chrome accents, soft top, and all the period details remain intact, giving onlookers a double-take as this electric sleeper glides silently by.



The "frunk" area under the hood is taken up with additional batteries and a charger that is air-cooled with electric fans. Recharging is completed overnight. Range is about 90 miles.

But beyond the novelty, Electrovair III is a rolling statement: that the past and future of motoring don't have to be at odds. With careful craftsmanship and a deep respect for heritage, it's possible to bring a classic into the electric age without sacrificing what made it special in the first place.

Driving Toward Tomorrow

Electrovair III is more than a cool project, it's a bridge between two eras of automotive enthusiasm. It asks us to reconsider what a classic can be and challenges the idea that electric vehicles are just about the new. Sometimes, the most compelling EV on the road is the one with a story that began long before lithium-ion was ever mainstream.

As we drive down the road



The interior remains essentially stock, with an updated sound system, color-keyed upholstery and new gauges for the electric powertrain.

toward a more sustainable future, cars like Electrovair III remind us that the future isn't just coming.

Sometimes, it's already here and it looks damn good with the top down.



J1772 Level 2 charging plug is hidden behind the factory gas tank filler door. A full charge costs \$3.00.



A closeup of the dash shows that while the factory speedometer was retained, the rest of the dash cluster consists of gauges that monitor battery voltage, current, watt/hours, controller, and motor temperatures.

CORSA Chapter Event



or anyone who has ever dreamed of driving an air-cooled machine through fairy tale regions of Germany, we have a perfect alternative, no passport required. Because the instant you come over the hill and the little Bavarian village comes into view, you can't help but think "I ain't in Georgia no more."



CORSA President Titus Stewart takes to the track in a Monza Jr. go-kart.

This year (2025) marks the 43rd gathering called Springfest in Helen, Georgia. Hosted by five clubs, Corvair Atlanta, Heart of Georgia, Upstate Corvair in Greenville, South Carolina, Queen City in North Carolina, and Vulcan Corvair in Birmingham, Alabama, the event continues to get better every year. The official website, corvairspringfest.com, now has an online store. In the past, if you wanted a T shirt, you checked the box on your registration and picked it up when you arrived. Now, thanks to the new addition to the site, you have a choice of not just colors and styles, but a nice selection of other items, delivered straight to your door. This year's logo being especially nice, I bought a new coffee cup so I can stay in the Springfest mood all year 'round.

Another big change for this year was the location of the show lots. Normally at the end of the street up from the Festhalle, the new location was larger, the two parking lots giving

us all the room we needed. It was a further walk, but shuttle carts ran in a constant loop, so everyone had a chance to enjoy the festivities.

Swap Meet

The swap meet was held in its usual locations. The outside vendors took over the enclosed parking lot down from the Helendorf Hotel. It always amazes me to see vendors set up tents and shelves, so many parts available. Inside, the usual folks each had their tables set up. I always look forward to seeing what is set out, and I never leave without bringing something home. My only regrets are the parts I thought I'd get another chance at, but missed. So next year, I'm buying one of those jigsaw puzzles!

Autocross

Saturday morning the festivities roared to life with the running of the autocross. I get a kick out of watching the driver's faces change from a big

grin in the staging area, to dead serious at the starting line, then back to a bigger grin when they finish. We had a nice group take on the track this year. Squealing tires, loud exhaust, what more could you want on a calm mountain morning?

Well, how about seeing museum quality hardware getting used for what it was built for? That's what went through my mind when I saw an original Fitch Sprint, the one with a sun visor signed by John Fitch, go screaming around the cones. And if that wasn't enough, seeing our very own CORSA President Titus Stewart take on the course in a Corvair bodied go-kart was worth showing up for. I wasn't even sure that thing would run, much less fit anyone over three feet tall. But there he was, zipping around the parking lot like a pro.

Rally

For those who can't get enough motion by walking around, the rally takes you on a lovely tour of the North Georgia mountains. Not only does it showcase some gorgeous scenery, but it has the added benefit of keeping your brain sharp looking for clues. This is a great event, one where early sedans and PG 95s can compete evenly with Spyders and Corsas. This year, we didn't have to decide the winner of a five-way tie. Call it lesson learned. Once again, we didn't lose anyone along the way. I'm pretty sure everyone had a good time, even the Porsche club that followed us through the mountains. I bet we made more than one of them jealous, even if they wouldn't admit it.

Valve Cover Races

Come Friday night, our crowd got to indulge in a delicious supper of hot



Getting ready to make a run in the Funkhana.

dogs and hamburgers, cooked on site that very afternoon. As always, there was food-a-plenty. When it was over, the time had come for that special breed to loosen their belts and get ready to have at it once again. I'm talking of course about the time honored tradition of valve cover races.

This year we had a large field of competitors. Once the preliminary heats got going, the usual discussion started up about whether one lane was faster than the other. I stayed out of it this year, figuring it was more likely that some racers were just faster. I did pretty well with mine, winning several heats. In the end, I got beat, like everyone else save one. I can feel good to know that the racer that beat me was only beaten by the one who came in second place.

And speaking of, the ending this year was quite a surprise. First and second place went to the same people, in the same order, as last year. Yep, that same racer that won last year by running upside down did it again. Upside down! As it turned out, the owner of that fast machine was the same man who owned one of the Fitch Sprint convertibles. What can I say? The man knows something about speed!

People's Choice

Saturday started out bright and clear. As usual, my search for an authentic German breakfast had me late getting my truck to the show lot, so I got one of the last available parking spaces for my class. It was under a tree, one of the few on the side of the lot. What luck, I got some shade! I guess no one



This part of the show area featured several mildly modified late-models.

CORSA Chapter Event



Valve cover racing was fast and furious, with James Cheek taking the overall win. This is a great way for both young and old to participate and compete.

wanted to park where sap would drip on their prized ride, but I figured if my truck had lichens growing on the tailgate, a little sap wouldn't hurt one bit. So I relaxed, taped a sign to my door, and spent the next hour talking to people who wanted to know all about my truck. I even picked up a few details from a young man next to me with a van. Still amazes me that after all these years, there is more to learn about these old machines.

The show lot this year was as good

as ever. The quality of the cars gets better every year. I enjoy seeing so many from previous years that are still on the road, but it's also fun to see what's new, and this year was no exception. We had not one but two early Fitch Sprint convertibles, and that Corvair bodied go-kart. Seeing it up close, I was more baffled than ever that a grown man could fit inside.

A crowd favorite was a '60 sedan with little signs pasted all over it. They were very well done, in an old fashioned style that really set off the display. I believe that car got more attention than any other. And that's saying a lot, considering you had a chance to see your heart's desire somewhere on that lot. The weather even cooperated.

Funkhana

After lunch the Funkhana started up in the lot next to the show cars. This year was a fun layout, challenging anyone who wanted to have a go at demonstrating their skill at some useful (and some not so much) activities. Backing up in a tight spot, seeing how close you can stop without hitting a jug with the front bumper, tossing a fanbelt, and everyone's favorite, the Ralph Nader Dart Board. Just enough variety to even the playing field. Everyone who went through had a great time, even the crowd that gathered to see how well the participants could do.

Sessions

Moving indoors, sessions were in order. I attended the Tech Session, and really enjoyed all the tips and tricks. The guys who put these on really know their stuff! If nothing else, it gives excellent reassurance that there are folks around who understand these old cars on a very deep level, and can still figure out how to fix anything that goes wrong, even after 60+ years.

Banquet

We had a change of menu this year, with spaghetti instead of the traditional ham and turkey. It went over well, so congrats on the selection. When the supper was over, all the awards were given out. I always enjoy finding out how many clubs show up every year, and how far some people travel. When the prizes were given out, everyone



Helen, Georgia does a great job of replicating a vintage Bavarian village and really gives an "old world" feel to the area.

was pleased to see the young lady with the '60 sedan do so well (more on that on the next page). The man who owned the silver Fitch Sprint won his class in autocross, so a double win for him with his valve cover racer. And to my great surprise, I even won top prize this year in People's Choice in Survivor/Driver, the class I was supposed to be in last year when I got third place because there were only three entries. Success!

Wrapping Up

Last year, as I was packing to go home I noticed a chunk of Bondo had fallen off the side of my truck. Considering that I had just won my first award, even if it was by default, I decided right then that you know you had a successful show when nothing falls off your car until you're ready to leave. This year, having actually won first place outright, I now believe you can have an even better show when nothing falls off at all. All you have to do is find where you belong, settle in, and enjoy the ride.

When I pulled out Sunday morning I left that fairy tale village behind. Before I knew it I was back in Georgia again. But I left with a smile, my head swimming with images of not just what was, but what can be next year. For one thing, I'd snuck a good peek at the winning valve cover racer, and came away with an idea that I'll let simmer. Just another little treasure to take home in the form of a good memory. I let it all run through my head while I enjoyed the scenery with my windows down and that flat six singing. Springfest in Helen really is The Ultimate Corvair Weekend Experience. It says so, right on the back of my new coffee cup.

Springfest 2025 Event Results

Autocross Winners

Chandler Bishop E - Specially-Modified Women's Karen Carroll Jeff Kent Dean Gemberling Lisa Shairy

Rally Winners

Place Score F - Early Closed Randy Hall & Lynn Jackson 94.03% 2nd Cliff & Beth Tibbits 92.54% 1st Mike Grubbs 91.79% 3rd Abigail & Jenne Marino 2nd Dee Hartman Richard Payne 3rd

Funkhanna Winners

G - Late Closed Place Name Score Chris Law 124 1st Frank Metasavage 2nd Karen Carroll 116.25 2nd Barry Breuux 3rd Dean Gemberling 115.75 3rd Ronnie Jenkens

People's Choice Class Winners

1st Billy Price 2nd Stan Gee A - Early Open leff Murrell 3rd Dave Moore Roger Hale Randy Hall I - Station Wagon 3rd 1st Paul Passini Jewell DeYoung 2nd

B - Late Open

1st **Duane Sipes** 2nd Michael Seversin 3rd Clarence Sistak

C - FC Truck

1st Chris Law Jerry Wells 2nd Nathan Trautman 3rd

D - Four-Door

1st Abigail Marino 2nd Keith Henline 3rd Karen Carroll

J - Survivor

3rd

H - FC Van

Phil Hartline 1st 2nd Nicholas Ritcher Sean White

Richard Payne

Best of Show

Ronnie Jenkins

Valve Cover Racers

James Cheek 2nd Jamie Cheek Mary Mierzwa



Tech seminars gave a chance for younger members to learn valuable information to keep their cars running in top shape and for restorers to exchange experiences and expand the Corvair knowledge base. Incidentallly, more event photos can be found on pages 28 and 29.

Actober 2025

CORSA Member Feature



My First Springfest

By Abigail Marino

y experience as a first time participant at Springfest 2025 was nothing short of amazing. The trip started with some firsts from the very beginning, towing from Florida to Helen, Georgia! I had to learn how to properly secure my 1960 700 Deluxe Corvair four-door to the trailer and then how to tow it, all in one day.

We arrived very late in the evening the night before all the festivities began at a hotel that was filled with Corvairs. It was truly such a monumental moment being able to unload my Corvair from the trailer and park her right along the row of fellow Corvair enthusiasts. We even got to talk to some of the owners as they came out during our unloading.

The next day was registration day, which was such a magical experience. I walked into the Festhalle and was greeted by one of my local chapter members who helped me feel right at home. By this point I had already been stopped by many new friends just to introduce themselves and make sure I felt comfortable being there. We left registration and went straight to the

outdoor swap meet, my first ever swap meet! I don't need very many parts and pieces for my Corvair, but I was looking for one thing, a muffler, and I was actually able to find a 1960 muffler from a very generous vendor who even threw in some extra headlight buckets and pieces to support my journey.

After the swap meet and some breakfast I went to my first ever Autocross event. I did not participate but as a spectator I got to see some impeccable handling of these cars. Some of these drivers were so fast, and didn't miss any cones, it made me trust my own car's handling even more than I already did! At this point we had a little break and drove around Helen to take some incredible photos in different spots. Everywhere was picture perfect and it was hard to narrow down the best places! We also did some sightseeing during this time.

Helen is the perfect place for this type of show as there were so many shops to see, so many places to eat, and some of the best dessert options around. The location of the hotels and motels around were also perfect, I was able to go back to the room and suit up for our upcoming colder, wet, weather and then went back to the

autocross location to start our rally.

We received our packet of instructions and were shocked to see the rally was *75 miles* long. My mom was my navigator and we had only ever done one short rally before this. Right away we were intimidated, but not deterred!

We set off on the most beautiful rally journey, those mountains were the perfect place to take your time on the rally. As this was not a timed or mileage tracked rally we took on "slow and steady wins the race" as our new truth and took our time at every stop.

Along the way we kept meeting up with the same very nice couple and kept making remarks about how funny it was that we were traveling together. We found out later, they were the pace car! We made many new friends along our rally; store keepers, spectators, fellow car owners, and even some hikers that put us on their blog of cool things they saw!

After driving through the rain, where my windshield wipers broke and I had to manually hold the wires in the back of the dash to make it work again on the Georgia mountains, we finally finished the rally *four hours* later! Not too bad, for the oldest car that competed.

We pulled into the Festhalle, turned in our rally papers and had dinner with some of our local Corvair Club members. It was a great time getting to meet new people and even catch up with some friends, like Ed Bittman who gifted me a T-shirt that had a photo of a 1960 Jade Green Corvair on it!

The next day, we hit the ground running with the People's Choice car show. We were registered in the four door category, and if you know anything about me you know it takes me a

bit to get all set up. I unpacked all of my signs, posters, and memorabilia and soon had a crowd of great people to talk to. It was amazing getting to talk to other Corvair owners and swap funny stories, and shared experiences. I made connections with experts who have already been a great help, and even learned so much about my own car from the community.

We finished off the activities by participating in my very first Funkhana. I was nervous so they let me walk the course, and took the time to explain every step. During the Funkhana I could hear everyone being so supportive and kind, even when I was failing miserably at the fan belt toss! I will say, I can back my car in like a boss, and surprised myself with how well my aim was at throwing darts at Ralph Nadar's face.

After the Funkhana we ran back over to the Festhalle and I got to listen to the Tech Session. The presenters were such a wealth of knowledge and I even got some advice on my engine after the session.

When all was said and done, we went to the banquet hall for awards and closing ceremonies. This was such a wonderful dinner where they honored all of our veterans and military branches, which has always been very important to me. We even took home First Place Four Door, Second Place Best of Show and Third Place on the Rally.

Overall, my experience as a first-time attendee was that this community is outstanding, no matter where you travel to. Everything ran so smoothly, everyone was kind, knowledgeable, and so welcoming. I'm so grateful to have stumbled into the best classic car community.





CORSA Event Calendar



Central Florida Corvairs Picnic and Autocross October 25 & 26, 2025

Saturday Events: 10:00 am to 9:00 pm People Choice Car Display, Lunch, Valve Cover Races, Rally in and around Lake County, BBQ Dinner.

Sunday Event: Autocross

For more information and registration forms, please reach out to Sarah Bruce, 386-275-4828; sarahvair@cfl.rr.com.

Host Hotel: Inn on The Green. The cost will be \$129.99 + tax per night. Any guest with a pet is welcome for an extra fee of \$20.00 per pet per night, with a two pet maximum and a required \$100.00 deposit either cash or credit card. The deposit is refundable as long as room is not damaged in any way.

Call 352-343-6373 for reservations and mention Central Florida Corvairs.



October 3-4, 2025

The Great Plains Corvair Roundup Mini-Convention

Claremore, OK

Hosted by Green Country Corvair Group

Great Plains Corvair Roundup Sponsered by clubs in OK, KS, MO & AR. Come join us in Claremore, OK for Car Show/Peoples Choice, RC car racing, Valve Cover racing, and a tour of Will Rogers Memorial Museum. Also see the Blue Whale and Historic Route 66. Host hotel:

Hampton Inn & Suites by Hilton, 1811 S Scissortail Ave., Claremore, OK 74017. Phone: 918-965-1360. Be sure to ask for "Great Plains Corvair Roundup" special rate. Contact: Janice Hawk, 918-344-9389, okhawknest@gmail.com October 9-12, 2025 Corvair Heritage Days 2025 Mineral Wells, TX

It's Back! NTCA Corvair Heritage Days 2025. Join us for a weekend of fun: Drives, Valve Cover Racing, Friends, Corvairs and AUTOCROSS. All events are open to CORSA Members and members of a CORSA Chapter only. Not a member? Join to participate. Also: Announcing the inaugural Dottie A. Cole Award, open to women participating in the Heritage Days events! The host hotel is the Red Lion Inn, Mineral Wells, 6801 Hwy 180 E, Mineral Wells, TX 76067 Phone: 940-325-7829. Block reserved under group: North Texas Corvair Association before September 30, 2025, is \$110.00+ tax. Registration will open Thursday evening with activities starting on Friday morning. Go to north-



texascorvair.org, Events; scroll to Heritage Days and click to the registration form and schedule. Contact: Tom Wright, twmotorcraft@msn.com; 972-345-3449

October 24-26, 2025 Cathedral City, CA 47th Annual Great Western Fan Belt **Toss**

Vintage Corsa Corvair Club

Location: DoubleTree by Hilton Golf Resort Palm Springs, 67967 Vista Chino, Cathedral City, CA 92234. Phone: 844-543-9184, use group code GW5. Schedule of events:

Friday: Swap Meet, Dyno, Raffles, Downtown Cruise, Welcome Party.

Saturday: Swap Meet, Car Show, Fan Belt Toss, Valve Cover Race, Raffles, Awards, Banquet.

Sunday: Swap Meet, Afternoon Event.

Contact by email to GreatWesternFanBeltToss@gmail.com

October 25, 2025 Tavares, FL **Annual Picnic and Car Show** Central Florida Corvair Club

Back by overwhelming popular demand, Central Florida Corvair Club will once again host a picnic at the fabulous Hickory Point Park in Tavares, Florida. This year we will include People's Choice Car Display, Road Rally, Valve Cover Races, door prizes and more! Still waiting for final confirmation for an Autocross on Sunday the 26th. We will update this in the near future with more details.

In the meantime, please reach out if have any questions sarahvair@cfl.rr.com or call to 386-265-1787.

WHEELS 866.855.3473 VTOWHEELS.COM **CLASSIC 8**

10"x6" TO 17"x8"



RETRO 4 13"X5.5" TO 15"X7"



LEMANS

15"X6" TO 15"X7"



SILVER-STONE

15"X6"



LAT 70

15"X6.5"



CORSA Classifieds- Cars & Parts Wanted and For Sale

Corvairs for Sale



1962 Corvair 700 Club Coupe: VIN 207270161610: 102 HP Hi-Performance, 4 speed. Light blue/white interior. Factory A/C. Upgrades include new tires, electric fuel pump, electronic ignition, and dual master brake cylinder. Very good condition. \$14,500 OBO Connie Swenson, or David Kiefer (IL) 815 222 5786 (07/25)

1962 Monza Station Wagon: Body shell only. Undercarriage body, shell doors, etc. Intact. A good candidate for a frame under conversion to V-8 hot rod. I do not want to see this go to a scrapper. Free! Yes free, come save it. PS will accept a donation to Long Island Corvair association. Victor Clausen 631-929-5876. NY (04/25)





1964 Rampside; 110 hp, PG, 74k miles, extremely original. Other than Ignitor II and wheel covers, completely stock. I am the third owner and long-time

Corvair driver. It is driven regularly and is very reliable with everything working. Always garaged. Additional parts included, \$20,000/BO.Text Chris at 206 954-3877 or email chris_schmit@msn.com. (07/25)



1965 Corsa Turbo Convertible: Red on red with white top. Repainted and new interior in late 1980s. A head turner and a pleasure to drive, located near Denver, Colo. Asking \$17,500. Robert Mitchell, f9mitch@aol.com, call or text 303-548-7861. (07/24)





1965 Corsa Turbo Coupe: Second owner for 58 years. Less than 1,000 mi on new Tony Ellison-built engine. This pampered beauty sits on carpet in its own Florida climate controlled garage. CORSA convention 97.5 Gold Winner. At 80+ years is time to let another Corvair enthusiast enjoy owning it. Super value at \$24,900. Earl Wright 864-378 -4545, FL (07/25)

1965 Greenbrier Deluxe: Owned for 46 years, stored in shop 30 years. 140, 4 speed, Spyder dash, custom dual





exhaust, all three seats. Ran when parked, complete Hasn't been run in 30 years. Greenbrier is from Southern California no rust. Tow bar included. \$12,500. Must sell due to health. Wayne at waynejd112@yahoo.com 541-367-4236 Oregon. (06/24)

1965 Monza Coupe: 4-speed radio Mist Blue, garage kept, all body work done. New interior, carpet, brakes- runs good 70,000 mi on body, new fender chrome trim \$9,495. Mike Downey Omaha, Nebraska, 402-493-3944 (10/25)



1969 Monza Convertible: 140 Powerglide, Frost Green, green interior. Repainted, new interior and more. Always a Texas car, located in the Dallas area, in very good condition. Facilitating car sale for club member asking \$18,000. Contact Ray Morales 847-254-1398 (05/25)



1969 Monza Convertible: #5846 110 HP - PG Glacier Blue/White top/Black interior, Wooden Steering Wheel, New carpet/tires/top. Additional pictures available - \$15,000 William Mitchell (319) 268-1341(IA) (07/25)

1969 UltraVan: Very original, runs, rebuilt rear suspension, new retro upholstery, new foam. Good glass. Some new master cylinder basically just needs paint, carpeting & TLC. Second owner, too many projects. \$11,000/BO. Located near San Diego. Pete Smith 619-928-8220 text is best. I am hard of hearing. Photos are available. **(01/25)**

Parts cars: Very few parts, but clear Ohio '61 Lakewood 700, VIN 10735W129959, \$195; '61 Lakewood 500, VIN 10535W123647, \$175; '61 R12/Greenbrier "Motor Home/House Vehicle", VIN 1R125S102396, \$195; '64 Monza four-door, VIN 40969W214439, \$175; Corsa '65 coupe, 107375W174940, \$195; '66 Monza four-door, VIN 105396W134055, \$175; 166 Monza coupe, VIN 105376W150392, \$150. Rodney Rom, mtnbikgramp@yahoo.com, 660-679-5807 (04/25)

Cars Wanted

Wanted: 1965 Corvair Corsa coupe, turbo, Evening Orchid. Steve 314-779-5876. **(04/25)**

Wanted: 1965 or 1966 Corsa turbo coupe, Artesian Turquoise over White, 4-speed, nicely equipped, lower miles the better, "largely original," needing nothing to be reliable and road worthy. Ed Thompson, Milwaukee WI area, q53.832@gmail.com, 414-379-1025 (10/25)

Parts for Sale

1965 to '69 AM Pushbutton Radio: Just serviced. Like new. LED lamp upgrade. \$120 + shipping; '62-'63 rear grilles restored to show quality. \$295 + shipping. For local pickup only: (Call for info). Early rear deck lid & front hood. "Corvair" lettered. Late rear deck lid, windshield '69 RH bare door w/hinges Contact Tim Shevlin, Anaheim, CA. Vintage Corsa. 714-809-1324. CA (01/25)

1965 to '69 Corvair: Set of four front and rear bumper guards with all clips and bolts. Three out of four are perfect. The right rear has a small dent. All for \$165. Mike Downey 402-493-3944 NE (01/25)

Corvair Turbo Conversion: Weber 45DCOE carberator with adapter, NOT



Progressive, with air cleaner & water injection nozzles. Excellent Condition \$450/BO. Contact Ross at nrm.otis@yahoo.com or Text 612-850-1069 (04/25)

NOS sheet metal: (1) r.f. 65-67 fender. (1) l.f. 68-69 fender. \$650 each OBO. (1) full late front panel; \$650 OBO. (1) 66-69 rear air grill; \$225 OBO. Contact at dddebbink@sbcglobal.net or call/text to (720) 329-0488. (07/24)

Many Various Parts: Cylinder heads, cranks, pistons, cylinders, differentials, Powerglide trans, complete transaxles, complete motors, 80 horsepower 95, 98, 110, 140. A few turbos, a few forward control rebuild. Please call and leave your name and phone number in message. I have a lot of stuff. Victor Clausen 631-929-5876. NY (01/25)

Parts Wanted



Wanted: 1964 Chevrolet "Chevy Time" golf ball with box (or box only if that's all you have). Markpbryner@gmail.com 801-554-0354 (07/25)

Wanted: Would like to buy or rent to fabricate the KEP bellhousing adaptor for SBC to Corvair Saginaw transaxle. KEP does not have the mold any longer. Please contact me at 831-917-5952. Lost the entire car due to fire, would like to build another one. Thanks! BB Jones, bjonestranscon@outlook.com (04/25)

Wanted: Mini spare tire to fit 5 lug Corvair; Repairable '62-63 rear grilles with light to heavy wear/damage. Will pay. Contact Tim Shevlin Anaheim, CA Vintage Corsa 714-809-1324. CA (03/25)

Corvair Literature

For Sale to the highest bidder...maybe. Downsizing my Corvair archives which dates back to 1959. Email James Rice to receive 11 page lists of Corvair Historical Literature. Please send emailto: ricebugg@comcast.net (08/25)

Magazine/Literature Collection: A 49-year collection of *Communique*, articles, manuals, ads, quarterly. Four boxes of material. Best offer. Michael Morehouse, 904-300-3231. (FL) (09/24) Original GM-Corvair Items (not reprints): Accessory Booklets (all years);

CORSA Classifieds- cars & Parts Wanted and For Sale

Corvair Convertible Top Manuals (all Owners Guides Corvair vears); (Glovebox Manuals): Corvair-GM Training Booklets (for mechanics); Original showroom Sales Brochures; Corvair Data Sheets 1960-69; Corvair Shop Manuals & Assembly Manuals; Miscellaneous GM publications featuring Corvair. ALSO: Major Magazines with articles featuring Corvairs, including Car Life, Motor Trend, Classic Car, Special Interest Auto, and others. Auto Quarterly (Corvair feature article), and other books on Corvair. Some original CORSA Convention Programs and items. Complete itemized list available via Mail. Request list from: Bill Cotrofeld, PO Box 235, East Arlington, VT. 05252. Or call Bill @ 802-375-6782. **(04/25)**

Corvair Miscellaneous

Corvair Model Cars: Diecast-1/64- Hot Wheels, Johnny Lightning, Racing Champions, Muscle Machines, some 1/18 and 1/43 diecast also. Model Kits

by AMT, AMT/ERTL, and AMT-Prestige. Also a few STRUCTO Rampside (old tin toys). Request list from Bill Cotrofeld, PO Box 235, East Arlington, VT. 05252 or call Bill @802-375-6782. (04/25)

2025 Updated Rules For CORSA Classified Ads

"CORSA Classified" ads should be emailed (the preferred method) to communique@corvair.org or printed legibly and sent to "CORSA Classified," 2857 State Route 590, Clearwater, FL 33759. Members will be allowed up to two (2) free ads a month. The ads should be no more than 60 words with one (1) color picture. If members need an ad longer than 60 words or want more than one (1) color picture, they will fill out a form online or in the CMQ, return it to the CORSA Club Office with payment prior to the ad running. Additional

pictures will be charged \$10; addiwords are \$.25 Additional advertisements in an issue, beyond the two free ads, will be charged \$25 with one picture and no more than 60 words. The editor of the CMQ will publish advertisements based on available space. Priority will be given to the first free ads for members. All additional pictures, words or ads must be pre-paid by payments to the club office. Non-members can purchase advertisements of 60 words or less with one color picture for \$40. Additional words are \$.50 each and picture are \$10 each. Non-member advertisements will be prepaid through the Club Office. Deadline for all classified ads is the 15th day of the month for the issue second month following's cover date. Classified advertising is also hosted on the CORSA website.

www.corvair.org











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For Membership Info Visit www.VCCA.org



Statement of Ownership, Management and Circulation

- . Publication Name: CORSA Communique"
- 2. Publication Number: 0164-7873
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- 8. Complete Mailing Address of Headquarters or General Business Office of Publisher (Not Printer): 2857 State Route 590, Clearwater, FL 33759. Full Names and Complete Addresses of Publisher, Editor and Managing Editor: Publisher: Corvair Society of America, 2857 State Route 590, Clearwater, FL 33759. Editor, Donald J. Keefe, 2857 State Route 590, Clearwater, FL 33759. Managing Editor, Anna E. Haines, 2857 State Route 590, Clearwater, FL 3375910. Name and Complete Address of Owner: Corvair Society of America, PO Box 68, Long Lake, MN 55356
 11. Known Bondholders, Mortgagees and other Security Holders or Holding 1 Percent or More of Total Amount of Bonds, Mortgages or Other Securities: None
- 12. Tax Status For Completion by Non-Profit Organizations: The purpose, function, and non-profit status of this organization and the exempt status for federal income tax purposes HAS NOT channel during the preceding 12 months.
- 13. Publication Title: CORSA Communique
- 14. Issue Date for Circulation Data Below: October, 2024. Extent and Nature of Circulation

a. Total Number of Copies:	Average No. Copies Each Issue During Preceding 12 Months	No. Copies of Single Issue Published Nearest to Filing Date
(net press run)	2,350	2,900
b. Paid and/or Requested Circulation		
(1) Paid/Requested Outside-County		
Mail Subscriptions Stated on Form		
3541 (Include Advertiser Proof and		
Exchange Copies)	2,047	2,714
(2) Paid/Requested In-County		
Mail Subscriptions Stated on Form		
3541 (Include Advertiser Proof and		
Exchange Copies)	0	0
(3) Sales Through Dealers and		
Carriers, Street Vendors, Counter		
Sales, and other non-USPS Paid		
Distribution	0	0
(4) Other Classes Mailed Through US		0
c. Total Paid and/or Requested Circula		
(Sum of 15b, (1), (2), (3) and (4))	2,047	2,714
d. Free Distribution by Mail	38	40
e. Free Distribution Outside the Mail		
(Carrier or Other Means) f. Total Free Distribution	40	38
	=0	=0
(Sum of 15d & 15e	78	78
g. Total Distribution (Sum of 15c and 15f)	2,209	2,792
h. Copies Not Distributed	2,209	108
i. Total (Sum of 15g and 15h)	2,350	2,900
j. Percent Paid and/or Requested	2,330	2,900
Circulation (15c divided by		
15g times 100)	94%	96.27

16. Total circulation does not include electronic copies

- 17. Publication of Statement of Ownership will be printed in the October, 2025 issue. (Publication Required).
- 18. Signature of and Title of Editor, Publisher, Business Manager or Owner: Name and Title of Person Signing Form: Donald J, Keefe, Executive Editor, 09/11/2024. I certify that all information on this form is true and complete. I understand that anyone who furnishes false or misleading information on this form or who omits material or information requested on the form june be subject to criminal sanctions (including fines and imprisonment) and/or civil sanctions (including civil penalties).



October 24-26, 2025 Cathedral City, CA 47th Annual Great Western Fan Belt Toss Vintage Corsa Corvair Club

Location: DoubleTree by Hilton Golf Resort Palm Springs, 67967 Vista Chino, Cathedral City, CA 92234. Phone: 844-543-9184, use group code GW5. Schedule of events: Friday: Swap Meet, Dyno, Raffles, Downtown Cruise, Welcome Party. Saturday: Swap Meet, Car Show, Fan Belt Toss, Valve Cover Race, Raffles, Awards, Banquet. Sunday: Swap Meet, Afternoon Event. Contact: GreatWesternFanBeltToss@gmail.com