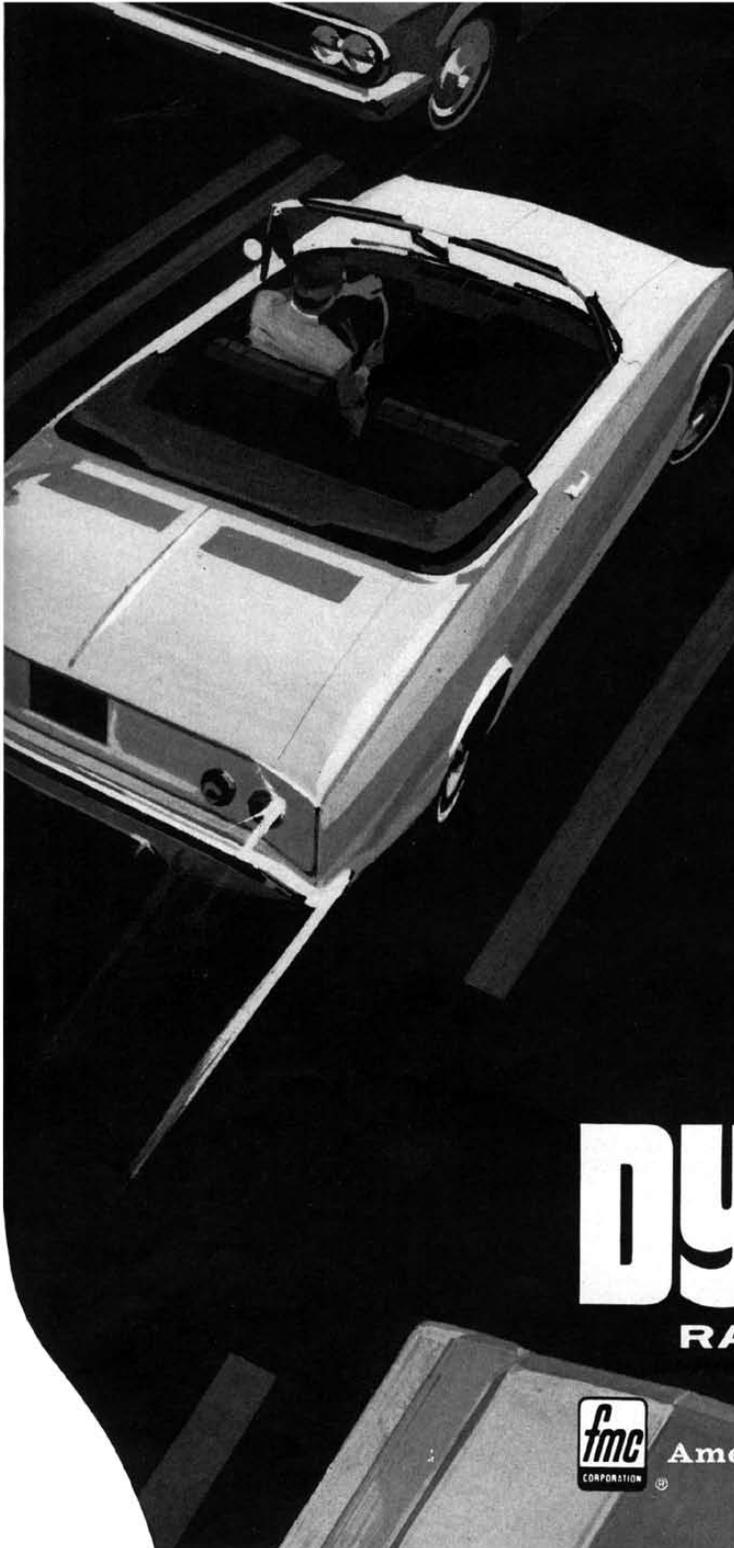


# coorsa COMMUNIQUE

November/December 2013 Volume 35, Number 9



# CONTROL



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# corrsa COMMUNIQUE

November/December 2013 | Volume 35, Number 9

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Circulation 4134

In September, CORSA added 22 new members, and 230 renewed their membership. Welcome and thank you for your support.



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## Barn Finds



*Paul Sergeant*

This is the story about a once-in-a-lifetime event that I attended last weekend (September 27-29) in the tiny town of Pierce, Nebraska (population just under 2,000). Many of you have heard the legend of Mr. Ray Lambrecht who ran a Chevrolet dealership in the small town of Pierce, Nebraska from 1946 till 1996. For whatever reasons, he stashed cars away that either he thought he couldn't sell or maybe weren't desirable to his clientele or they were last year's models. Anyway, in 1996 Mr. Lambrecht locked the doors on his Chevy dealership and, presumably, walked across the street to his home and never re-entered the dealership. Everything was left just as it was in 1996 including mechanic's tools, parts, displays, and many "new" cars. The story goes on about various places around town where he would put cars that he didn't want to sell, out on the family farm, and in various buildings in town. One of these buildings where cars were stored collapsed under the weight of a particular heavy snowfall many years back. Well, on September 27, 2013 all of the 496 cars that Mr. Lambrecht stashed were brought together in the farm field where some of them had been stored, to be sold off.

Pierce, Nebraska is about a 7½ hour drive from my home. I arrived at the auction grounds about 1:00 PM on Friday, the viewing day. Here is the setting: on the outskirts of this little town immediately adjacent to the town golf course was a wide-open field. This was about 1½ miles off the main highway mostly surrounded by other farms. As I approached there was a long line of cars including many vehicles pulling empty car trailers. Several folks who lived in the area were allowing parking on their property for \$20-\$40 per day. Some were allowing parking all three days for \$50. They had shuttles running to take people from the parking areas which were up to two miles away from the auction site. I found it interesting that along the streets leading into and through Pierce there were numerous old collector cars displayed for sale. I didn't count, but between Norfolk and through Pierce there were probably 20-30 cars and trucks displayed for sale. Some very nice, I might add, including a Corvair!

After sitting in a line of slow moving traffic for 20 minutes or so, I decided to take a parking spot. The guy taking parking money said it was less than a mile from the auction site and pointed over his shoulder to a grove of bushes off in the dis-

See *From the President* continued on page 4

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## A Family Affair



**W**e are thrilled to be having the 2014 CORSA convention in Tacoma, Washington. The venue is extraordinary, the people cordial, and July weather in Tacoma is summer at its best. It's going to be awesome! The only missing ingredient is you. If you have ever dreamed of visiting the great Northwest, this is the perfect time to plan an extended trip. Tacoma is ideally situated to visit the mountains (including Mount Rainier), a rainforest of old-growth trees, the ocean, the beautiful Puget Sound area, and Victoria, Canada, all within a three hour drive or ferry ride. Best of all, we will all have the opportunity to share our love of Corvairs and see some fantastic cars. We look forward to seeing you here. There is information in the CORSA Calendar now, and promotional articles beginning in the next issue.

I am a new Director of the CORSA Board. Although I ran unopposed, and received a whopping nine votes, my interest and enthusiasm for Corvairs and our organization are high. I intend to be an active advocate for our organization and the national convention.

Over the past 40 years of my adult life, I've had the opportunity to work in many non-profit volunteer organizations and if there is only one take-away for you in this article, I hope it is this: Our organization is not only unique and beneficial as a hobby or business, it is a rare combination of personalities, backgrounds, and ages. It really is an organization that is envied by other car enthusiasts around the world. It is the unique bond of 4,000 people who share time, information, assistance in time of need, fun activities, and the difficult challenges of keeping our cars on the road. We are Corvair enthusiasts, and out of 1,700,000 vehicles, we are the proud 4,000 strong. How cool is that?

I recently registered a 1966 Monza convertible. When the bill of sale and title were put on the counter, none of the four people issuing registrations knew what a Corvair was. When they saw a picture, almost in unison they said "cooooo!" Everywhere you go in your car, someone is giving you the "thumbs up" or a huge smile and nod of their head. Pull into a parking lot and someone is sure to come up and share their own Corvair story, or some variation of "Awesome car, dude, what is it?" No other automobile has such a unique history. It belongs exclusively to Corvairs, and we all share that incredible feeling of pride. No one else...just us.

My father sent me to college in a 1963 Monza coupe that he bought for \$50. In Wyoming during the winter months, it was crucial for your car to have good defrosting. Dad mounted



a small six inch circular fan on the dash, wired to the car fan, and I drove around most of the time looking through a five inch defrosted spot on the windshield. There were many more endearing features in that little coupe that most people would not have put up with, but it was my first car.

I was destined to love these goofy cars. I met my wife at a drive-in burger joint while sitting in the back of my friend's '66 Monza. Mari and I had our first date in a Corvair and had our first kiss in a Corvair. Our license plate now is "first kiss." I know, pretty sappy, huh?

Twenty-five years later, my kids were in high school. I purchased two '64 Spyders, a coupe and a convertible, both very well restored, in Daytona Blue. We also had a Lemonwood Yellow turbocharged '66 Corsa convertible, fully restored. Kudos go out to Steve Goodman of Rear Engine Specialists in Denver, Colorado for helping me keep them in awesome shape. My daughter, my son, and I all drove one daily. Our son had his Senior pictures taken with his.

Fifteen years later our entire family looks back on those cars and years with a special love and appreciation. Recently, my daughter (now 35) and her husband purchased the same '63 Monza that my father had owned. He had restored it in the 1970s (he was a master upholsterer who specialized in cars) and eventually sold it. The man who bought it then kept it for all of those years. One of my daughter's first memories was in that car. She bought the car thinking it was "like" the car she remembered, not finding out until after they bought it that it was the same car! Our son and daughter are already raising our grandkids to be Corvair lovers.

We all share similar stories, experiences, and memories with these cars, whether recreationally, professionally, or competitively. They are our common bond. Please help us keep it alive and well as a part of this incredible organization. The fourth generation of CORSA members is just getting started.

That 1966 'vert that was just licensed is my sixth Corvair. We get all the oohs and ahhs, thumbs up, smiles and head nods, and love every minute of it. The Western Division invites you to join us in "keeping the ride alive." See you in Tacoma!

## From the **President:** Barn Finds

continued from page 2

tance. I started walking as many folks were doing. It was about a 15 minute walk.

As I reached the grounds I saw several mobile TV production trucks, many vendor tents and food vendor stands, and row after row of old cars. There was everything there from a 1928 Durant in very bad shape to a 1990 Chevy Lumina APV minivan "new" that still had the plastic on the cloth seats (six miles? sold for \$6,100). I quickly noticed a row of cars towards the front that were sitting on carpet. These were the prime pieces: a 1958 Cameo carrier pickup with less than two miles, a 1978 Silver Anniversary Corvette pace car under 20 miles, a stunning 1963 Impala two-door, white with the coolest red patterned cloth interior I've ever seen, next to a big-block 1965 Impala, a "new" 1964 Biscayne wagon, and three Corvairs. Two 1963 Monza coupes, identical other than color, one red and one white. Both red interior and optioned exactly the same with four-speed transmissions. Both had the window stickers and were exactly the same price. These cars both had 17 miles on them. These cars had all been stored inside and other than being very dirty, you could tell they were in incredible condition.

There were other cars in that line that was punctuated by several 1959 Chevys, all "new." None had been cleaned up at all. They were truly displayed as "barn finds." I wandered the rows of cars for hours. There was so much to look at. Lots of trucks and a large number of 1955-56-57 Chevys. There were a total of 14 Corvairs at the sale, eight of them were "new": three 1963 Monza coupes, a 1962 Corvan, three 1960 sedans, and a 1960 500 coupe. There was one 1968 Monza coupe and a 1964 Monza coupe along with two other 1960 sedans all in very rough condition. Those four were "used" cars. Lastly was the 1962 Monza coupe that was Mr. Lambrecht's daughter's car from high school with 44,000 miles.

One of the cars I looked over pretty thoroughly was a 1963 Pontiac Tempest four-door V-8. I struck up a conversation with a gentleman standing nearby who was also looking at the old Pontiac. We discussed the condition of the car, pretty good for sitting out for so long. The only body rust I found was over one rear wheelwell. It was complete except the radiator had been taken. Anyway, this gentleman proceeded to tell us that it was this very car that his brother traded in to Lambrecht Chevrolet in 1966 for a new Impala! It had been sitting there in that spot since 1966. I made note of a 1957 Ford sitting there that had 1960 license plates still bolted to its bumpers. There were also lots of parts and tools. There didn't appear to be any Corvair parts.

I was there Friday afternoon and all day Saturday. The auction started about 9:30 on Saturday. I'd guess there were 6,000 people there, I never heard an actual count. It may have been tough to know how many people were there. They started off with a bunch of parts. I wasn't paying attention but I did note that they were selling a box of Lambrecht Chevrolet wooden yardsticks. That box went for \$500. I won't cover every car sold but I was close by and ready to bid on the two new '63 Monza coupes, red and white. I quickly put my bidder number away as the bids

flew past \$10,000, then \$20,000, then \$30,000. When the hammer dropped on the red one, the sale price was \$42,000. The next car was the white '63 coupe. On the white one, the bidding started a little lower. Still, the hammer dropped at \$40,000. The red one is going to Eugene, Oregon. The white one is going to Arizona. Both were sold to non-CORSA members. I did hand both of them my card with contact information and told them about CORSA. Other Corvairs of note: the 1960 red 500 coupe with less than five miles sold for \$12,500. The '62 Corvan with 46 miles sold for \$19,000. Both of these cars had been sitting outside for a good number of years. The Corvan had some body dents in several places including one on the back so bad you couldn't open the engine access door.

Saturday I stayed until all the cars had been sold. They were still selling parts and tools when I left. Also on Friday and Saturday, they had video coverage by the History Channel. They produced a three-hour special that aired initially on Saturday night the 28th. The History Channel producers had contacted me a few weeks before the auction as President of CORSA. They were going to interview me during the filming but they never contacted me on that day. I took some photos but there were so many people around, it was tough to get photos of the cars alone. Sunday the quality of the cars was much worse than those on Saturday so I decided to head home. I hope to have an update next month on the stash of Corvairs in South Dakota that I wrote about last month.

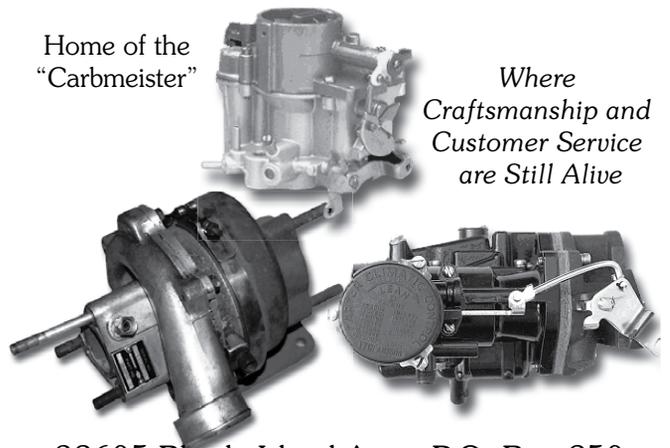
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# Open Forum

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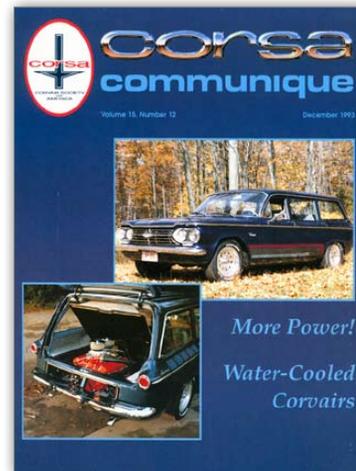
Several years ago one could contact Chevrolet and ask for a "Restoration Kit" for the year and model of Chevrolet you wanted. They would send a package in the mail that measured about an inch thick, chock full of everything you wanted to know about your vehicle. When times got tough for GM they discontinued the service due to the expense.

The kit is now available again. It's called a "Vehicle Information Kit" and is available at the GM Heritage website. Go to <http://gmheritagecenter.com/gm-heritage-archive/vehicle-information-kits.html> and select your vehicle and year. Agree to the terms, and the kit will be downloaded to your computer in PDF format. It's the same information they used to send out in the mail.

The kits are available for a plethora of GM cars including Corvairs. The information includes vehicle highlights, color codes, wheel/tire specs, complete specs on engine, transmission, suspension, and other systems, standard equipment lists, options, trim packages, brake information, vehicle features, exterior/interior dimensions, engine options, and much more.

*Van Pershing  
Tucson, Arizona*

## 20 Years Ago



The CORSA convention in San Jose was a big hit, with 935 attendees and 471 at the banquet. 20 entrants ran the autocross in a common car sponsored by B.F. Goodrich. Mike Seversin won the Edward N. Cole Memorial Award. Lynne Mitchell Werner, daughter of GM Styling chief William Mitchell, was re-united with the Super Monza that had once been hers.

The 1996 convention was already scheduled for Albuquerque, New Mexico in June to beat the heat.

Russ Brandenburg assembled stories about V-8 Corvairs that actually filled two issues of the *Communique*.

The 21st annual Corvair time trials at Lime Rock Park also included a concours display. There were 47 racers and 45 show participants.

The Pininfarina-styled Corvair from 1961-63 was offered for sale by the Pininfarina family for \$30,000.

Seth Emerson, CORSA President, wrote in his December 1993 column "I hope I'm here for another 20 years."

### Donate to the Corvair Preservation Foundation

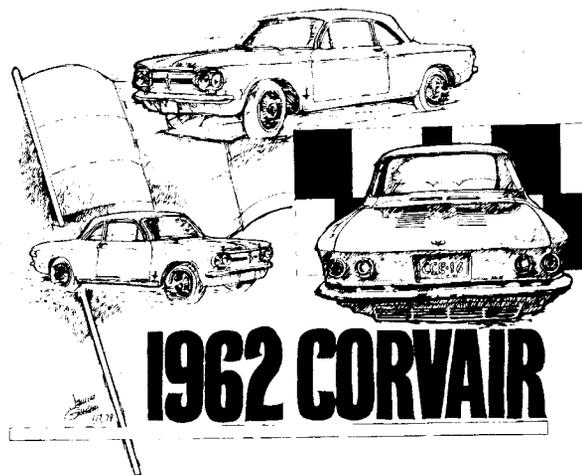
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2013 Kalamazoo Convention  
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# Lambrecht Auction Day

*Lee Knauf*

**B**efore July of 2013 I had never heard of Pierce, Nebraska, let alone Lambrecht Chevrolet. However, after an e-mail from a fellow Corvair

Minnesota member and a couple of telephone calls, my wife Cara and I were on our way to what the History Channel was billing as the auction of the century. Cara made the reservations 50 miles away in Yankton, South Dakota, finding every-

thing closer was booked. Pierce has a population of 1,775 people and no motel. We then waited patiently, learning about the town, dealership, and Mr. Lambrecht. We also debated about bringing a trailer just in case we came home with a bargain.

Just about everyone is aware by now of Ray Lambrecht and his collection of almost 500 new and used cars, mostly Chevrolets. Most have probably heard of his eccentric business practices of not selling used cars and stashing away leftover new cars at the end of the model year. He wanted to sell only the latest and greatest that Chevy had to offer. Everything else was stored, first on several city blocks and, after a court order, on the family farm outside of Pierce. While we were at the auction we heard all sorts of stories and rumors, which I won't go into. What we did see was impressive, but at the same time, rather sad.

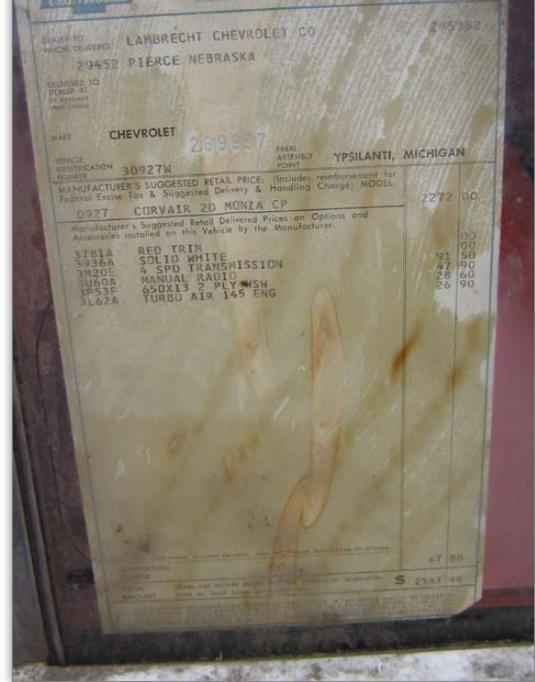
Most of the cars were stored outside in various fields and woods. However, seventeen were lucky enough to be stored inside at the old dealership, though it must be said that the building was musty and leaked so that even those cars were far from perfect. Among the cars stored inside were three early Corvairs. Two were 1963 Monza coupes that had never been titled, and the third was daughter Jeanne's '62 Monza. The '63s had near-perfect interiors with the factory plastic still on the seats and, I'm assuming, wheel covers in the trunk. These three were sold on the first day.

Six other "new" Corvairs were also sold on day one of the auction. Four were 1960s, three four-door sedans and one coupe. There was also another 1963 Monza coupe as well as a 1963 Corvair 95 van, mistakenly listed as a Greenbrier. These six were less fortunate in that they spent most of their lives outside to battle the elements, nature, and vandals. At least they didn't have the indignity of having their radiators stolen like their water-cooled fieldmates.

Over 17,000 people invaded the little town of Pierce on Friday (preview day) and Saturday. The crown jewels were auctioned first, those being the seventeen cars stored inside. The first of these was a 1958 Cameo pickup with 1.7 miles on the odometer. The bidding was fast and furious and the "new" truck sold for a whopping \$140,000. That pretty much set the tone for the rest of the auction. The 1978 Indy Pace Car Corvette went for \$80,000. A '63 Impala two-door hardtop with a great looking interior sold for \$97,500 while its 1964 counterpart sold for \$75,000. Thoughts of getting a bargain faded fast.

There were a lot of promotional items and memorabilia from the Lambrecht dealership. One gentleman purchased a





lot of yardsticks from the 1960s with "Lambrecht Chevrolet" on them. I cannot remember how many yardsticks were in the lot but we figured he paid \$35 apiece for them. He was later attempting to sell them for \$50. There was a 1959 Chevy convertible dealer poster that went for \$1,400. Finally, a 1957 Corvette pedal car sold for \$16,000. The one piece of Corvair memorabilia was a 45 RPM record of "Corvair Baby" by Paul Revere and the Raiders that sold for \$150.

The first Corvair to come to auction was the red '63 with 17 miles on the clock. It sold to a gentleman from Eugene, Oregon for \$42,000. The white '63 then sold for \$40,000. Its new home will be in Arizona. Finally, the last of the indoor Corvairs came up. It was Jeanne's black 1962, which went for the more reasonable sum of \$13,000 to a bidder in New York. That car had a little over 42,000 miles on it.

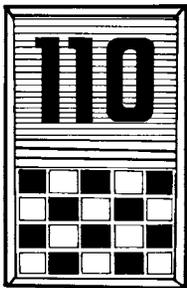


Bidding continued throughout the day. There was a 1959 Chevrolet Viking medium duty truck that sold for \$60,000 as well as a fleet of 18 1960s Chevy half-ton pickups that sold for an average of \$20,000 apiece, the highest going for \$39,000. At this point I must remind everyone that, though these were technically new vehicles, they were stored outside, were rusted, dented, and vandalized. Even Rutledge Wood and Tanner Faust, stars of Top Gear on the History Channel, seemed amazed that the prices were going as high as they were.

The auctioneer's truck and trailer were finally approaching the row of Corvairs that had been stored outside. After look-

ing at the condition of the cars with their mostly ruined interiors, faded and rusted paint, and frozen engines, I was very hesitant to place any bids, but I had my bidder's number out, just in case prices came back down to earth. They didn't. The first 1960, with 1.7 miles on the odometer, sold for \$4,250. The rest of the prices were as follows: the '63 coupe sold for \$5,250, the second white '60 four-door went for \$3,000, followed by a light blue sedan for \$3,800, and the final "new" car, perhaps the last Corvair on the planet that could be sold as new, was the red 1960 coupe sold for \$12,500. Finally the Corvan sold for a staggering \$19,000. This truck had only 46 miles on the odometer. The first day of auction ended with my bidding number unused and our bank account intact.

We didn't participate in the second day as the cars being auctioned were the really rough ones. There were five more Corvairs, all of them were used cars. There was one



late coupe, a 1968 that went for \$475, and four more earlies, which fetched a grand total of \$4,800. The last five cars maybe had that much value in parts but they were probably not ones that would be restored.

What this auction will do for old car prices in general and specifically Corvair prices is anybody's guess. Frankly we were amazed that the cars sold for that much money. In total, the two-day auction raked in almost \$4.8 million. The Corvairs alone fetched nearly \$135,000. However, not a single one of these cars could be driven home. Many will need thousands of dollars of work done to make them drivable, though that could take away from the value of having an unrestored original. Maybe I'm missing the point of purchasing a classic car that's never been titled. I'm of the belief that cars are built to be driven and enjoyed. Most of the cars at the Lambrecht auction just sat in the fields and rotted away. That's where the sadness comes in. ⊕





# Lambrecht Chevrolet Collection

*B. Mitchell Carlson*

**B**eyond the hype and rumors of the Ray Lambrecht collection of new and used Chevrolets in Pierce, Nebraska, it all boils down to the cars. For us Corvair enthusiasts, this auction presented a unique opportunity to view multiple examples of Corvairs that have never been released for sale. As such, hopefully some items of originality can be gleaned from these cars which will benefit future Corvair restorations and authenticity judging within CORSA.

I had the good fortune to inspect the cars on the day before the public inspection. I was invited to do so by auctioneer Yvette VanDerBrink as a member of the automotive media (primarily, I was reporting on the auction for *Sports Car Market* and *American Car Collector* magazines) to come on Thursday during setup and staging to photograph without having to deal with crowds in the way. With

the mob scene on Friday, that would not have been possible. As such, the images with this article show the cars as close as possible to how they had sat essentially since new, before everybody started pok-

ing around on and in them on Friday. (If there is sufficient interest, I may consider selling a CD of all the images, 30-80 per car, capturing the details of originality.)

A note on the documentation of these



cars is also in order. General Motors started issuing MSOs (manufacturer's statement of origin) in 1962. Previous to that, cars were titled off of the factory invoice. While some of the other unsold vehicles that were new did have titles (most made out to Midwest Leasing of Pierce, Nebraska), none of them were Corvairs. The state of Nebraska was not going to let these 55 cars sell without processing the MSOs, or in the case of 22 others, the original invoice. However, a compromise was reached that the auction company was going to send the paperwork on all of these cars to the Nebraska Department of Motor Vehicles, who would process them en masse over the course of a month, then return them to the auction company with a new Nebraska title with the MSOs typed on the bottom "Nebraska Title Issued." That paperwork would be sent to each owner via registered mail. This is actually the best of both worlds. The owners get to keep the original documents, plus have a 50-state legal transferable title.

Not only does this establish legal ownership of the vehicle, but it facilitates insurance. With only an MSO to prove ownership, insurance companies may sell you a policy, but when it came time to pay a claim, they can easily deny it because an MSO indicates that a vehicle is not owned by a customer, but by the manufacturer or the designated dealer.

Let's take an up-close look at these eight half-century old new Corvairs so we can learn from them how they were made and what it tells us for the value of our cars today.

The following two had spent the past 50 years inside of the Lambrecht dealership building, and by far and away survived in vastly better condition. They are also identical in equipment, aside from paint color. Per the window stickers still attached to the cars, they are equipped with the following options: 102 HP engine ("Turbo Air 145 Engine"), four-speed manual transmission, 6.50 x 13 2-ply whitewall tires, and manually tuned AM radio. The documentation that is with these cars are the

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Opposite: Lot 5L: Red '63 Monza.

Top: Pitman arm and front suspension components. Note the painted springs.

Right: Getting a bit fuzzy, but still complete under the hood.



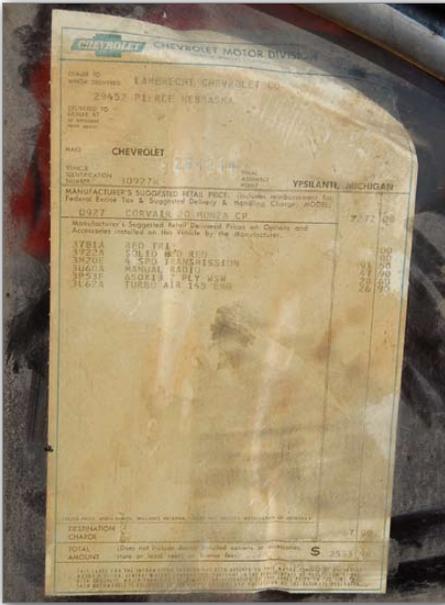
ordering invoice, shipping ticket from the transporter to Lambrecht, MSO, and the "window sticker" invoice.

They were also never dealer prepped. A paper sticker is in the upper driver's side of the rear window stating "Kansas City, Mo." (the district sales office for Lambrecht). There was still most of the original clear plastic on the seats, with yellowed tape retaining some of it. Both also had a very crudely applied coating—most likely undercoating—on the forward bulkhead of the engine bay. They didn't wear wheel covers, and while it was stated by the auction company that they were in the trunk, no effort was made by them to open them up for inspection. However, the first car had the trunk opened shortly after it was sold, revealing the set of NOS full wheel covers still in the original plastic bag.

Lot 5L, 1963 Monza two-door coupe, 30927W264244.

Red with red vinyl interior. Engine number T0510YN. The body tag indicates that this was the 77,812th Monza coupe built at Willow Run, with an 05B build date code and nothing noted for ACC. The odometer indicates 17.0 miles. It is shod with its five original General Jetair 6.50-13 bias ply tires. The exterior was very dirty, and also had what almost looked like manure on a portion of it. A cursory wipe of a small area shows the paint to still be in very good condition (note, I didn't lick my finger to test). The seats, headliner, and carpet are still in fabulous condition. The engine bay is also in "as walked away from" condition, to include the original Delco battery. This is the roughest condition area, as light surface rust is present on most bare





Girl” but I know that she doesn’t give a hoot about Corvairs. As such, unlike the other low mile MSO vehicles, she started low (probably high in her mind) at \$10,000 for an opening bid. It surprised her that almost every hand near the auction trailer with a bidder’s card went up, and was very vigorously bid until ending at a \$42,000 sale (\$44,100 with buyer’s premium of five percent). It went to a bidder from Oregon, the top Corvaire sale here and likely setting a world record selling price for an early coupe. I also found it interesting that while cameras were rolling during the sales of the two good ’63s, all that footage went to the cutting room floor; this time was spent in commercials. Apparently, the producers also share an anti-Corvaire bias.

steel components, to include the fan. On the bottom half of the engine, it still has something you never see: the original inspection marks on the valve covers in grease pencil. The bottom of the car also has some light surface rust, but original paint on the chassis components still rules the day. After the car sold, CORSA President Paul Sergeant helped the new owner open the trunk, and it looked just like new, along with the four virgin wheel covers.

Yvette might be a self-described “Chevy



From top: Original window sticker.

Once the trunk was opened, this greeted the world for the first time in 50 years.

Right: Lot 6L, grimy on the outside, great underneath.



Lot 6L, 1963 Monza two-door coupe, 30927W269957.

Ermine White with red vinyl interior. The body tag indicates that this was the 80,116th Monza coupe built at Willow Run, with an 05D build date code and once again nothing noted for ACC. The odometer reads 17.2 miles. This one is equipped with five Firestone Deluxe Champion tires. The engine bay, while slightly cleaner and without a battery, was in a bit of disarray. The air cleaner assemblies were taken apart, revealing oiled foam air filters. I suspect that this car may have been cannibalized for a customer's car when new, as the layers of dust are congruent on all exposed components. There is also minimal corrosion in the engine bay and undercarriage compared to the red car. The dust and grime on this car was more like light oil and grease, as it appears to have been parked near



From top: When is the last time you saw the original inspection marks on the valve covers? 1963?

How the seat plastic was taped.

The engine bay is in a bit of disarray.

Original window sticker.

the shop's parts washer: unintentionally applying ad-hoc Cosmoline to protect the exterior from condensation. It also had the front section carpet removed, allegedly put into the trunk (along with the wheel covers), but also made it easier to inspect the under-dash area for original overspray from when they painted the dashboard. As for the front carpet, once again the auction company didn't make the keys available to open the trunks at any time during the inspection or auction. Yet that didn't stop the bidders, as this likely became the second highest sale of an early Corvair at a \$40,000 to an on-site bidder here from Arizona, thusly writing the check for \$42,000.

Given the choice of the two—let alone all of the Corvairs or even all the other vehicles here—this one was my favorite. While not as complete under the hood, it seems to be the easiest to clean up well and have the most potential being better protected. With the contrasting body paint, this is also the car I'd most love to see sitting on a riser or jackstands and have as the centerpiece of a CORSA judging and authenticity seminar.

The remaining six were still on the MSO, but ended up outside over several decades, and were severely degraded due to exposure to the elements and rodents, including two-legged rats that stole a few parts.

**Lot 119L, 1960 Chevrolet 500 four-door sedan, VIN 005869K119375.**

Light pea green with gray nylon bench seat. The natural aluminum body tag shows it to be the 5,583rd Kansas City 500 sedan, with 926A M paint code, 885 trim, and ACC code of 32A. Like all of the sedans here, it has the fold-down rear seat. It also has the gas heater and no radio. There are 1.7 miles on the odometer. It has all five original blackwall 6.50-13 U.S. Royal Safety 8 tires. While the exterior is rough from being outside, some facets of the interior aren't too bad. What's left of original protective seat plastic actually hurt the seats, since it trapped mold underneath it, while the exposed upholstery looks clean and actually pretty decent. Front floor mat is rolled up and sitting on the back seat footwell. It didn't



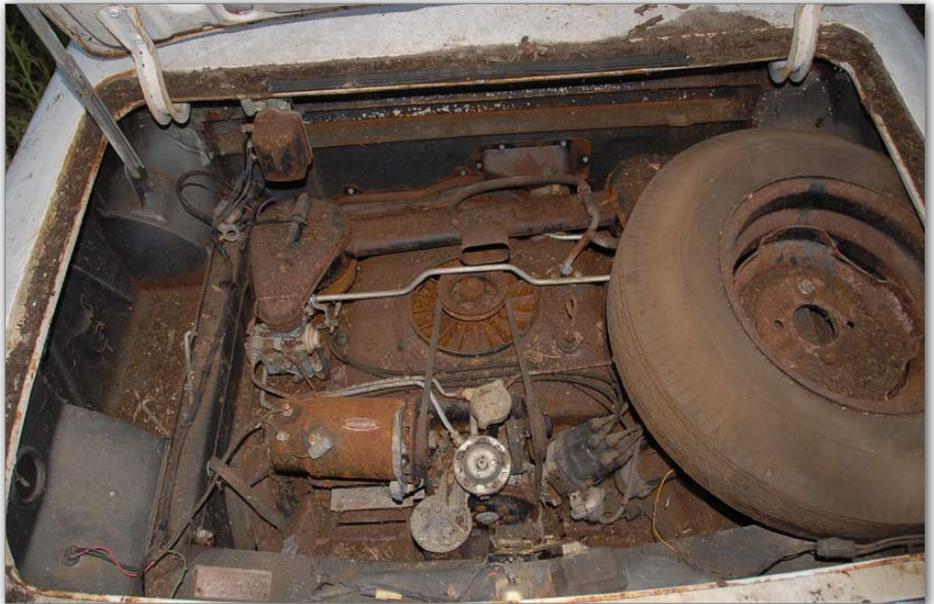
From top: Junk in the trunk – or at least a gas heater.

have an owner's manual, but the same style of small brown paper bag for the license plate hardware was in place. Only a fraction of the original window sticker remains, with only small incomplete portions legible. Some of the body and paint inspection stickers remain on both front vent windows, but they are almost as bad as the invoice window sticker. The paint around the VIN tag was heavily scuffed up to allow spot-welding of the tag—a constant issue for GM during this time. The engine bay is complete including battery, but has lots of rodent damage. It was also the only Corvair to still have a key in the trunk lock and to have the trunk lid unlatched rather than wide open. While it was the only one to be able to inspect the trunk, it was also weathered, rusty, and missing its hubcaps. Sold to an online bidder for \$4,250, \$4,590 with buyer's fee.



**Lot 120L, 1963 Monza coupe,  
30927O117174.**

Ermine White with red interior. The body tag indicates that this was the 12,568th Oakland built Monza coupe, with a 04D build date code and ACC codes of W and 6768. The window sticker has long since either deteriorated or has gone away, but thanks to a copy of the



From top: Weathered but original engine compartment.

1963 owner's manual suite: warranty booklet, Custom Feature Accessories brochure, and owner's manual in the original plastic envelope. However, this one got damp.

Original but weathered interior.



ordering invoice taped to the door glass, it is equipped identically to the other two '63 coupes. It also appears that the body tag was attached after the engine bay was painted black, unlike the Willow Run cars. The odometer reads 12.8 miles. This one also has five Firestone Deluxe Champion tires. In its rough state, it was hard to find things to show authenticity. However, this car also has the simple small paper bag with the license plate attaching hardware in it, on the driver's side of the glovebox along with the original suite of owner's documentation of the owner's manual, warranty coupon booklet, and Custom Feature Accessories brochure in the printed plastic envelope as the other two '63s. With the two Willow Run '63s to compare it to, this one seemed to me to be the biggest crying shame. Comparing how this car could have been had it not been kicked outside made me sick (either that, or it was my potential exposure to Hantavirus from the mouse droppings). Declared sold at \$5,300 to an online bidder, \$5,936 with the 12 percent buyer's fee for cars selling under \$10,000.

**Lot 121L, 1960 700 four-door sedan, VIN 00769K112531.**

The painted body tag shows it to be the 8,643rd Kansas City built 700 sedan, with 937A B paint, 886 trim, and ACC codes of 32A. This translates as white with gray vinyl bench seats. This one does have a manual tuned AM radio, along with a Powerglide with a narrow brake pedal and heater. Showing 1.7 miles on the odometer. It wears Firestone wide whitewall tires and hubcaps. On the outside, its greatest damage is a healthy sized dent in the roof. Also, the paint is pock marred with plenty of surface rust. The front floor mat is out, so the floor has plenty of surface rust but no blow-outs. Water has seeped through the dent in the roof and contributed greatly to overall heavy interior corrosion and ruining the whole headliner. The engine bay is complete, but heavily corroded and moused. Sold for \$3,000 to an onsite bidder, \$3,360 with buyer's premium.

From top: Right front, next to lot 120L.

Without a front floormat, and with a leak from the dent in the roof, water pooled on the steel floor.

Complete but crusty.



Lot 122L, 1960 700 four-door sedan,  
VIN 00769K109166.

The painted body tag shows it to be the 6,358th KC built 700 sedan, with 916A B paint code, 886 interior code, and 32A ACC code. This makes it blue with a gray vinyl bench seat interior. Equipped with a three-speed, heater, and manual AM radio. This has one of the best bodies for minimal rust and dents, but has the most parts pilfered off of it. All the taillights, housings, and blanking plates are gone. It has all five original whitewall 6.50-13 U.S. Royal Safety 8 tires and hubcaps mounted. It also has the worst interior, as the front seat is in shreds and water seeped in along the windshield base, rotting out the glovebox. Of unique interest is that all the dash knobs are chrome except for a black plastic light switch from a 500. A flub-up on the line, or did they run out



of the chrome 700 knobs and switches? The heavy moisture inside also caused the odometer numbers to lift and peel, so an exact reading isn't possible although it appears to be two miles with illegible tenths. Complete except for battery in the engine bay, but full of rust and acorns. Sold to an onsite bidder for \$3,800, with a fully realized price of \$4,256.

From top: Lot 122L (foreground) and Lot 123L

Original U.S. Royal Safety 8 whitewall tires, evident that they sank down to brake drum height of the suspension.

Complete except for battery under the hood. Completely gutted tail lights.

This car had the worst upholstery, and the moisture also ruined the glovebox, dumping the contents onto the floor.



**Lot 123L, 1960 500 two-door coupe, VIN 00527W225802.**

The painted body tag shows it to have a 04A build code as the 5187th Willow Run 500 coupe built, with 924A paint, 885 interior, and ACC code of DC. Red, with gray vinyl bench seat. Bare bones, with a three-speed and heater only. Remnants of the window sticker are on the glass, but like the other 1960s all but illegible. Fitted with blackwall Goodrich Silvertown tires and no hubcaps. 14.7 miles are on the odometer. The best condition body of the 1960s, even to the point that it would be worth the effort to try to clean and buff out the paint rather than just writing it off. Still has all of its minimal chrome and trim. Interior is pretty decent, with the floor mat still in place. Light to moderate water staining on the seat bottoms, with a few splits starting on the top of the folding back seat. However, the headliner is heavily stained. Engine bay is complete except for a missing battery. Also the least corroded engine compartment, with just a mouseketeer party rather than a convention. Bidding was very brisk on this one, ending with an on-site bidder at \$12,500, \$13,500 with buyer's fee.



**Lot 124L, 1963 Corvair 95 six-door van, VIN 3R1255108451.**

Metallic blue with white stripe, standard Fawn vinyl bench seat interior. Body tag indicates trim code of 5Z60A and paint code of 5540E. Standard 80 HP motor with four-speed transmission. Odometer shows 46 miles. It had damage to the side doors, so they won't fully close, which let in water, mud, and critters. In addition, the "mail slot" in back also got hit on the right side so it will not open for engine access, but at least the license plate lights are still undamaged. While there's still some of the original plastic on the seats, there is also soiling and sun fade. It's also the only one of the Corvairs that had an unpleasant odor in it. Three of the four wheels and tires are original and rough, while a 1980s steel sport wheel was put on the left front corner recently. The nicest thing left on the truck is the spare tire (a 7.00-14 4-ply B.F. Goodrich) and rim, still in the stock



From top: A pretty decent interior, all things considered.

Fold-down rear seat.

mounting in the inside right rear corner. Bidding started on-line at \$10,000 and ended with an on-site bidder at \$19,000, or \$19,950 with buyer's premium.

### Conclusions

The "showroom" 1963s: Before the auction, I had guesstimated that they'd bring \$35,000. Even at \$5,000 to \$7,000 more, it's hard to say that they paid too much for them. Compared to the rest of the cars and trucks they shared a room with, they were actually cheap—nearly half the price of the next highest car parked by it for decades in the dealership, a 1964 Impala that brought \$75,000. In reality, it just depends on your point of view, depth of your wallet, plus if you want and can support a 17 mile car that has to stay a 17 mile car to keep its value. And that's not in anybody's price guide.

The 1960s and outdoor vehicles: It seemed like anyone and everyone who was interested in the Corvairs must have read the same script: "If I bid on anything, it'll be the red '60 coupe." And it showed. The sedans sold well enough, considering that they will need heavy reconditioning if not full restoration. It also will not surprise me if one of these ends up being built from another more solid '60 using these cars' VIN and data.

As for the van: despite FCs gaining in value by leaps and bounds in recent years, this price even defies my logic. Unless there's a nice rust-free van in El Segundo that will become a "Lambrecht Legend" via reattached VIN tag, this is silly money. However, this was commensurate with the eight new but weathered 1964 C-10 pickups.

Reports from the locals generally indicate that all of these new on the MSO vehicles were inside until the secondary building they were stored in (the former Ford dealer in town) had the roof collapse approximately 35 years ago after a snow-storm. They got hauled out to the farmstead only after the city condemned the building. As such, they didn't have their full fifty years spent outside, but enough

From top: Left front, with circa 1980 front sport wheel.

Did bears live in here?

Some of the original pre-delivery seat plastic is still there. Even though it's stained, the seat may clean up.



to raise havoc with them from the climate and vandals. People who knew him at the time suggested quite strongly that he should put up even a simple pole shed at the farmstead, but Mr. Lambrecht would have none of that. A little money spent to build that shed or keep up the other building would've yielded cars just like the two Willow Run '63s.

**Halo Effect:** The used Corvairs that were also here tended to go for much higher than expected for dead cars from sitting outside. There was only one late model, and that was a used car trade-in which was heavily rusted and damaged 1968 Monza hardtop. Yvette actually called this one right as "a pile of Corvair," selling for \$475 on-line (\$532 with buyer's premium) as one of the few realistic prices.

**Mileage:** It's interesting to note that the Willow Run '63s have 17.0 and 17.2 miles on them, while the Oakland built '63 has 12.8. With the 1960s, we have the luxury of comparing all three Kansas City cars to a Willow Run car, which has the most miles (12) for the class of 1960. Hence, we can deduce that Corvairs built at Willow Run had to be driven a fair distance to catch a ride on either a train or a truck. That is something most folks haven't thought about, assuming that they had six or so miles on them when they hit the dealerships like most new cars then and today, and congruent with the KC Corvairs, Impalas, and pickups offered here. However, with the luxury of comparing two new 50-year old '63s built in the same month side by side, we can see something of a pattern develop.

**Cleanliness** may not be next to **Godliness:** One thing that put me off was that the "showroom" cars were not cleaned up in any way. On one hand, I'll be the first person to praise the auction company for not messing with their originality, but on the other hand, they weren't built at Willow Run with a foot of dust and mouse droppings all over them. A simple power wash on the outside would've really shown what gems they were. I was actually hoping that the rain on Friday night into Saturday morning would've been a gully-washer, to clean some of the crud off. Then again, they did well enough being grungy, so who's to say? As for the outdoors cars, any prep on them would have been wasted time.

But whatcha gonna do with 'em?

Damaged "mail slot," faded reflectors.



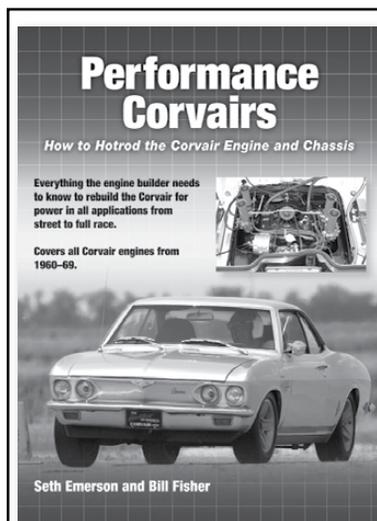
Minimal mile 1969s are actually somewhat common, as they became one of the first vehicular "instant collectibles," especially near the end of production. I've seen several while reporting on collector car auctions over the last two decades (where some of the same cars return on a regular basis), but as for earlies or FCs, it's essentially none. While the Corphibian had approximately 500 miles on it when it crossed the auction block, it was modified so it can't truly be called a preserved purely stock vehicle. Low mile original examples rarely pop up, but this is the only time not just one but eight surface on the market.

The "showroom" '63s are pretty easy to make the call on. Clean them, tidy up the

engine bay, stabilize any corrosion issues, and leave them as is. And hopefully show up at a CORSA national meet. As such, they shouldn't depreciate a dime.

The outdoor cars, that's a bit harder call to make. Making them show-worthy would be restoring them, thusly losing much of the originality of 5-6 miles from new. The 500 coupe is really the only one that has a shot at preservation, the rest will require a lot of work. They are also rather expensive for parts cars, although my VIN metamorphosis is more plausible if one of those gets gutted and parted.

The one thing that's certain is that a collection like this won't be surfacing again. (⊕)

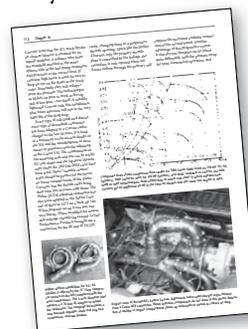


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# Corvair Lifestyle

*Teresa Miller*

Probably the first thing you'll notice about the home in Des Moines is the double driveway leading to a fairly modest three-car garage. Out back, another storage building contains up to four Corvairs. There's a building in Waukee with even more. Early models, late models, Rampside trucks, and even a wagon are currently residents here. There are usually one or two in the driveway that are being driven. The garage usually contains one or two in some stage of restoration or repair.

John and Teresa Miller, we are the driving force at JTVairs, a.k.a. the Corvair Rescue Team. The goal is simple. See how many Corvairs can be put back on the road, in the hands of Corvair fans, old or new. There aren't fancy tools, or even a lift,

most of the work done here is "old school." We don't take car repairs or restoration for hire, but we always have time to lend a hand to newbies, or sit and brainstorm



the latest repair issues.

The main garage shop was built near the site of a model A garage. The old concrete footprint is still visible. It is nicely insulated and has a lot of space. Well, until you start collecting Corvair parts. The loft and the walls provide much of the storage space, as John is fond of pounding large nails and hanging parts for easy access. The storage building behind the garage will hold four cars for the winter. In good weather, there are usually just three so we can get them out easily for daily use.

We have been fortunate enough to rent a large building in Waukee for overflow. When we took on the project from Maryland, we knew we would need a lot more space and security. Located in a development area, there is about five



As a photographer, I enjoy taking the camera along for our rides through the countryside and created a website to showcase the cars and our adventures. JTVairs was formed when we started getting communications about wheels and tires, people wondering about offset, backspace, wheel size, and tire recommendations. We enjoy networking with others and have built a pretty impressive list of resources for those who would like to keep these affordable classics on the road.

With several rescues under our belt, we found it necessary to sell a car or two. It's not usually a deliberate decision to buy one only to fix it and sell it. Each car that we buy is one that we would actually keep and enjoy. When we finish with a car and enjoy it for a while, we find that we're willing to let one go in order to finance more



acres and the large Morton style building that we are able to rent very inexpensively. That is, until the property is sold. We take a little risk, but in this market, the property could be for sale another five years.

John has a habit of finding Corvairs, or more accurately, Corvairs find him. We get calls or e-mails every week from someone who has a car that they can't keep for a variety of reasons. Many times, we'll be out in a car and someone will chase us down to tell us about a car that needs rescue. One of John's strengths is the ability to take a car, tune it, detail it, refine the stance and using a variety of wheels and tires, give the Corvair a really sharp appearance. Most every car we have had has been stock, with the exception of wheels and tires.





the side of the road and a few under street lights when stranded somewhere by a chunk of dirt or something stuck in a fuel line. They're called "adventures." John has been in the Corvair networks for many years, I have been on the scene for the past five years. In that time, we have had about 40 Corvairs pass through our doors for a time, and we currently own ten.

This year we assisted a good friend Dan Earnshaw with the distribution of his collection of 15 Corvairs and a group of parts cars. In March we flew out, assessed the collection, arranged for the shipping of nine, and drove a 1965 Greenbrier eight-door van back to Iowa. We found a home for a lovely 1964 four-door with Jason Cesana and his family. We are thrilled to watch how all of the new owners are

rescues. John confesses a fickle personality with a touch of ADD, so he is generally willing to let one go earlier than I am. I consider myself the Imelda Marcos of Corvairs and love having several to drive, depending on my mood that day.

The nuts and bolts of the operation: I (Teresa) enjoy detailing the cars and like tearing out an old interior to replace it with new. I actually enjoy scraping rust off floorboards and using POR-15 to make everything fresh and new. I've become pretty good at stripping out car interiors, and am the first one called when door handles need to come off and back on when a car is painted.

John is probably known best for his abilities with the tune-up. He enjoys finding cars and getting them started when no one else can. He's rebuilt carburetors by



enjoying the cars and it was a blast seeing some of them this summer. As of October, we found homes for all but two of the first group delivered. Old School Transport from Fair Grove, Missouri brought a transport with nine Corvairs from Maryland to Iowa. The drivers reported that they've never experienced so much attention. Out on the road, thumbs up, cameras out, and big smiles on the faces of travelers. Any time they stopped, people would flock to the truck to take photos and ask about the unique delivery. The transport contained the first and last model years and an example of almost every model of Corvair made. We will be taking five more from his collection in October of 2013.

This year we were happy to host Ralf Verhees, a young Corvair enthusiast from



at the door to find someone just wanted to look at the cars. One time, an elderly fellow brought a stack of books and dealer brochures. It's not uncommon for people to drop by to ask us to work on their cars. John is glad to help out, but with our location not zoned commercially, and certainly not enough hours in the day, we provide just basic help. The work done here is done on our cars. We much prefer to find a rescue car, work on it at our leisure, and after we have enjoyed it, we may sell it in order to rescue another. Doing it that way, he is not held to a specific time line or a list of specifications other than what he feels like doing with a specific car. We much prefer to keep this a hobby.

We find ourselves in an exciting time in history where the future of Corvairs as

the Netherlands, for three weeks. Meeting him through the CORSA Facebook page a few years back, we suggested that he come to the U.S. with the goal of attending the National Convention. Ralf is restoring a '61 Lakewood wagon and was a delight to have as a guest. He was lucky enough to drive the road course at Gingerman in our car, and ride in the race cars with Tracy LeVeque and Bob Dunahugh. He met Rick Norris and all the other colorful Corvair characters and even won a Tweety from Warren LeVeque after the races. He helped Ryan Counterman set up cones for the autocross and rubbed elbows with all the wonderful Corvair people that he has met on the forums and on social media.

When we moved to Des Moines, it was common to have people drop by. On a couple of occasions, we'd hear a knock



a collector car is being forged. Corvairs in good condition are still plentiful and thanks to Clark's Corvair Parts and some other vendors, the price for replacement parts is still reasonable. Our generation will determine how many cars are saved and in what condition. We will be the ones passing along what we know and recruiting the Corvair nuts of the future. We're glad to be part of that cause and the Corvair community

The garage at John and Teresa's is always busy. Parts hang on nails on the walls and spill into the basement of the house. Clark's Corvairs is on speed dial. The folks around Des Moines say, "Boy, we sure do see a lot of those Corvairs around." We just smile. The Corvair lifestyle is alive and well. ☺

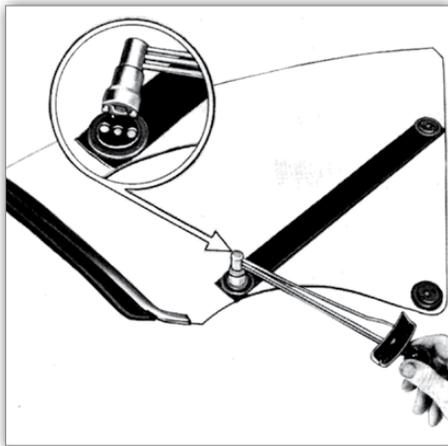


# Tech Topics

## Window Glass Attachment

Chevrolet Service Bulletin, 1965

Corvair vehicles use bolt-on glass to sash attachment on the rear door and the rear quarter panel windows. The rear door glass retaining nut is hex type but the quarter panel has a special nut (see figure)



that requires a spanner adapter wrench for service. Since the 50 inch-pounds torque is critical, use Kent-Moore tool J-22055 with a 3/8" drive (inch-pound) torque wrench.

## Instrument Cluster Assembly Removal

Chevrolet Service Bulletin, 1965

This procedure is revised to change step 2 (Page 12-10) of the Corvair Chassis Shop Manual. It is not necessary to remove

"Tech Topics" is a collection of technical tips submitted by CORSA members. Although the articles in this section have been reviewed for technical content and are believed to be useful, no guarantee is implied that they work correctly, nor is any liability assumed by either CORSA or the author for any problems resulting from their use. Please pass on your tech tips to others by sending them to Larry Claypool, Technical Editor, 21359 S. 80th Ave., Frankfort IL 60423.

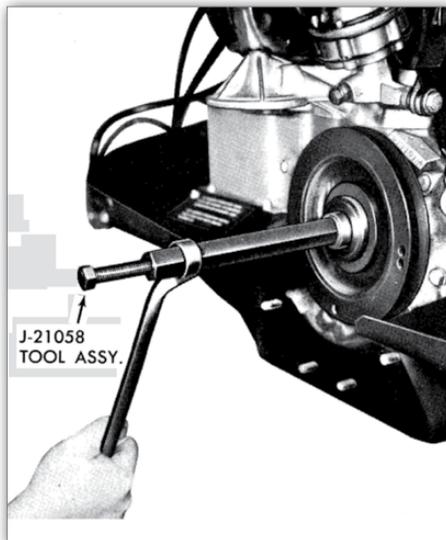
Technical help is available from our online e-mail group, Virtual Vairs. Post questions to [VIRTUALVAIRS@CORVAIR.ORG](mailto:VIRTUALVAIRS@CORVAIR.ORG) or for details see [WWW.VV.CORVAIR.ORG](http://WWW.VV.CORVAIR.ORG).

the steering column for cluster removal on any 1965 Corvair. Instead, apply masking tape on the mast jacket (between the dash panel and wheel) to prevent possible paint damage as the instrument cluster is removed. On Powerglide equipped models it is necessary to remove the upper mast jacket support clamp to provide free movement of the steering column.

## Harmonic Balancer Installation

Chevrolet Service Bulletin, 1965

This is a pull-on operation using a bolt in the threaded crankshaft. If the existing short bolt is used for this operation it would have to be removed two or three times to install more spacers, and threads may be damaged if the added spacer was



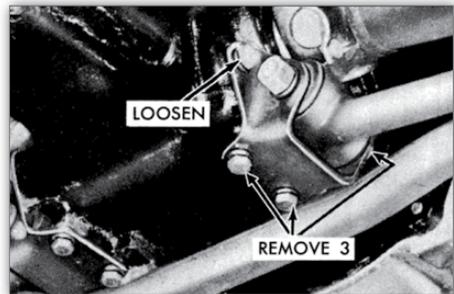
too thick. A tool arrangement with a long bolt and nut (assembled as shown) eliminates this problem and also provides a method of preventing the crankshaft from turning during the installation procedure.

## Manual Transmission Removal Procedure

Chevrolet Service Bulletin, 1965

In the Corvair Chassis Shop Manual on Page 7-27, Step No. 8 points out which rear

strut rod bracket bolts to loosen and which to remove in order to allow the assembly to swing down for clearance to remove the transmission from the axle carrier. When the shifter tube (not shown in fig. 7B-24 in Shop Manual) is in proper position, the manual transmissions will not clear the tube because binding of the rear torque rod bushings will not allow the powertrain to swing low enough for clearance.



To allow the transaxle to swing much lower for the required clearance, revise Step 8 as follows:

- Loosen the front, upper bolt from each rear strut rod bracket at the differential (a few turns to relieve tension on the lock washer). Remove the other three on each side (See figure 4).

## Corsa Pinstripe Painting

Chevrolet Service Bulletin, 1965

The Corsa body paint stripe is 1/10" wide. Repainting of the stripe is made easier by applying a 1/10" wide strip of chart tape (available locally) where the stripe should go. Mask to the chart tape with a thin tape (such as Scotch Magic Tape) to keep paint thickness to a minimum, then remove the chart tape and spray the stripe color. The chart tape acts as a guide for straight accurate masking and can be moved as needed (before masking) without leaving marks.

# CORSA Calendar

November 1-3, 2013

Corvair Affair • Saint Augustine FL  
Central Florida Corvair

Come to the nation's oldest city. Friday night hospitality with valve cover races, Saturday car display and autocross. Stay tuned for more info. Host hotel Knights Inn, 904/217-4423, mention Corvair group for \$49.99 rate. Sarah Bruce, 386/265-1787, sarahvair@cfl.rr.com.

February 21-22, 2014

Corvair Lovers Holiday

• Pensacola Beach FL

West Florida Corvair Club

Dinners Friday and Saturday, door prizes, 50/50, valve cover race, ladies get-together. Vendors welcome outside. People's choice awards given Saturday afternoon, including Sarah White Ladies Choice Award. Host Days Inn Pensacola Beachfront, daysinn.com/hotel/21564, 16 Via De Luna, Pensacola Beach FL 32561, 850/934-3300 or 800/934-3301, mention Corvair for \$69 or \$89 gulf side rates. June Lindsay, 850/994-2161, wfcc@mediacombb.net.

April 18-19, 2014

Springfest • Helen GA

Corvair Atlanta

Heart of Georgia Corvairs

Queen City Corvair Club

Autocross and hospitality party on Friday. Saturday concours, people's choice, valve cover races, and more. Clark's Corvair Parts will be attending. Host Helendorf River End, 706/878-2271, \$89 per night, two nights minimum for riverside, \$69 per night for standard; Best Western 800/435-3642, \$69 standard, \$89 suites; Super 8, 800/535-1251, \$55. Make reservations before March 15. Lillian Law, lawjand@aol.com, 229/883-4123, cell 229/291-0567.

"CORSA Calendar" listings are brief descriptions of upcoming events sponsored by CORSA and its Chapters. To be listed in the "Calendar," these activities must be open to all CORSA members and covered by insurance. After the event is held, please submit an article to "Chapter News" promptly if there are competition results or stories of interest to our readers.

July 21-25, 2014

CORSA International Convention

• Tacoma WA

Corvanatics

Join us for "Corvair Expo" where the LeMay Automobile Museum will be the center of convention events as well

as displays and activities celebrating the Corvair. Host hotel is Hotel Murano in Tacoma, 888/862-3255, mention "Corvairs" or "CORSA" for special \$109 room rate, reserve online at [https://resweb.passkey.com/Resweb.do?mode=welcome\\_ei\\_new&eventID=10747152](https://resweb.passkey.com/Resweb.do?mode=welcome_ei_new&eventID=10747152)

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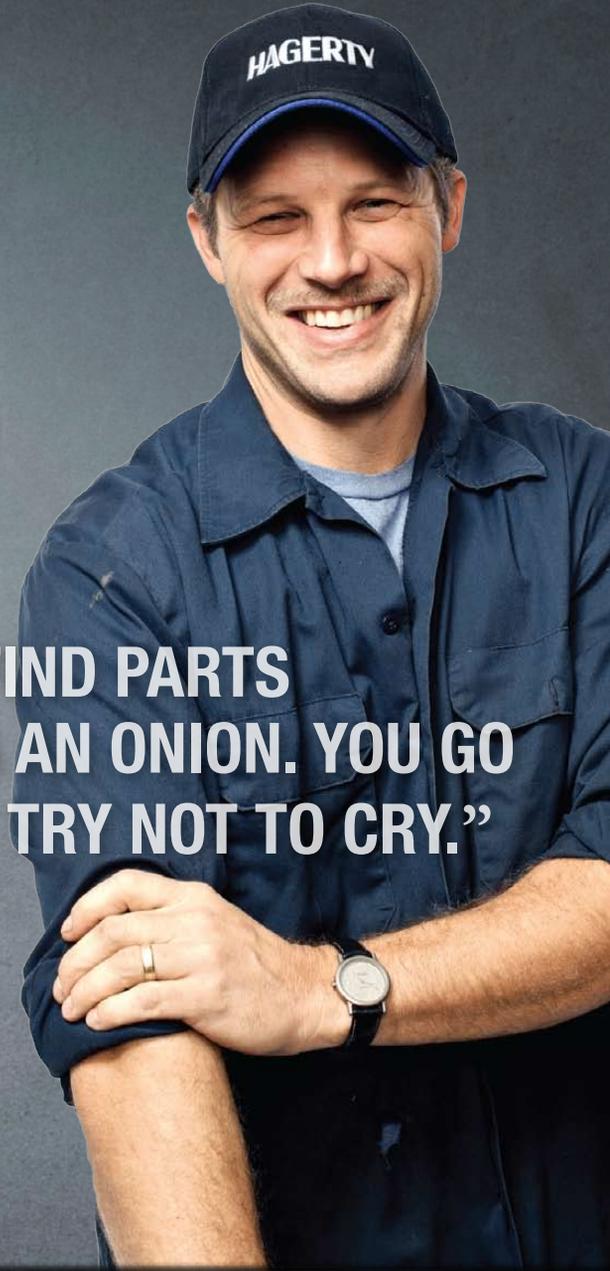
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**1963**

1963 MONZA convert. 110/4, Monaco Blue with blue interior, white top. Wire wheel covers, dual exhaust, concours d'elegance and AACA winner. I show and drive this car everywhere, not a trailer queen. It's a great car. 585/393-1912. . . . . **(NY)**

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1967 MONZA convertible, Marina Blue, white top, blue interior. Factory air converted to R34, fully restored, all records and receipts included. Looks, runs, and drives great. Call for details and photos. Asking \$17,500. Mike, 724/263-1778. . . . . **(PA)**

**PARTS FOR SALE**

Owners guides 1960, 1961, 1961 Greenbriers 2, 1964, 1965, and 1966 books. 1961 Corvair technical guide book, 1961 shop manual. New rear axle bearing for a Forward Control. \$150 for the bearing, fair price for the books. Del Wulf, 3698 Yucca Drive, Yuma AZ 85365, bev@roadrunner.com, 928/476-1952. . . . . **(AZ)**

Powerglide rebuilding kits, w/gaskets, lip seals, clutches, sealing rings, converter seal, \$145 with exchange band \$190 postpaid. David Edwards, 56

"CORSA Classified" ads should be typed or printed legibly and sent to "CORSA Classified," P.O. Box 607, Lemont IL 60439-0607, FAX 630/257-5540, e-mail: COMMUNIQUE@CORVAIR.ORG. The first six lines (52 spaces) are free to members, \$1 each additional line. Members commercial advertising is \$1.50 per line. Non-member rates are \$25 for six lines and \$3 per additional line. Photos: insertion size: 1½" x 2¾", \$12 each; maximum insertion size 2¾" x 2¾", \$16 each. Deadline for all classified ads is the third day of the month preceding the issue cover date.

Classified advertising is also hosted on the CORSA Web site, WWW.CORVAIR.ORG.

Dale St., Needham Hts. MA 02494, 781/449-2065 anytime. . . . . **(MA)**

Scott, 843/478-4223, moreheadscott@yahoo.com. . . . . **(SC)**

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1965-69 factory tinted rear quarter convertible windows, need left and right side. Barron, 813/966-6018, derbarron@yahoo.com. . . . **(FL)**

NOS P/N 3921001, 140 hp engine. Rodney Rom, 660/679-5807, mtbnbikgramp@yahoo.com. **(MO)**

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- 981 Corvairs Northwest**  
P.O. Box 58561  
Tukwila WA 98138
- 982 North Cascades Corvairs**  
439 Modoc Way  
La Conner WA 98257
- 990 Inland Northwest Corvair Club**  
P.O. Box 9689  
Spokane WA 99209-9689
- 993 Columbia Basin Corvairs**  
P.O. Box 1022  
Richland WA 99352-1022
- INTERNATIONAL**
- ONT CORSA Ontario**  
401 Beechwood Crescent  
Burlington ON L7L 3P7 Canada
- WCC Western Canada CORSA**  
1750 Westminster Ave.  
Port Coquitlam BC V3B 1E2 Canada
- FRA Chevrolet Corvair Club of Paris**  
Les Granges le Roi  
91410 Dourdan France
- NED Corvair Club Nederland**  
Corn. Anthoniszstraat 69/2  
1071 VS Amsterdam Netherlands
- SWI Swiss Corvair Club**  
Bachtelenstrasse 39  
CH-2540 Grenchen Switzerland
- SPECIAL INTEREST GROUPS**
- 001 Corvanatics**  
P.O. Box 155  
Pine Mountain Valley GA 31823-0155
- 003 Caveman Corvairs, The 1960 Group**  
317 Division St  
Morenci MI 49256
- 004 Air Vair Group**  
5474 State Route 19  
Galion OH 44833
- 006 V-8 Registry**  
603 Valley Trails Dr.  
Harrison OH 45030-4904
- 007 The 1969 Corvair Group**  
916 Winding Lane  
Wallingford PA 19063
- 008 UltraVan Motor Coach Club**  
278 Garden Circle  
Manteca CA 95336
- 009 SouthEast Corvair Council**  
12 Pine Trail  
Ormond Beach FL 32174
- 010 Stock Corvair Group**  
4613 Dorchester Lane  
Virginia Beach VA 23464-5841
- 011 Performance Corvair Group**  
1212 Patrick Henry St.  
Derby KS 67037
- 013 Yenko Stinger Group**  
515 Park Rd. South  
Oshawa ON L1J 4J6Canada



Paul Dupuis of Dourdan, France, sent in these photos of a 1965 Corsa turbo in their chapter's display at the Automédon held in Paris on October 12-13. The car received an Honorable Mention in the concours.

