

The Vair Fax



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From the Editor

Hello everyone,

Welcome to 2024 HAPPY NEW YEAR

We have new leadership in the club. Thanks Chris Law for stepping up and accepting the unanimous nomination as president. We are looking forward to a great year with Heart of GA Corvair. The monthly meeting will be held this Saturday (1 week earlier than normal) at our house in Forsyth. PLEASE RSVP so I can get a head count for food. Everyone is invited. Also attached at the end of this newsletter is the FIRST edition of the 1st newsletter from Heart of GA. Thanks Joan Law
Hope to see you Saturday
Clay

January Meeting Jan 6th - Noon
1 week earlier than normal
Home of Clay and Leslie Grant
All members are invited - 240 Preakness Way Forsyth, GA 31029

Please RSVP to Clay

Upcoming events

January Meeting- January 6th Noon – Home of Clay and Leslie Grant
All members are invited - 240 Preakness Way Forsyth, GA 31029
April Springfest 2024 – Helen GA

Local area cruise ins

Cars Cruzin and Coffee
8:30am 1st Saturday of each month
5915 Zebulon Rd Macon GA

Our 45th Year!

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From the Prez.....

Happy New Year from your “NEW” President . We had a very nice (even though the weather was rainy)Christmas party at the hangar. We had about 30 people attending ,with plenty of good food and fellowship . We also collected a lot of toys for the Ronald McDonald House in Macon . Then, on to business, our annual elections . Chuck Smith is going to be the Secretary, Joan Law is going to be the Treasurer ,Joe Gleaton is going to be the Vice President and last but not least – I(Chris Law) will be President .It seems there was a conspiracy going on ,as soon a nominations were asked for, my name was submitted and seconded almost at the same time . Anyway ,I hope ,with a lot of help, to carry on as well as Chuck has.

Here's wishing everyone ,good health, much happiness, and a GREAT CORVAIR YEAR

ps. We received a very nice Thank You note from the Ronald McDonald House ,thanking us for our very generous toy donations .



CORVAIRS IN MY BLOOD

by Chris Law

I was introduced to Corvairs at an early age, Mom & Dad had a `60 when I was about 7 or 8 yrs.old. Then when I was 15, in the 11th grade, dad told me if I wanted a car when I turned 16, I would have to work for it. On Saturdays and sometimes Sunday afternoons, I would wash trucks at dad's shop- \$2.00 each for the short ones and \$3.00 each for the long ones and saved my money. One of dad's friends had a gas station near I-75 and gave a guy \$50 for a `64 Monza convertible with a trashed 4 speed transmission. Dad thought this would be a good starter for me, so we hauled it to his shop. One of his employees said he had a `62 coupe with a powerglide transmission-no engine, which he gave to me. When we picked it up, I found out it was a "flintstone car"- no floorboards, so my first job was to make all 4 floorboards. Then it was on to mechanicals, removed P/G trans. and carry to the Chevrolet dealer for a rebuild \$160. The cyl. heads were next, off to the machine shop to be checked, new valves and rotors under the valves, for \$75 for both heads. When I started to reassemble the engine and asked dad how to do it, he handed me a MOTORS Manual with- "it's in the book". I got it all back together and, on the ground, started it up, put it in gear to back it out and it would not move. I checked it over, could not find anything wrong, asked dad and of course his response was "it's in the book" you must have something wrong. So, back up on the stands, drop eng. and the trans., separated, checked, carefully assembled and installed, then back on the ground, cranked, in gear and it did not move. Back up on the stands, dropped engine and trans.-again, separated the eng. And trans. again, inspected more closely, finally dad gave me a clue "how many spline do you see in the trans.? I counted 2, he said check the book and low and behold, there was supposed to be 3, the center pump drive shaft was not there. It was not there when I removed the trans. to have it rebuilt, so when I hooked the eng.to the trans.it looked right to me. I got the shaft, installed it, assembled the eng. to the trans. and installed back in the car - again, back on the ground, cranked, in gear, and "EUREKA", it moved. During the time I was waiting on the trans. and cyl. heads, I was working on the interior. It had a custom paint job to change from red to black (spray cans), then swapped all the black interior from the `64, seats, door panels, rear side panels, everything, complete with 2 tone gold shag carpet on the dash and rear deck. Joan and I dated our Senior year of high school in it. And she still married me.

A little extra

I found this add on FB Marketplace and it was my Uncle Tom Mays 1965 Corvair. I Sold this car after he passed away in 2012 with the help of AL Hilderbrand. We thought we would have a new member in the Atlanta club at the time but he and the car disappeared. I have recently connected with the new owner and shared the car's history. It was very exciting to see the car after 11 years. This was the first corvair I every drove and made a lot of trips in this car all over the southeast to shows and events..great memories.....Clay

4:34



<  **Corvair Chat, Buy & Sell** ...
Jad Bazzi · 6h · 🌐

Anyone in the market for an extremely clean '65 Corvair 4-Door, look no further! Georgia car for the vast majority of its life and meticulously maintained. Shipping and financing available, located in Dearborn, MI. Asking price is \$14,500. Serious offers or inquiries, feel free to call or text me at 313-977-1870!



    Rules

  


FEBRUARY
HEART OF
CORVAIR NEWS
GEORGIA
1987


FROM THE PRESIDENT
 By Billy Bruce



The first meeting of the "Heart of Georgia Corvairs" is now history and I must say we had an excellent turnout. Over twenty-five people were present including guest Burnie Haddle, CORSA National Secretary, and Bob Quinn, President of Corvair Atlanta. Both Burnie and Jim indicated they would help us out in any way possible to get our club started and chartered as a member of CORSA. Jim also mentioned that Corvair Atlanta would like to schedule some events with our club and the newly formed club in Savannah, Ga. Our Activities Chairman Ed Smith will have to work on that one.

I would like to introduce myself and my interest in the Corvairs that we all appreciate so well.

I am originally from Iva, SC, however, I joined the Air Force at a very young age and have not spent much time in South Carolina since. Having spent 30 years in the Air Force I traveled around the country many times before coming to Georgia last year.

My first real encounter with the Corvair was about 10 years ago in Bellevue, NE while stationed at Offut AFB. I had been playing around with Volkswagons for a number of years and was looking for a convertible as a daily driver. During this effort, a friend of mine mentioned he had a Corvair Convertible that I should look at. I had heard all the old stories of the oil leaks and engines falling out while driving down the road so I told him I wasn't interested.

To make a long story short, I traded my trusty little Volkswagon for the 63 Convertible which had been out of commission for a number of years and being a northern car had spent a number of years in Canada, salt had taken its toll. The 63 Convertible I helped (see President speaks on pg2)





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