



# Vair Views

Official Publication of the Show Me Corvair Club #633 St. Louis, MO  
October 2024 Vol. 52 No. 9

## Prez Says

### Greetings SMCC Members!

The lunch/meeting at Chuck-A-Burger in late September was great. There were plenty of air-cooled cars and vans on hand because the local VW club joined us this year. Perhaps we can make this an annual joint event.

Tell me, where has the year gone?! It's hard to believe that we have only two remaining events for 2024, the Tech Session this coming Saturday at my/Kris' house and the Holiday Luncheon on Saturday December 7<sup>th</sup> at Rich & Charlie's. We're up to 18 RSVP's for the Tech Session; please let me know ASAP if you plan to attend but have not yet responded.

Officer elections will be held at the Tech Session on Saturday. If you're unable to attend you can use the ballot included in this newsletter to submit your votes.

The weather this fall has been absolutely fantastic. I hope you've had an opportunity to take your Corvair out for some fun drives, but if not, that you'll have a chance to do so soon, before the ice and snow arrive!

See you soon,  
Kent

*Editor's note: The Officer Election Ballot is included as part of this newsletter and is also attached to the email as a separate document.*

## Inside This Issue of Vair Views

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## Show Me Corvair Club – Ballot for 2025 Club Officers

**Instructions:** In-person voting will be conducted on Saturday October 26<sup>th</sup> at the Tech Session. If you're unable to attend the Tech Session, you can print this ballot, record your votes, and submit the ballot to the club Secretary, Suzanne Cavagna, 9120 Coral Drive, Afton, MO 63123. Or you can email a scan or photo of your completed ballot to Suzanne at [sjcavagna@gmail.com](mailto:sjcavagna@gmail.com).

### President:

\_\_\_\_\_ Kent Goddard (incumbent)

\_\_\_\_\_ Write-in: \_\_\_\_\_

### Vice President:

\_\_\_\_\_ Ron Karl (incumbent)

\_\_\_\_\_ Write-in: \_\_\_\_\_

### Secretary:

\_\_\_\_\_ Suzanne Cavagna (incumbent)

\_\_\_\_\_ Write-in: \_\_\_\_\_

### Treasurer:

\_\_\_\_\_ Carl Briggs (incumbent)

\_\_\_\_\_ Write-in: \_\_\_\_\_

**Signed:** \_\_\_\_\_

**Print Name:** \_\_\_\_\_

**Date:** \_\_\_\_\_



Photos follow the article

## A “Crown Car” Finds Me [The Short Version]

By: Mark Moyer

As a teenager I owned a '65 Corsa 140 and I almost literally drove the wheels off of it. It had been repainted a dark blue tone that I chose and sported a black interior. Joyce and I spent hours driving North County with the windows down and with not a care in the world. I loved that car. Not as much as I loved the girl who would eventually become my wife, but I still have fond memories of driving too fast on back roads and sliding around the corners. That car would do a mean parking lot doughnut late at night.

But I always wanted more power. My friends had second-hand muscle cars that could blow my doors off in a straight line race. Of course, I'd leave them in the dust when we drove the twisties, but more power in a Vair was, and still is, my wish. Fast forward to the Museum of Transport All-Chevy Show last year. I “showed” my '64 Spyder which is mechanically rebuilt yet in desperate need of paint and bodywork, and a new interior. A gentleman came up to me, rather than an owner of any of the beautiful Corvairs near us, and asked if I'd be interested in a Crown Corvair with a 327 V8 engine and I immediately answered, “Yes.” I still believe that he felt sorry for me because my Spyder is so sad looking compared to other club member's cars. Within a few weeks a non-running '66 Crown Corvair Monza with a fifteen foot (okay, maybe twenty foot) Maaco paint job was on the trailer and headed home. I'm not the first, or only club member to own a V8 Corvair. At least two other members own V8 Corvairs and another owned and sold one within the past few years. Crown equipped Corvairs are known simply as Crown cars.

There are different ways to install a V8 in a Corvair. There's the Crown kit like my car, and the Kelmark kit which is a similar system, both of which use the Corvair differential. There is the Toro version which allows the owner to keep the back seat and uses the complete drive train from an Oldsmobile Toronado, a front wheel drive vehicle. Then there are folks who mount the V8 backwards in the engine compartment and match them with a Porsche or VW transmission and differential. I dream of a Corvair like that, but will be happy with my Crown car for now. For more info on the Crown Manufacturing Corvair check out this link: [Corvair Crown Corv-8 Conversion \(corvaircorsa.com\)](http://corvaircorsa.com)

Now don't be getting too envious. This car was in rough shape when I got it. It had been sitting since the Maaco paint job in 2008 and needed considerable work. I have replaced wheels and tires, the complete braking system, clutch master and slave cylinders and lines, and fuel system including the fuel tank and sending unit, much of the wiring, the cooling hoses, motor mounts, seat belts, rear shocks, and on and on.

*Continued on the next page...*

But there have been some nice surprises along the way. While replacing the cracked aluminum intake manifold with a new manifold I determined that the body of the leaky carburetor was from a mid-60s high horsepower Chevy Nova and is sought after among Nova aficionados. After selling it I was able to buy a new Holley carb and a new Weiland aluminum manifold, and have money left for a set of Camaro wheels that I eventually restored. And then there was the really nice surprise.

After pulling what turned out to be a set of brand new spark plugs (as in fresh out of the box) I did a compression test that showed 180 pounds in each cylinder—much too high for a worn engine. “Had someone worked on this engine?”, I thought to myself. I checked the cylinders using a scope and was shocked when I saw the fresh crosshatch marks on the cylinder walls and perfectly clean piston tops marked “0.060 over”. Someone had installed larger forged TRW pistons and moly faced piston rings in this engine and never turned the key. Maybe the cracked manifold and leaky carburetor caused the owner to park the car as it was? Just a couple weeks ago the widow of the previous owner passed along some old paperwork that showed other drivetrain work that was completed, including a heavy duty pressure plate and some other performance goodies. This engine began life as a 1965 327 cubic inch 275 horsepower version and now wears a set of headers, a 600 cfm carburetor on a new aluminum intake, and 11 to 1 compression, all enclosed in a light body and with four wheel independent suspension. I’ve been able to test-drive it and run it through all four gears and it pulls hard. I can’t wait to really get on it and take it down some winding roads, but that will have to wait for the seat belts to get installed and after I take a couple more short shakedown runs. Safe to say there are plenty of horses in this Vair.

Along the way there have been many other repairs, fixes and improvements. And there is a lot left to do, including rear strut rods, body trim and seals, door seals, radiator shroud, speedometer and gas gauge repairs, and replacing the missing interior trim and headliner. You know how it is. There is always something to add to the list. It will never be a Concours car, but it is certainly different. If you would like to follow the progress you can visit this thread on the Corvair Center Forum. [66 Crown Car - Bringing It Back To Life - Corvair Center Forum](#) And if you want to see the car come to the Tech Session on Saturday, October 25th. It will be

there so we can replace those rear strut rods. Hope to see you then.



Above: How I found it. Dirty and off the ground. But the engine turned over. I was giddy.

Top right: Crusty and dirty with holes in the fender wells cut too large. Those coolant pipes are copper. I was able to replace some with rubber and aluminum.



Right: My new license plates. Get it? V8VAIR is also available but too literal for me.





The Crown design used a combination brake and clutch master cylinder (center of photo) used on the early 60s heavy GM trucks. One side fed the brakes and the other fed the clutch. It has been replaced by an individual clutch master cylinder and a dual brake master cylinder which feeds front disc brakes and rear drums.



Plans include adding a simple black grill to the front opening.



Much cleaner after twelve months of work. Driver seat is mounted and passenger seat is in work. Three point belts are to be installed soon.



1980s era Camaro wheels. Photo on left is of a white wheel with aluminum finish surfaces masked with black tape. Takes about 5–6 hours per wheel to get to this stage. The other photo is after paint. Not bad for a rattle can job. Total restoration time for four wheels is about 24 hours. Many refer to these incorrectly as IROC wheels. IROCs were used later, are slightly different in design and also look good on LM Corvairs.



Second bath a couple weeks ago and just before the first serious test drive. First bath was a year ago and involved a power washer.

## Need your help. We've run out of member profiles.

Yes, it's easy to forget to fill one out and we know you're busy, but it takes only a few minutes to write some notes on the member profile form and this is a great way for us to get to know each other. A Word version of the profile is attached to the email in which you received this newsletter. Please take a few minutes to fill it out and send a photo of both you and your car(s) to markgmoyer1@gmail.com, or to Mark Moyer, 2220 Edge Wood Manor Lane, Wildwood, MO 63011. EZPZee.

SMCC Member Profile Member Name:

Corvairs you currently own:

Year, color, body style, drivetrain, running or non-running, how often do you drive it?:

When and why did you buy it (them)?

What is it that you like most about Corvairs?

Any interesting story about your Corvair, or others you have owned:

Describe your dream Corvair:

Corvair job you hate most (e.g. brakes, upholstery, oil change, etc.):

Have you ever thrown a fanbelt?

Other than a Corvair, and assuming money is no object, what classic domestic or foreign car or truck would you most like to own and why? What car or truck would be a close second?

Name one car you'd most like to have back, including cars from your childhood to today.

Fondest car-centered memory ("G" rated version). (first date, parade, best compliment you received, etc.)

Do you/have you owned any other classic cars, and what are they?

Other hobbies or activities you participate in:

# Chuck-A-Burger

Several loyal SMCC members enjoyed a burger, fries and a shake at Chuck-A-Burger last month along with several VW owners. We invited the VW folks because our cars have so much in common: aluminum rear engines, orphan cars, air-cooled, fun to drive.



How many burgers do you think they have served under those rooftops since 1957?



Left: Who owns the nice LM Vert?

Right: Those Germans knew how to build them. From the Karmann Ghia to an underpowered bus. Not unlike the Corvair story.



Left: All the comforts of home, but just a little smaller.

Right: Kent explaining the advantages of two extra cylinders.



## SMCC 2024 Meeting and Event Schedule

**October 26** Tech Session at Kent Goddard's "Temple of Zoom" (the larger garage at his house). Kent is planning this event.



*Reach out to Kent if you have work on your Vair that you'd like the club to tackle*

**November 28** Ameren Thanksgiving Day Parade. Tom James is coordinating.

**December 7** SMCC Christmas Luncheon at Rich & Charlie's Crestwood from Noon-4pm

In most cases a meeting will be held in conjunction with the above event.

### Hagerty Insider, Market Trends: Carbureted or Turbocharged: Which Corvair is Right for You?

Check out this article from Hagerty about the pros and cons of carbs vs. turbos and the value of our sweet rides. From April 2023, by Kyle Smith. [Carbureted or Turbocharged: Which Corvair is right for you? - Hagerty Media](#)

Kyle writes often for Hagerty and owns the '65 Corsa pictured on the front page of this issue of Vair Views.

### SMCC Officers and Advisors

#### Officers & Board Members

President – Kent Goddard  
Vice President – Ron Karl  
Treasurer – Carl Briggs  
Secretary – Suzanne Cavagna

#### Additional Board Members

Past President – Bob Bauer  
Elected from general membership – Doug Riser and Larry Pratt

#### Advisors

Newsletter Editor – Mark Moyer  
Historian – Tom James  
Membership Chairman – Trevor Monninger  
Facebook Page Manager – Nick Raeber

Remember  
to check out  
our Face-  
book site. Show Me  
Corvair Club





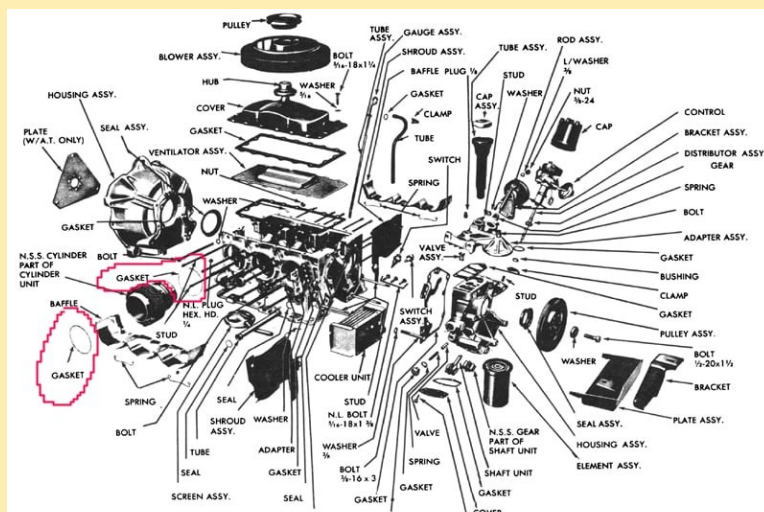


## Got Parts?

Seems like everyone is looking for parts.

So, you say you have some parts laying around in a pile, in a box, in your dresser drawer, and you want to pass them on to a fellow club owner or get a few bucks for them, or swap for something you need. Pile them in the back seat and bring them to the Tech Session on October 26th and

you can swap, sell or give them away!



# Hot off the press!

Double-check these before you attend. Some shows ended in September.

**Cars and Coffee:** April through October

Immanuel Lutheran Church

214 W. 5th St

Washington, MO 63090

## 2024 Car Cruises

- Every Fri.** Apr -Oct ~ 1980& older~ 3889 Veterans Memorial Parkway O'Fallon, MO  
**Every Fri Apr - Sept** ~ Sonic Restaurant, 1002 S. Kirkwood Rd. Kirkwood, MO  
**1<sup>st</sup> Fri Memories Car Club Cruise**~ 4 to 9 pm~ 1979 & Older ~ 417-700103 Fenton, MO  
@ Faith Church, Corner of Hwy 30 & Rahning Rd. ~
- 2<sup>nd</sup> Fri Hardy's Restaurant**~ 2850 Lemay Ferry Rd. St. Louis, MO
- 2<sup>nd</sup> Fri April-Sept-Hotshots Bar**-1239 S. Laclede Station Rd. 314-755-1550 Webster Groves,MO
- 2<sup>nd</sup> Sat. Rolla Cruise-In** ~Big Lots Parking Lot, 1001 S Bishop~ 573-634-0865 Rolla, MO  
**2<sup>nd</sup> Sat Apr-Oct JJ's** ~1215 S. Duchesne~ 636-946-3500~ St. Charles, MO
- 2<sup>nd</sup> Sat Apr-Oct~MO Moonshiners Cruise-in**~Thriftway Parking Lot 5-8PM Linn, MO
- 2<sup>nd</sup> Sat Apr-Oct~Owensville Cruisers**,meet @ Snowensville @4PM,573-999-7998 Owensville, MO  
**3<sup>rd</sup> Friday Apr-Sept**- 5-9PM-Hot Shots at 141 and Jeffco Blvd.,Huge lot behind McDonalds Arnold, MO
- 3<sup>rd</sup> Sat-May-Oct ~ (new)Cloverleaf Sports Bar**- 6070 Telegraph Rd., 314-293-1815 Oakville, MO
- 3<sup>rd</sup> Sat-May-Sept Gearheads Cruise-in**~ 5-9PM, downtown Ste Genevieve Ste. Genevieve, MO
- 4<sup>th</sup> Sun-Rides & Coffee**~ Detail Garage, 70 Meramec Valley Plaza, 1-3, dogs & coffee Valley Park, MO
- Last Sat- Apr-Oct ~ Bobby's Place**- 5PM-9PM, 108 Meramec Valley Plaza, 141 & Marshall Valley Park, MO
- Last Sat- Raisin' Canes**, 5PM-9PM, DJ Don,1163 Jeffco Blvd ½ mi S of 141 Arnold, MO
- Last Sat. JJ's ~ Apr-Aug.**~ 200 Fort Zumwalt Sq. ~636-978-1737~ 10:30 am-3 pm O'Fallon, MO
- Last Sat ~ Caffeine & Chrome ~Feb-Nov**~Gateway Classics 1237 Central Park Dr O'Fallon, IL
- Last Sat ~Capital Mall Cruise-in**, 4-8PM at Capital Mall Jefferson City, MO

## 2024 “Come Join Us”

- 1<sup>st</sup> Wed every month-** 7 PM, First Capitol Classics Auto Club meeting, Sports Café,  
3579 Pennridge Dr., Bridgeton, MO 63044 [firstcapitolclassics@yahoo.com](mailto:firstcapitolclassics@yahoo.com) Bridgeton, MO
- 1<sup>st</sup> Thurs every month-** 7 PM, Rt. 66 Car Club meeting, St. Clair Elks Lodge St. Clair, MO  
35 E. North St. (Frontage on N. Commercial St.)
- 1<sup>st</sup> Thurs every month-** 7 PM, Gateway GTO Assoc. meeting, Gingham's Restaurant St. Charles, MO  
1566 Country Club Plaza Dr. St. Charles, MO 63303 [chriswinslow@charter.net](mailto:chriswinslow@charter.net)
- 1<sup>st</sup> Thurs every month-** 7:30PM STL S/R Assoc. meeting, Location TBD Wildwood, MO  
Barry Gan, 314-315-1712 or 636-244-0316 after 5. [St.louisstreetrods@gmail.com](mailto:St.louisstreetrods@gmail.com)
- 1<sup>st</sup> Thurs every month-** 7PM, Rt 66 Corvette Club meeting, Old Hickory Golf Club St. Peters, MO
- 1<sup>st</sup> Sat every month-** Cars-n-Coffee, Immanuel Lutheran Church, 214 W. 5<sup>th</sup>, 8am-10am Washington, MO
- 2<sup>nd</sup> Tuesday every month-** 7PM, Archway Olds meeting, Sports Café, Bridgeton, MO  
3579 Pennridge Dr. Bridgeton [archwayoldsclub.org](http://archwayoldsclub.org)
- 2<sup>nd</sup> Tuesday every month-** 7PM, Original Corvette Club meeting, Dogwood Social House,  
15682 Manchester Rd. 63011 Ballwin, MO
- 2<sup>nd</sup> Sunday every month-** 5:30 PM, Gateway AMC, Bandanas, 11750 Gravois Sunset Hills, MO
- 3<sup>rd</sup> Sat every month-** 8 AM, Midwest Chevy/GMC Truck Club Alumni breakfast, Bob  
Evans Restaurant, 6528 S. Lindbergh South St. Louis, MO
- 3<sup>rd</sup> Fri every month-** 7:30 PM, HCCM, STL Auto Dealers Assoc Bldg  
13616 Manchester by White Castle, 314-313-0305 [martinhassel@att.net](mailto:martinhassel@att.net) Manchester, MO
- 4<sup>th</sup> Thur every month-** 6 PM, Mid-Mo Old Car Club, location varies [ckmidmooldcar.club](http://ckmidmooldcar.club) Jefferson City, MO



The Corvair Ultra Van