Vair Views

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Inside This Edition

- SMCC Events Calendar
- Member Profile
  - Kent Goddard
- Soundproofing Wrap-up
- River Cruise – Fast Eddie's
- Tech Session
- Saved by the Belt

Greetings Everyone,

Where has the year gone? The Holidays are right around the corner. But you sure can't beat the top-down, windows-open weather we've had the last half of October!

We still have 17 members who have not paid their 2026 dues. Final reminders were sent via email on October 29th. Please send your check to Don Hemwall today if you want to continue your membership. (We sure hope that's the case!)

I understand the river road cruise on October 3rd was a lot of fun. I sure wish I could have made this trip, but we had a family reunion that day, the first one in many years.

We had another great turnout for the tech session on October 17th, a total of 26 people if I counted correctly. The company, food and weather were all fantastic. AND we completed projects on 7 cars!

Jack Holahan and Steve Dodson have signed up to represent the SMCC in the downtown Thanksgiving Parade. Way to go guys!

You'll soon be receiving an invitation to our Holiday Luncheon. This is always a great time, and our best-attended event of the year. I hope to see you and your spouse or significant other at Rich & Charlie's on Saturday December 5th.

Kent





The photos above are of the original 1962 Corvair mid-engine Monza GT concept car designed by famed GM designer Larry Shinoda. Design features would later appear on the 3rd generation Corvette (68-82). Shinoda was also involved with the LM Corvair and 2nd generation Corvette design (63-67).

Photo was shot at the Gilmore Car Museum in Hickory Hills Michigan on the Moyer's recent Fall foliage trip.

Kent Goddard – Member Profile

You know Kent as the President of the Show Me Corvair Club and the owner of a show-quality red ’66 Corsa 140 convertible along with his wife and fellow club member, Kris. That beautiful Corsa has won awards at many shows, and we expect it will win more in the years to come.



Kent bought his Corvair because as a teenager he had friends who owned both late and early model Corvairs and he enjoyed what is often referred to as “rat racing” around the roads in South County where he grew up. As he explained it, we drove too fast, there was lots of sliding involved, and there were frequent donuts. However, what those Corvairs taught him was that the car handled well and was unique. He just had to have one when he “grew up”.

Kent’s dream Corvair would be one many of us would like to own, a Yenko Stinger Stage IV. That’s the lightened 240 horsepower late model version that Don Yenko drove to many wins, running away from Camaros, Mustangs and even the occasional Corvette. If you ask Kent what other car he would most like to own he will tell you it would be a ’65-’67 Shelby Cobra 427, four speed. He is not picky and would take any color he could get. We see a theme here, limited edition race cars built by automotive legends who crammed way too much horsepower in a small package.



Yenko Stinger



Shelby Cobra 1

Since Kent acquired his own Corvair he has never thrown a fanbelt. Kent does the maintenance work on his Corsa himself and will tell you that installing the convertible top is a job he will never do again. Not because it will last his lifetime, but because it was a real PAIN. Be warned if you think about doing one yourself.

Kent is an all-around car guy. In addition to his activities as president of SMCC he enjoys golf, and his role as both a participant and Instructor for High Performance Driver Education for groups like the Porsche Club of America and the Sports Car Club of America. One of his fondest car-centered memories is participating in the Fourth of July Parade in his Corvair, along with his son, daughter-in-law and grandkids.



If Kent could have any car back again it would be his ’72 Buick Skylark convertible, automatic with a 350 two barrel. It was blue with a white interior. Here you go Kent. Hope this brings back memories.

Soundproofing Wrap-up

By Mark Moyer

If you read about my project of installing Kilmat soundproofing to the back half of my Corsa interior including the doors, you remember that I promised to report on whether it was worth the effort and money. Bottom line: unless you have an AC car, a car you drive with windows up (winter driving), or a car that was completely torn down so you could also soundproof the roof, front floors, and any other accessible area, I don't think it is worthwhile.

The cost is not that high, but the labor alone is just not worth the results. After reinstalling my rear seat, package shelf and speaker box I took a drive to listen for improvement. The reduction in engine noise was not significant. If I had to put a number on it, I would say the sound had lessened by *maybe* 15%. I did not measure decibels with any sound equipment. That 15% is just my impression with the AC on and windows rolled up tight. In a non-AC car with the windows rolled down it would be hard to tell if there was any reduction in noise level.

I expected better results, but we drive cars that were not designed to promote quiet passenger compartments.

River Cruise and Fast Eddies

By Charley Geiler

Jack Holohan, Steve Dodson and I made the trek to Pere Marquette and then on to Fast Eddie's in Alton for lunch. Jack drove his blue early convertible, and Steve came in his yellow early model hardtop. My wife Lisa joined me in my red early and Steve brought a friend along for the day.

We met outside of Alton underneath the Piasa mural and drove up to Pere Marquette. The weather was nice and our three cars performed beautifully. After reaching the park, we drove up the trail that leads to the top of the bluffs. There were a couple of other travelers up there that were kind enough to take a group picture for us. We did catch people's attention as we drove along easily in three cars from the early 60s.

After driving back down from the bluffs, we had lunch at Fast Eddie's where we enjoyed the food and fellowship. Hopefully we can get more members to join us next year because it turned out to be a fun day to get our Corvairs out and on the road.





- **SMCC Tech Session**
- **Location: Goddard's Temple of Zoom**
- **Work undertaken and completed:**
  - **Too much to keep track of**
- **Lunch was enjoyed**
- **And we still had time to have a meeting!**



Thanks to everyone who jumped in and worked on fellow club members' cars, and to Tommy Yengel for making sure we got lots of photos. A big thanks also to those who brought and prepared the meal for us. It was truly enjoyed.

It was hard to keep track of all the work completed but here is a partial list of what was done.

- Washer pump on Greg Livorski's late model was repaired – almost. Greg reports that he was able to fix the remaining issue at home.
- New door hinge pins for Don Hemwall's early convertible.
- Tommy's car had some more work done to it.
- Fluid leaks under Ron Karl's sweet moredoor were addressed.
- There was a red early up on the lift early in the day so something there got addressed
- New members, David and James Borgmeyer worked on their EM differential in a mad rush to get David's car on the road in time for James to drive it to his end of October wedding.
- And probably lots more I lost track of.



Looks like Don Hemwall is getting into the Jeep thing.



Left: "Not sure how he got it in there, but I am gonna' need a bigger pry bar to get his head out of this tire.



Kent being VERY careful putting Ron's car on the lift.



SMCC Calendar of Events 2026

November 21	Ameren Thanks for Giving Day Parade, downtown St. Louis	Tom James
December 5 Noon—4pm	SMCC Christmas Luncheon and Celebration at Rich and Charlie's	Suzanne Cavagna, Kris Goddard

Saved by the Belt

Subtitle: Don't hit a Hummer, and three other life lessons

By Mark Moyer

Tuesday, October 15th Trevor Monninger and I took part in a High Performance Driver Education event at World Wide Technology Raceway. Kent Goddard was also there as an instructor along with another good friend, Boris Perharda, who in a past life raced with a four-man BMW race team. All three are better drivers than me but I had a blast taking the Corsa around the track and it ran great and got lots of attention.

With some timely tire pressure advice from auto-crosser Phil Kost who was there shooting pictures of us the Corvair cornered better than expected. Unfortunately, Trevor could not run his '63 turbo due to engine trouble but he did run his faster than snot BMW. Boris also drove the Corsa and took a full four seconds off my best lap time. He didn't even break a sweat but said he loved how the car handled. It was a wonderful day. Thursday was altogether different.

Thursday, I reinstalled the rear seat, package tray and speaker box as the final steps in my sound deadener project and took a drive to check the results. The road was dry, but on a blind curve, still damp from rain the previous night, my front tires lost their grip. I was trying to steer out of the slide just as a 2025 GMC Electric Hummer came around the corner and I struck it at the very rear of the left front bumper and square on the left front wheel.

Pause for a physics lesson: How much does a Corvair Corsa Coupe weigh? Answer: about 2600 pounds. How much does that electric Hummer weigh: Answer: about 8700 pounds. Quiz question: Which car will get the worse end of the collision? You are correct. It's the Vair. And yes, it is totaled. The Hummer air bags did not even go off! The collision did break the Hummer front suspension.

Lesson 1: **Don't hit an EV Hummer.** The added weight of the battery puts that vehicle in the same class as a Ford F-250 and F-350 pickup truck. For that matter, just don't hit any Hummer.
Lesson 2: **Padded and wrapped steering wheels are a safety feature.** I had wrapped my wheel with rubber bicycle handlebar tape and then with a sewn leather wrap. They held the steering wheel together, so it did not break when I hit it with my left chest. A broken wheel could have easily caused a serious injury.
Lesson 3: **Install shoulder belts in your Corvair.** Several months ago, I installed 3-way belts in my car which means I had a shoulder belt across my chest. The rear of my car torqued right on impact, throwing me to the right half of the steering wheel. That shoulder belt likely saved my life, and at the minimum saved me from serious injury.

>>>Skip the next page if you don't want to see the damage.

Lesson 4: **Thank God for every blessing** and for protection when things could have been much worse. I literally walked away with bruises and soreness. There is no doubt in my mind that He is not finished with me and has more work for me to do.

Please enjoy your cars, drive carefully, and ***PLEASE*** consider installing shoulder belts. I am happy to tell you about the kit I bought, how it anchors it to the inside of the roof and what I did to make it more effective in the Corvair.







Left: The Hummer, obviously.

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