



## Hail From the Chief



Hi all!!

Hope everyone is in good health!

Not a whole lot new to report. School has officially started. Most parents can't wait for school to start; we dread it as we enjoy having the boys at home. Andrew is in 5th grade this year and Nicholas has started 1st. Time is flying.

We spent a week in Millinocket, our first official vacation there this summer: boating, kayaking, swimming, etc. We also spent a day at Baxter State Park and climbed The Owl, a mountain that is on the back side of Katahdin. After that we headed to "sliding rocks" (Ledge Falls) to let the boys play in the water.

I've got some catching up to do this week along with a yard sale this coming Saturday. Than I have a big project to get going on!

I now have a truck! I kick myself every day for selling my truck quite a few years back. I had Dad's Jeep and truck towed down here to sell them for Mom. I had been using the GMC quite a bit myself. I talked to Karen about taking it over and she was for it. I called my Mom who

told me to keep it in return for all the work I have done helping her out this summer. It's a '97 GMC 4x4 regular cab short bed. It's definitely not as roomy as the quad cab truck I had but I can't complain. :)

The boys and I did take the Corvair out recently, top down. :) I was a little on the cool side, but it still felt good.

Lastly, let's give a nice welcome to new members Jedd H from MA, and Eric and Volante from Blue Hill, ME, who now own my former '64 Spyder coupe!

Ronnie Tinkham, President  
Gorham, ME

## Annual Launch Party - October 6



[Goodwin Chevrolet](#) in Brunswick has once again invited us to hold the Annual Launch Party at their dealership on Saturday, October 6.

Jody King and the auto enthusiasts at Goodwin have been very generous to Dirigo in recent years. Once again they'll provide coffee and a BBQ in the early afternoon. We thank them

heartily for their hospitality and support of our group and of our Corvairs.

Dirigo Corvairs will join many other CORSA chapters in holding an event this weekend, celebrating the initial launch of our cherished Corvairs on Friday, October 2, 1959.

## Midcoast Events : October 6 and 14

Several club members actively work with the Owls Head Transportation Museum outside of Rockland, ME. On **Saturday, October 6**, the museum will hold its annual Foreign Car Show.

This year's featured marque is the MG. However, few cars appeared more "foreign" to Americans than our Corvairs, so it's no surprise that a few examples pop up in the show every year.

Another event gives you the opportunity to entice young enthusiasts into the Corvair world. The Midcoast School of Technology, Rockland, ME, has announced its first "Frosty Pumpkin Fun Run" on **Sunday, October 14**.

The event is open to all classic cars and will serve as a fund-raiser for the school's participation in the SKILLS-USA competition. Entering your Corvair will cost only \$3.00. There will be food concessions, swap sales, and lovely views of Rockland Harbor and the Penobscot Bay islands.

You can learn more about the [event here](#) or from Danica Wooster at 594-2161 [et. 224].

## CORSA 2012 Convention



The dust has settled from this summer's national convention in Sturbridge, MA and Dirigo members who attended - Ron Moller, Bill Winslow, Mike Klaus, Mike Ferris, George Hertlein, Jason Cesana, Kevin Gaudette, Jim Kazilionis, Roland Foss (and his brother), Ron Tinkham and the boys - pronounced it "wicked good!"



Ron Tinkham shared this message with members upon his return:

"The boys and I arrived Thursday, about the time the Rally had ended. Upon arrival, we were instantly greeted by fellow Corvair owners, many I have not seen since the Buffalo Convention in 2006. It took me about 2.5 hours to make two trips to the car, back to the room with our luggage! No complaints as it's always great to catch up.



The boys tried the Monza Jr. go karts. Nicholas didn't get too far, as they were quite difficult to steer. Andrew made it thru the course, missing only two buckets. He had to zig-zag between cones, at each cone was a bucket. He was given a bucket of golf balls and had to try and put one golf ball in each bucket at each cone. He only missed two, most of which I think was because of the tough steering.



Friday was the Concours with some spectacular cars, especially Lakesides!



Saturday opened with the People's Choice car show. This started off a little rough for me, too, as the schedule I received at check-in had apparently been changed and I didn't know it. It said that the vehicle registration was to take place in the same room as the convention

registration. I ended up talking to the same guy who registered me upon arrival. He was quite rude to be honest. Thankfully the gentleman beside him calmly told me that the show registration was actually outside near the cars and that the schedule book I had was not accurate....



The parking lot was full of Corvairs. The '62 Corvairs had a special spot for its 50th birthday. At about 2:00 pm the clouds started to give way and the lightning followed, so the awards were moved inside under cover. There was a great showing of cars, trucks and vans, not to mention the Ultravan, Corvair motorcycle and the one and only Fitch Phoenix on display inside the vendor area.



The vendor area inside was huge, with a nice set up across the parking lot with parts for sale as well. Quite a few good deals were had, and of course Clarks was there with 10% off for cash payments. John Sweet also had a bunch of tables, along with Seth Emerson and many others. Many of us enjoyed the air conditioned vendors area after spending some time with the cars outside. Great place to cool off.

Dirigo member and Rhode Island resident Jason Cesana was elected as the new CORSA president! I enjoyed the chats we had. I'm thinking this is a very good step for CORSA, we need some good change. The poor guy, I don't

think he had two minutes to himself. His wife is a wonderful woman!

I skipped out on the Banquet Saturday night so I did not see Jay Leno's surprise video welcome to the attendees. I didn't want to push it by having them sit for 3 hours and having food they probably wouldn't eat. We got pizza, hung out by the pool for a while, then went out for ice cream. It was definitely worth the trip. I'm very glad I went."



"Crazy George" Hertlein, Cornville, ME, attended the convention with a special guest in Marty Katz, Las Vegas, NV, the motor specialist who assembled the engine in George's stunning LM.

Marty and his wife stayed with George and April in Maine and then drove to the Convention together. He pronounced the weekend a "great time" and sent the photos below to us.



Ron Tinkham [L], Bill Winslow [R]

A total of 794 people registered for the event, entering in 200 Corvairs – possibly a new record for a national convention. Over 144 Corvairs were on display, 72 entered the Road Rally, 56 tried the Autocross and 54 entered their cars in the Concours competition.

Congratulations to all those who toiled so diligently on the 2012 Convention and best of luck to the crew working on the 2013 meet in Kalamazoo, MI.

### Dirigo Gear

As a club we've discussed a "logo look" online and the winning idea would incorporate an outline of the state of Maine (Dana McEwen has found an excellent one) with representative drawings of an EM and an LM flanking the state. Our name, Dirigo Corvairs, would run top and bottom. Ted Foss indicated he might know someone who could create this for us; does anyone else have a recommendation?

Café Press has a nice selection of things which we could purchase as logo items: t-shirts, phone cases, mugs, etc. Their prices (\$25 per t-shirt, for example) might be too high. What do you think?

Bring your thoughts on Oct. 6 or send them to Ron Tinkham at [4carbcorvair@gmail.com](mailto:4carbcorvair@gmail.com).

## Home Sweet Home

Ron Moller shared a comforting message from member Mike Ferris with DiriGO:

“Thanks to all your help my convertible made the 525 mile trip (Cape Neddick to Roque Bluffs) and final destination today! The third time was the charm. It ran like a champ. I started working on it tonite and look forward to riding with the top down.”



## The Best Daily Driver



Daniel Stohl of Hemmings wrote a short essay extolling the virtue of a classic car as a daily driver. He drew his inspiration from Jonathan

Klinger’s fabulous year with his Model A, in Michigan, as his daily driver [see [www.3565DaysofA.com](http://www.3565DaysofA.com)]

Stohl asked readers to post their recommendations; I found myself first with my suggestion of a ‘66Monza and not long afterwards, read a recommendation for a ‘64 Monza convertible by an enthusiast named Randy. This was followed by “Dave the Corvair Guy” recommending his ‘65 500 4-door.

The list grew out of 90 posted responses based on the experiences of readers. Here are their recommendations:

- '65 Ford Falcon
- '70's El Camino
- Studebaker Champion
- '65 Plymouth Sports Fury
- '69 Dodge Charger
- '65-'69 Barracuda
- '64-'66 Dodge Dart
- '88 Olds Delta 88
- '77 Plymouth Volare Wagon
- '59-'68 Mercedes Benz
- '60's Datsun 510
- '72 Mustang Mach 1
- '80's Corvette
- '68 Mustang Coupe
- '91 Miata
- '72 Maverick
- '61 Rambler Ambassador
- '81 Citroen 2CV6
- '77 Chevelle sedan
- '79 Olds Cutlass Supreme
- '70's BMW 2002
- '65 Buick Special
- '80's Thunderbid
- '57 Ford Fairlane
- '60 VW Beetle
- '64 Chevy II
- '73 MGB GT
- '57 Chevy 210

“Dave the Corvair Guy” wrote “I drive my '65 Corvair 500 4-door with a powerglide everyday to drop my son off at school then continue on to work. Have been driving a Corvair as my daily driver since 1976! Yes, I do have other cars - even a 2007 Durango (the boys got too big for all of them in the Corvair at one time). But my car of choice is the Corvair - fun to drive - not too bad on the gas and the smiles and thumbs up from other drivers makes for a pleasant drive to and from work.”

Randy also offered this “one word of caution. This car attracts more attention than any other car I have owned. It is either the stories about how they learned to drive in a Corvair, memories from their youth or the misguided who believe it is unsafe - the latter which is not true.”

## The Russians Are Coming, The Russians Are Coming...



[Jerry Burton, the author of “Zora Arkus-Duntov, the Legend Behind Corvette” (Bentley Publishers, 2002) and “Corvette, America’s Sports Car” (Rizzoli USA, 2010), is a creative director at the Campbell Ewald advertising agency in Detroit.

This article first appeared in The New York Times and we’re including it here in recognition of Arkus-Duntov’s role in creating the Monza,

and as an acknowledgement of the international influences on the Corvair.]

For the most part, the objects in the display cases may be found in the den of any Corvette fan — models, books, vintage photos. One possible exception: on a lower shelf sits a copy of a memo, written in 1953 by a recently hired General Motors engineer.

The three-page document, “Thoughts Pertaining to Youth, Hot Rodding and Chevrolet,” is considered by many to be the foundation of the brand’s longstanding pursuit of high performance. It is familiar to enthusiasts, and a bit of G.M. scripture I have seen many times in my work as an editor and author.

But the difference last month was the setting. The pages, and the memorabilia, were not enshrined in a car museum or locked in a corporate archive, but part of an exhibition at the Alexander Solzhenitsyn Center for Russian Émigrés in Moscow, about two miles from Red Square.

The memo was the work of Zora Arkus-Duntov, an outspoken Russian transplant whose 22-year career at G.M. included transforming the Corvette from a wimpy fashion accessory into an American legend.

Now approaching its 60th birthday, the Corvette is the longest continuously produced passenger-car nameplate in the Chevrolet stable. Expectations are that an all-new seventh-generation Corvette will be unveiled, as a 2014 model, at the [Detroit auto show](#) next January. (G.M. would not confirm the timing.)

But the Corvette’s future has never been certain. It survived its delicate early days thanks in large part to the tutelage of Arkus-Duntov, who applied the principles learned from racing in Europe for brands like Allard and Porsche. He made the Corvette an enthusiast’s touchstone

and kept it there through constant engineering improvements, the development of a racing program and the introduction of daring midengine prototypes. The car is revered even in Russia, a country where G.M. does not market Corvettes.

The exhibition lays out the story of Arkus-Duntov's life. Born in Belgium and growing up in St. Petersburg as a child of Russian revolutionaries, he lived in a household with two fathers — his biological father, Jacques Arkus, and his stepfather, Josef Duntov. To honor both men, Zora appended Duntov's name to his own years later.

He witnessed Russia's February Revolution; was educated in one of Germany's top technical schools; joined the French air force; escaped from Nazi-occupied France after hiding out for weeks in a Marseille bordello; caught a refugee ship to New York; consulted for top United States defense companies; started his own munitions operation in New York; developed the Ardun overhead valve conversion kit for Ford's flathead V-8; entered his own racecar in the Indianapolis 500 (but did not qualify); won at the 24 Hours of Le Mans; and eventually found his way to G.M.

Along the way, Arkus-Duntov met and married Elfi Wolff, a beautiful blue-eyed blonde who would go on to her own fame as a dancer in the Folies Bergère in Paris, on Broadway and in Miami with the June Taylor Dancers. Photos of Zora and Elfi together are prominently displayed in the exhibition.

Arkus-Duntov is often cited as the father of the Corvette, but that title properly belongs to Harley Earl, the visionary who was the first head of the G.M. design staff. Arkus-Duntov saw a prototype of the Corvette on an auto show turntable in January 1953 at the Waldorf-Astoria in Manhattan. Despite its unimpressive engine, suspension and drivetrain, he was taken with the car.

He applied for a job at G.M., lured by the resources available at the world's largest corporation after years of working for poorly financed operations. Arkus-Duntov was hired and started at G.M. in May 1953 with an assignment in Chevrolet's research department under Maurice Olley.

He may have soon thought he had made a deal with the devil. G.M. was in the business of making money, not fine sports cars. His ambitions were often thwarted by the stifling bureaucracy of G.M. He was "punished" for honoring a commitment to drive at Le Mans for Allard just weeks into his new job and was reassigned to work on drivetrains for school buses.

Likewise, his managers may have had misgivings about him. Sparks flew when Arkus-Duntov's entrepreneurial, maverick style ran head-on into the conservative blue-suit bureaucracy.

Yet thanks to the influence of Chevy's chief engineer, Edward N. Cole, the volatile combination brought an energy to G.M. that helped ignite some of its greatest sales successes of the 1960s and 1970s, a time when the company's share of the American market hovered around 50 percent.

Arkus-Duntov was assigned a number of minor tasks on the first-generation Corvettes, but it wasn't long before he was envisioning a midengine configuration for the second-generation Corvette.

The Moscow tribute explains Arkus-Duntov's memorable 1955 run up Pikes Peak in a 1956 model Chevy sedan disguised to conceal the annual styling changes, breaking a production car record by more than two minutes. Just months later, Arkus-Duntov broke the 150 m.p.h. mark in a Corvette on the sands of Daytona Beach, using a camshaft design he had developed for his Ardun V-8 conversions.

This led to factory racing efforts at tracks like Sebring in Florida, with production Corvettes and a purpose-built racecar, the Corvette SS, which had its debut and swan song during the same 1957 Sebring race. The SS was the victim of a new G.M. corporate policy that prohibited factory-sponsored racing programs.

Despite the corporate policy, Arkus-Duntov kept the Corvette racing program going by developing high-performance packages — racing suspensions, bigger brakes, oversized gas tanks — for private teams. He also helped by providing whatever backdoor technical support he could, often at the cost of infuriating his superiors.

His policy for production Corvettes was to make them close to racecars, a belief that ran against the grain of more conservative factions at G.M. He developed several bold engineering concept cars, including the CERV I and CERV II (the name was an abbreviation of Chevrolet Engineering Research Vehicles) that influenced the engineering direction of future Corvettes.

Arkus-Duntov also helped develop one of the American auto industry's first fuel injection systems. Its debut as an option on the 1957 Chevys gave G.M. bragging rights to an engine that produced one horsepower for every cubic inch of displacement.

The Moscow exhibition contained many photos and models of Arkus-Duntov's most famous production Corvette, the 1963 split-window Sting Ray. The Sting Ray represented a leap in performance from previous Corvettes, with its independent rear suspension and sophisticated chassis.

The third-generation Corvette, introduced in 1968, would represent Arkus-Duntov's last chance to build his midengine road car. But G.M.'s design chief, Bill Mitchell, held sway in his preference for a long-hood, short-deck look. In addition, the Corvette was becoming so

successful that Chevrolet was reluctant to change the formula.

Arkus-Duntov would continue the development of midengine concept cars, leading up to the memorable 400-horsepower rotary-engine Aerovette, but he retired in 1975 without bringing a midengine Corvette to production.

Still, in his 22-year career at G.M., he succeeded in something far greater — the immortalization of what might have been just another one-off concept car on the turntable at the G.M. Motorama.

His retirement years brought consulting assignments, including work on the stainless steel DeLorean. But he persisted in submitting midengine Corvette designs to Chevrolet management well past his retirement. Arkus-Duntov died in April 1996 at 86; Elfi, his wife, died in 2008.

Had Arkus-Duntov been able to command more influence at G.M., the Corvette might have been a far more technologically advanced automobile — perhaps a midengine, all-wheel-drive machine with a lighter, more sophisticated chassis. But whether it would have sold in the numbers that the Corvette has today — approaching two million units — is another question.

It is worth noting that while Arkus-Duntov is being honored in Moscow, Russians are saying goodbye to Lada, the last of their indigenous automakers. But as thousands of Russians take in Arkus-Duntov's tribute, they can take a certain pride in the fact that they too have a genuine automotive hero, even if his accomplishments were for an American carmaker.

## Got Ideas?

It's our new "model year" and Dirigo Corvairs plans to continue its entertaining activities for Corvair enthusiasts of all stripes.

Maine has 22,783 miles of road, over which only 380 are interstate highway – rarely has a state's roads been better laid out with a Corvair in mind! Why not invite members to visit your region of the state for one of our events?

If you have an idea for an event, a gathering, a drive, a new locale, a rally, a tech session, a charitable effort – get in touch with any member of the Leadership Team and share your thoughts.

If you're a newer member or prospective member, visit our website, [www.dirigocorvairs.com](http://www.dirigocorvairs.com), to download free copies of this newsletter, keep up with club announcements and read our bylaws.

Members, if you know of someone with an interest in the Corvair, why not forward a copy of Dirigo to them and invite them to join you at an upcoming gathering?

Through April our Leadership Team remains:

- Ron Tinkham, Gorham – President
- Ron Moller, Cape Neddick – Vice President
- Ken Holm, Whitefield – Treasurer
- Kathryn Billington, Norridgewock – Secretary
- Jeff Aronson, Vinalhaven – Editor/Webmaster

## Bylaws of Dirigo Corvairs

### Article I: Purpose

The purpose of Dirigo Corvairs is to promote the enjoyment and appreciation of the Corvair vehicle, and to provide activities and technical assistance in support of Corvair enthusiasts in Maine.

### Article II: Establishment of the Organization

Section 1: The club will be established by the approval of bylaws by the officers [*pro tem*] listed below. The club will be governed by the articles of these bylaws.

Section 2: The officers *pro tem* will circulate the bylaws to prospective members and call a meeting to enact the proposed bylaws.

Section 3: The officers *pro tem* will serve at will until the first meeting of the organization in 2011. At that time, officers will be elected by the members present at that meeting in accordance with these bylaws.

### Article III: Officers

Section 1: The officers shall be a president, vice-president, secretary and treasurer.

Section 2: Officers shall be nominated from the floor at the annual meeting.

Section 3: Officers shall be elected annually by a majority vote of those present at the annual meeting.

### Article IV: Duties of Officers

Section 1: The President will preside over and conduct meetings, appoint all committees, and be an ex-officio member of each committee.

Section 2: The Vice President will assume the duties of the President at meeting in the absence of the President. The President may

designate specific responsibilities to the Vice-President as needed.

Section 3: The Secretary will take minutes of all meetings or designate a member to serve as Secretary Pro Tem. The Secretary will notify members of time and place of meetings, conduct the correspondence of the organization, collect and account for all the organization's funds, turning over money to the Treasurer and taking a receipt thereof, and forward all bills to the Treasurer.

Section 4: The Treasurer will keep and maintain the financial records of the organization; and receive all organization funds from the Secretary giving a receipt thereof.

Section 5: The disbursement of all funds will be the responsibility of the officers.

#### **Article VI – Executive Committee**

Section 1: The Executive Committee shall consist of the officers of the organization.

Section 2: The Executive Committee shall have the authority to appoint committees consistent with the purposes of the organization.

Section 3: A majority of the Executive Committee shall constitute a quorum.

Section 4: Meetings of the Executive Committee may be conducted in person, by telephone or online. The Secretary and/or his/her designate will keep minutes of each meeting and share them with the membership.

Section 5: The Executive Committee shall appoint an Editor for the organization's publications.

#### **Article VII – Meetings**

Section 1: Meetings of the club will be held at least three times annually.

Section 2: As Maine is a geographically large state, dates and locations of meetings will be determined by the Executive Committee in consultation with members, with consideration to travel times and distances. Meetings may be held in conjunction with events of other clubs and organizations.

Section 2: Additional meetings and events of the club may be held at any time, subject to approval by the Executive Committee.

Section 3: The annual meeting will be held during the month of April at a date and location set by the Executive Committee. Members will be notified in advance.

#### **Article VIII – Membership**

Section 1: Membership to Dirigo Corvairs is open to any person who supports the purpose of the organization. A membership will include adult members of a family and children under the age of 18.

Section 2: Each membership is entitled to one [1] vote.

Section 3: Membership dues will be approved by vote at the annual meeting.

Section 4: Membership in national organizations supporting the purpose of Dirigo Corvairs is not required but strongly supported.

#### **Article VIII – Amendments to the Bylaws**

Section 1 – Amendments to the By-Laws may be proposed at any meeting of the membership for

a vote at the next meeting. A change of the by-laws requires a 2/3 vote of those present.

**Article IX – Officers Pro Tem**

Section 1: For purposes of establishing this organization, the officers pro tem shall be:

- President
- Vice-President
- Secretary
- Treasurer

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Howdy Corvair fellows  
Welcome to rafeecorvair.com

The collage features several images: a collection of bolts and nuts, a car's interior dashboard, a set of braided hoses, a car wheel and brake disc, a man standing between a dark blue and a red classic car on a golf course, a set of headlights, a car's engine bay, a car's front end, and various other mechanical parts.