

Corvair-Sations



The Official Publication of Corsa Oregon

January 2014

Next Meeting: Wednesday, January 8th

Refreshments—Regan Metcalf

Board mtg at 6:30 p.m. Regular mtg at 7:30 p.m.

Oregon Stamp Society Building, 4828 NE 33rd, Portland

FROM THE PRESIDENT

I was able to make it up to Kent Sullivan's shop in Kirkland in November. Duane Wendland was already there working away. I was surprised to see the curved I-beams holding the ceiling up. I had seen pictures of the outside of Kent's place a few times, I just assumed I would find wood glu-lams inside with all the woodwork. Very nice shop! I was also very surprised to see Harry Jensen and Larry Claypool walk in and join in the fun. As you might guess, there was some discussion about the national convention next year.

I went to Bend on the November 24th to pursue a parts car. I borrowed a car trailer from a friend, since mine is currently occupied, and headed out at 6 a.m. in the dark. I drove south to Rex's place since he was kind enough to go along and help. The '64 four door has been sitting at Bill Devecka's place for the last 20 years. I was looking for a suitable suspension donor for the little '61 Lakewood. Rex has been helping Bill's daughter, Ann, sort through and sell some of the Corvair items this past year. Rex was able to give me some of the details and I decided it was worth it. The '64 is in pretty nice condition actually (here I go again??), the Bend weather has helped preserve it. The car was also optioned with air conditioning and tinted windows all around. There was also a very nice set of '63 Impala bucket seats inside. This is definitely the farthest I've traveled for a parts rig. Rex was a lot of help and great company except for him asking "are we there yet" every 15 minutes..... OK, maybe that was me.

I haven't made much progress on the little wagon for November. The lack of heat and light sure don't make it any easier to work. I've been on the road every weekend so far. I had to leave for Boise the day after October's meeting to attend my uncle's funeral. One of the earliest memories I have of my aunt and uncle is the early Corvair they had when they were just starting out.

I hope to see all of you at the January meeting. Please note that, **FOR THIS MONTH ONLY**, it is on the second Wednesday of the month, **January 8th**.

See you there, Stacy

POINTS OF INTEREST:

- Please submit newsletter articles and ideas to Ritha Metcalf by the 15th of each month. She can be reached at ritha2@msn.com or 503-936-8339.

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CORVAIRS IN A CORNFIELD – THE LAMBRECHT AUCTION

By: *Brian Rabold*

The most famous auction to occur this year wasn't in Arizona or Pebble Beach – it happened in Pierce, Nebraska. A town with fewer than 2,000 residents located two-hours northwest of Omaha. The town swelled past 10,000 people, if not twice that, for the September 28-29, 2013, VanDerBrink auction, where more than 500 Chevrolets and other American marques – many barely driven – from Ray Lambrecht's dealership were put under the hammer. In total, all 503 vehicles sold for slightly more than \$3 million, including buyer's premium.

Of the 503, it is noteworthy that nine of them were first-generation Corvairs. Even more interesting is that two of the top ten sales of the event were both 1963 Chevrolet Corvair Monza coupes. A red 17-mile car with 4-speed traded for \$42,000 and a white example hiding under strata of dust sold for \$40,000, not including buyer's premium. A non-running 1963 forward cab Greenbrier van with only 46 miles sold for \$19,000, and a quartet of 1960 Monza sedans – one with 1.7 miles logged and another with only 12.8 miles on the odometer – sold between \$3,000 and \$5,300.

Is this further evidence that Corvairs are gaining interest among collectors? Not exactly, even if the latter half of that statement remains true. In fact, the general consensus among market watchers is that the Lambrecht sale saw very strong bidding indeed, especially during the first day and for the ultra-low-mile examples. The low-mile cars in particular were rightly regarded as an opportunity to acquire some of the most original examples of the model around, and several bidders stepped-up to turn that opportunity into reality. As many participants observed, where else would you find another?

The outlook for Corvairs remains optimistic, but more than anything the Lambrecht auction illustrated the hobby's most powerful current phenomenon: the allure of the barn find survivor. In general, the condition of the Corvairs at the sale were consistent with the rest of the lots on offer, which is to say unrestored originals that were navigating their way through various stages of decay. The new buyers made the case with their wallets that originality is something that cannot be manufactured in a less original car, and that it is worth a premium. That premium becomes a little less exuberant, however, as a car skews farther from "survivor" and more towards "basket case."

All that said, even a rusty Corvair sedan sold for driver-quality money. Ahhh, the power of a good story.

SPECIAL THANKS FOR SPECIAL EFFORT!

By: *Mel Carlson*

I thought that you might like a picture for next month's news letter. This is a picture of the treats that Barb Sizemore made for the meeting last night. The screen on my phone is so small, I did not realize that I had cut off the table. There was actually more there than is shown. One new guy stated, "If you have a thanksgiving meal like that at every meeting, I'll join now!" or something like that. Barb did an OVER-THE-TOP job, and deserves a mention and recognition for her efforts. Thanks for all of your efforts on behalf of the club also!



THANK YOU FOR THE GOOD ADVICE

By: *Cindy Bethea*

I wanted to thank the club members who checked out my steering issue and advised me not to drive my car home from Beaches in September. You know who you are!!

It all turned out okay, but you were right. Triple A arrived with a big flatbed tow truck about 30 minutes after everyone cleared -out. The driver, an enthusiastic female Corvair fan, towed the car to Carr Chevy World and then took us home. I had Carr pull the steering box and I mailed it back to Clark's, with pitman arm and long-arm attached! Another shout out for UPS. Clark's re-built the box (things were pretty messed up, worm screw broken in three parts and bearings rolling around) and mailed it back. I was lucky that it was not a fast ratio box (no parts available). Carr reinstalled it. We are alive and well and the steering box is great. I am so glad we did not attempt to drive home. Shudder! Now about the differential side gears, :(alas, that is an ongoing story! Best to all and thanks again.

THE CLASSIFIEDS

Looking for reasonable price for Corvair bodywork . . . Be gentle. Jon Woolf (971) 217-1222

Intend to buy five tires (185-75-13) at \$100/tire. Would like to find someone else to buy five tires too (to get a ten tire free shipment). If interested, contact Steve Brown (503) 628-0291.

Looking for a jack for a '63 Corvair. Contact Jake Bourquein (503) 786-8981 or bourqueind@gmail.com.

1964 Red Corvair Spider Convertible. Needs restoration but very rust free and complete. Comes with original engine, including Turbo. Have lots of NOS parts and new Clark's interior. Call Bill Jabs for details and pricing. (971) 235-3804.

WANTED: FC Rear Springs, new or used. Contact Lon Wall @ (503) 434-1648.

Want 1966 steering wheel hubs for wood wheel. Contact Josh Burk @ (541) 530-0090.

A LOT of Corvair parts. New parts arriving all the time. Contact Rex Johnson with inquiries @ (503) 871-8099.

Early windshield, clear, \$100. Contact Doug Bell @ (503) 260-8920.

'64 diff and suspension, nice early front bumper, '61 emblems, '60 rear grill, any wagon stuff. Contact Stacy @ (503) 516-7225 or sixteesboy@hotmail.com.

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CORVAIR SOCIETY OF AMERICA
OREGON CHAPTER
PO BOX 1445
PORTLAND OR 97207-1445

**NEEDED!!! PLEASE CONSIDER VOLUNTEERING!!! The club needs a new newsletter editor!!! I am no longer able to do this task. Please see someone on the board if you are interested in giving it a try.
THANK YOU!!**

President Stacey Milnes (2015)
503-516-7225
sixteesboy@hotmail.com

Vice President Regan Metcalf (2016)
503-319-4675
metcalfre@msn.com

Tours Bill Strickland (2014)
lechevrier@earthlink.net

Treasurer Gary Baldwin (2016)
503-245-4555
garybaldwin@hotmail.com

Secretary Barb Sizemore (2016)
corvair@tds.net

Meeting Coordinator Dale Andring (2014)
360-750-9594
daleandring@aracnet.com

Membership Steve Brown (2015)
503-628-0291
stephen.g.brown@ODOT.state.or.us

Refreshment Coordinator Regan Metcalf (2016)
503-319-4675
metcalfre@msn.com

Newsletter Editor Ritha Metcalf
503-936-8339
ritha2@msn.com

Historian Craig Wiland
503-624-6529
cwiland@zzz.com

Web Lon Wall
503-434-1648