



# Group Corvair Comments

GROUP CORVAIR'S NEWSLETTER FOR THE NATIONAL CAPITAL AREA



VOLUME XLV, No. 7

July/August 2017



**Relaxing at the “Not Quite Fourth of July” Picnic**

## CALENDAR OF COMING EVENTS

*(There are **many** local events over the year, too many to list here; search Google for “Maryland, DC or Virginia Car Shows” to find more.)*

### August

4 – 6 – Das Awksct Fescht, Macungie, PA. The featured car this year is vintage Chevrolets. Details at [www.awkscht.com](http://www.awkscht.com) or contact Erv Steiny at [keystonedirector@aol.com](mailto:keystonedirector@aol.com).

12 – All-GM Show, 9- 3, on the Montgomery College campus at 51 Mannakee St., Rockville, MD. Contact Cory (240-686-0229) or Franklin (703-869-8434) for information.

12 – First State Corvair Club (Delaware) Car Show. 9 – 3, Limestone Presbyterian Church, 3201 Limestone Rd., Wilmington, DE. Door prizes, free lunch with registration, hospitality room.

17 - 19 – 3<sup>rd</sup> Annual Eastern National VCCA Meet, Gettysburg, PA. National VCCA judged meet will be indoors

and air conditioned. Judged show is Saturday, 19 Aug. Contact Erv Steinly, [keystonedirector@aol.com](mailto:keystonedirector@aol.com) for info.

26 – **Group Corvair Outing** to the National Trolley Museum, 1313 Bonifant Road, Colesville, MD. We'll meet in their parking lot at 10 a.m. Admission is \$7 adults, \$5 seniors. Please let Bob Hall ([HallGrenn@aol.com](mailto:HallGrenn@aol.com)) know if you plan to come. After we've had enough thrills riding the street cars, we'll adjourn to lunch at a local (TBD) restaurant.

## September

3 – Heart of Maryland Classic Chevy Club cruise-in, 10-2, Silver Diner, 5120 Buckeystown Pike, Frederick, MD.

16 – 42<sup>nd</sup> Annual Edgar Rohr Memorial Antique Car Show, Manassas Museum, 9101 Prince William St., Manassas, VA. Sponsored by the Bull Run Region, AACA. Contact Darryll Baker, 571-294-7853 ([darryllbaker@aol.com](mailto:darryllbaker@aol.com)) or the flyer on the website: [www.bullrunaaca.org](http://www.bullrunaaca.org)

16 – Bay State Corvairs Fall Classic at Clark's Corvair Parts, 9 – 3, 400 Mohawk Trail, Shelburne Fall, MA.

17 – Heart of Maryland Classic Chevy Club 25<sup>th</sup> Annual Car & Truck show, MVA, Frederick, MD (1601 Bowman's Farm Road, exit 56 from I-70 in Frederick.) For information contact Ed Zimmerman (301-514-2207) or Butch Riley (301-514-8267). Dash plaques to the first 350 to register. Benefits the Alzheimer's Association.

19 – **Group Corvair Meeting**, 7 p.m. Location is TBD.

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## Minutes of the June Business Meeting

Marolyn Simpson

For the June 20 Group Corvair meeting, Bob and Carol Hall reserved a room at the China Gourmet restaurant in Kensington. Eight club members met at 7:00 for dinner. We had a large round table in a private room, so it was easy to talk to everyone.

Barbara Torbert, Vice President, called the meeting to order at 8:15. The minutes were approved as written in the newsletter. Jim Simpson gave the treasurer's report: no expenses and no income during the last month. Jim also mentioned that he gets newsletters from other clubs online and would be happy to share them with other members if they are interested.

Under old business the Not-Quite-Fourth-of-July picnic on Sunday, July 2 was the main topic. The picnic will be at Jerry and Diana Yates' home in Bowie from 3:00 to 7:00. Everyone should bring something to grill, something to share, their beverage of choice and a lawn chair.

Instead of a regular meeting in August, we discussed the possibility of an outing to the trolley museum. Bob Hall volunteered to look up information on it and get it to Jim S. for the newsletter.

Rod Murray and Allan Lacki collaborated to create a “seal” for their club, essentially a stamp denoting the fact that the club is an official chapter of CORSA. They’ve offered to create ones of other clubs. We discussed getting one (they are free) and decided to ask for one for Group Corvair. Jim Simpson will follow up on this.

Under new business, Phil Richardson said he needs a tech session to put an engine in his Corvair. A specific date was not discussed at the meeting. There will be more information on this later.

Jim and Marolyn attended the Rockville Car Show planning meeting on June 15. The online registration form will be available on July 1. Anyone who plans to participate in the show should pre-register. Each club needs two participants for the show--someone on the field to help with parking the cars and someone to help with registration. The special display this year will be a collection of custom cars.

Gus Torbert, merchandise chairman, reported that he has license tags, magnets, and patches. He sold a number of items after the meeting.

The meeting was adjourned at 8:40.

## Not-Quite-Fourth-of-July Picnic

Marolyn Simpson

This year Jerry and Diana Yates offered to host the annual club picnic at their home in Bowie. Since the picnic is usually close to the 4<sup>th</sup> of July holiday, they chose Sunday, July 2. Around 3:00 club members started arriving. Jerry had parked his Corvair on his driveway which let everyone know they had arrived at the right house. Jim and I had just arrived back from the CORSA Convention – our plane arrived at BWI about 12:30 – so after picking up our luggage and getting to our car, we stopped at a grocery store on the way to the picnic and picked up our share of the food.

After everyone arrived Jerry fired up the grill out on the patio and soon there was the aroma of sizzling hamburgers and hot dogs. All the side dishes and desserts were laid out on the kitchen table making a mouth-watering display. When the grilled food was done everyone moved outside and gathered around the picnic table. There we enjoyed the food, the conversation, and the beautiful back yard with all its plants and stone terraces.

Rain had been predicted for the day but it held off until we had finished eating. As the rain started we all moved back inside.

I would like to thank Jerry and Diana for hosting one more successful Not-Quite-Fourth-of-July Group Corvair picnic.



## A Brief Review of the 2017 CORSA International Convention

Jim Simpson

Group Corvair did have a presence at the CORSA International Convention; three members – Ron Fedorczak, Marolyn and I made it. Unfortunately we did not have a Corvair there, but we met with old friends and took advantage of the opportunity to see some unique cars and see the sights.



The next issue of the *CORSA Communiqué* will have a full report, so I’m going to just touch on a few highlights here. Marolyn and I flew in and were greeted by Ron as we arrived in our rental car. The hotel was great. It was just about the right size and CORSA members took it over for the week. The host club had negotiated a special rate for the breakfast – a full cooked breakfast with



made-to-order omelets and more – that got the day off to a great start.

Among the interesting cars was this late two door coupe with a formal four-door roofline. According to Mike McGowan, it was a show car created a couple of decades ago. Among its other features is a turbo engine with air conditioning – something never offered by Chevrolet.



making it a production vehicle. The current owners are restoring it and plan to get it back in the water in the not far future. You can see it operate in this YouTube video:

<https://www.youtube.com/watch?v=w1vnGKiiQo>

And then there was this “Corphibian”. Yes, an amphibious Corvair rampside. It was very much a “one-off” but apparently built with the intention of



**LANE MOTOR MUSEUM** 1961 CHEVROLET CORPHIBIAN

In 1961, Chevrolet introduced the Corvair 95 Greenbriar van and Rampside pickup. Using a shorter 95-inch wheelbase, both the van and pickup expanded on the Corvair model range creating, in a sense, an entirely new car line comprised of a sedan, wagon, coupe, convertible, van and pickup. All were equipped with air-cooled, flat-six cylinder engines and either a manual transmission or two-speed Powerglide automatic, and like so many inexpensive cars of the era, could be equipped exactly as the customer wanted. One Corvair that largely went unnoticed was the Corphibian prototype.

Built by Chevrolet engineers Richard E. Hulten and Roger D. Holm of Pontiac, Michigan, the Corphibian is an amphibious vehicle based on the Loadside Pickup, truly escalating an already capable vehicle. Featuring an extended body and fiberglass hull, the concept would allow users the opportunity to enjoy both terrestrial and aquatic travel, not dissimilar to the Amphicar Model 770 launched the same year. Unlike the Amphicar, however, Chevrolet built only one Corphibian, the example seen here. Retaining its original air-cooled engine, automatic transmission, and two propellers after many years in storage, it's been refreshed in the correct red-and-white livery and still sits on the original tires. The wooden rudder may be controlled from either the cab or the bed, making it easy to go from land driving to water cruising.

**Specifications:**

- Manufacturer: Chevrolet Division of General Motors Company (conversion by Hulten-Holm Company)
- Country of Origin: USA
- Drivetrain Configuration: Rear engine, rear wheel drive
- Engine: 145 cu. in., flat-six cylinder, 84 HP
- Transmission: 2 speed automatic
- Top Speed: 90 miles per hour
- Years of Production: 1961
- Number Produced: 1
- Original Cost: Never sold to the public



Then there was the late model station wagon.



One of the highlights of the trip for us was the tour of the Steamboat Arabia museum. The Arabia was a side-wheel paddle steamer on the Missouri river. She hit a snag (a submerged tree trunk) in September, 1856 and sank settling into the river mud near today's Kansas City.

The wreck and its cargo were covered by the river silt and in a few years, the river changed course so that the wreck site ended up in a farmer's field. But the Arabia was not forgotten! Part of its cargo was hundreds of barrels of Kentucky bourbon and a rumor of gold. People kept looking for it over the years, primarily for the cargo of whiskey.

In 1987 the owners of five small businesses in Kansas City pooled their resources and went hunting for the Arabia. Using a magnetometer, they located her about a ½ mile from the current river channel. They negotiated a deal with the farm owner to excavate over the winter, but had to be out of there by spring crop planting time. The hulk was buried 45' down with the water table only 10' down. They needed 20 agricultural pumps, each moving 1,000 gallons/minute to drain the area well enough to allow them to excavate the wreck.

The whiskey was long gone – most likely the barrels floated off downstream and were recovered by local riverside residents – and there was no gold, but the hull and cargo was largely intact. Over the winter (about four months) they salvaged part of the hull, the machinery and all of the cargo. It was a real time capsule of materials being shipped to the newly founded towns in the newly opened Kansas and Nebraska territories.

Think of around 10 tractor-trailer loads of materials needed to stock newly opened general stores. There was everything you can think of; just take a look at one of the early Sears catalogs. Clothing and millenary items, tools of all sorts and hardware, fine china, household goods, preserved foods, fine wines, perfume, wagon wheels, and more. Historians have used their findings to revise their history of the period.

The five partners who excavated the Arabia borrowed money and set up the Museum where they are displaying their finds. It was an amazing tour and well worth a stop if you are in Kansas City.

We also took the Truman Library tour. I've always respected Harry S. Truman and touring his library just reinforced my opinion of him. While he was controversial in his time, I will just point out the sign on his desk "The Buck Stops Here" to give you some insight into his character.



The final act of the convention was the Saturday car show. Unfortunately heavy rains overnight made the grassy area near the hotel unusable so they had to relocate to a church parking lot a few miles away. That reduced both the number of cars and greatly cut into the visitors. But a local group promoting youth engagement in technology showed up with cars they were converting to electric power. They had started with VW Karmann Ghias, but have just



begun the conversion of a late-model Corvair Corsa convertible. They use recycled Tesla battery packs and modern motors and controllers for propulsion. While this car is still very much a work in progress, it will make use of the powerglide transmission.

Overall it was a great convention. We met new people, reestablished long-running acquaintances and saw a number of interesting vehicles. Next year Pittsburgh!

## Forty, Thirty and Twenty Years Ago This Month

Jim Simpson

As it turned out, there was no July 1977 issue of *Group Corvair Comments* and the August issue was only three pages. The major focus was on the upcoming flea market. Back in those days, we were able to attract national vendors to the event including the Cotrofelds from Vermont and Collen Fox (American Corvair Parts) out of Indiana! There was a tech tip on "Liquid Glove", a lotion that you would put on your hands before starting work on greasy car parts. Apparently it dissolves in water afterward, so don't expect it to protect your hands from normal household cleaners and such. (Amazon has listings for current versions; you might want to read the reviews there.) We had five cars for sale; nothing exotic, but there was a '62 van and '62 Lakewood described as in near concours quality for \$2,000 each.

In the July 1977 issue of the *CORSA Communiqué* there was a report by our own Ron Fedorczak on Group Corvair's **Freestate Corvair Affair**. We had people coming from as far away as McCordsville, Indiana. Most of the concours awards went to folks from out of town -- primarily Connecticut and Pennsylvania. While there was no report of the total attendance, there were 31 cars in the concours. That's not too far off the turnout at some of the current CORSA National conventions. Mike Harrison took fastest-time-of-the-day running about 4 seconds (7%) faster than the next closest reported time. Ron commented that the gorgeous weather, superb planning, overwhelming attendance and the "gigantic" flea market all contributed to making this an outstanding event. In other business, there was an invitation to the 1978 CORSA National Convention to be held in Minneapolis, a report on the mini-convention at Kent State and under Tech Topics brief discussions of the recently discontinued AC 44FF spark plugs (unique to the Corvair) and problems with the then-current batch of AC fuel pumps. (Fuel pumps seem to be a perennial issue!) There were the usual 3 full pages of cars for sale including Yenko Stinger YS-134. One ad that caught my eye was for brand new, in-the-box, late-model radios complete with speakers and face plates for \$25 each. Try to get a speaker by itself for anywhere near that price today!

The next month's issue (August) of the *CORSA Communiqué* reflected the usual summer doldrums. There was a discussion in the Tech Topics of poor casting/machining by GM of an engine block. It turned out that the oil passages under the main bearings were mismatched with the ones on one of the sides being very shallow. This led to a main bearing failure as well as higher wear on the rod bearings. The owner enlarged the passages as recommended in Bill Fisher's book "How to Hotrod Corvair Engines" and believes that should cure the problem. Yenko Stingers kept popping up in the Corvair Classifieds. This month Jim Reeve's Yenko and YS-300 both appeared on the market. Don't you wish you'd had the money and foresight to buy one back then?

Thirty years ago, there were both July and August editions of the 1987 *Group Corvair Comments*. Both of them discussed the upcoming Fall Flea Fair to be held at the end of August at Roger's Chevrolet in Bowie. The club was also invited to Al & Peggy Harris' home for the "Not Quite Fourth of July picnic in Not Quite Manassas". The one interesting tech topic was devoted to adapting a '65-'68 clutch cable to a '69 car. The '69 clutch cable was unique to that year with Chevrolet finally changing the crimped-on ball to a Heim joint swivel at the pedal end of the cable. The author made a sheet metal "sandwich" which clamped onto the earlier version pivot ball and provided a hole that would fit on the '69 clutch pedal. (The '69 cables had just been discontinued; Clark's has since reproduced them.) While the July issue only had a couple of cars for sale, by August the list had grown to nine with a wide selection including Greenbriers, Spyderys, Corsas and wide selection of parts.

The July 1987 *CORSA Communiqué* welcomed the Corvair community to the CORSA International Convention in Chicago. This was Chicago's second convention having hosted the first one in 1971. Fittingly the *Communiqué* had a two page spread with photos and other memorabilia from that first convention. Jerry Thompson, a Chevrolet development engineer and Corvair racing driver, wrote a tribute to the late Don Yenko. Don died in March 1987 in a bad landing of his private plane. While Don Yenko created the Yenko Stinger, Jerry had a major role in showing Don just how to make a Corvair go fast. Jerry and two of his fellow GM engineers were, as he put it, "crazies in the (engine development) lab who raced a Corvair". They demonstrated to Don Yenko that a Corvair could go fast and as a sideline provided the first couple racing engines to Don's Stinger program. As an interesting local note, the debut race for the Yenko Stinger was at the Marlboro Refrigerator Bowl in Upper Marlboro, Maryland. (The Marlboro racetrack is now closed but there are still traces of the old road circuit visible.) Jerry Thompson was invited to drive and came in third behind Mark Donohue in a Shelby Mustang and Bob Tullius in a factory sponsored Triumph. Don Yenko gave the car to Jerry and his team to take home to the SCCA central division where they proceeded to win six national races in a row. While they had problems at the 1966 SCCA national runoffs, Jerry and company again campaigned the car in '67, proceeding to win the D Production national championship.

Moving on to the August issue of the *Communiqué* -- it was "Totally Tech Topics" covering such diverse topics as adapting Datsun 280Z fuel injection to the Corvair engine, preparing a cutaway Corvair engine and repairing valve lifters. Larry Claypool contributed an article on his estimate of optional equipment values. (He couldn't put a value on the late model power antenna; they are too rare!) In both the July and August issues the number of cars for sale had dropped about half of that in the previous decade but there were certainly some nice ones to be had such as a '64 Greenbrier Deluxe, 8-door with roof rack, spot light, vent shades and more for \$3,500.

Twenty years ago *Group Corvair Comments* was a combined July-August issue. The editors (Ward & Carol Bourgondien) along with yours truly had been a bit busy with preparing for and attending the CORSA International Convention in Lake Placid, NY. Marolyn & I had just returned from the convention with our just completed '66

Corsa. On the way up there, we debated if we'd put the Corsa in the car display or the concours. We finally settled on the concours – good choice! The car scored 94.22 points which was just enough for it to be awarded a gold medal and be promoted into the Senior Division. We were walking on clouds! There were 10 cars for sale in the Vair Vendor (down from 19 the month before – we'd purged some old ads), nothing exotic, but a good cross section of the years and models were represented.

Unlike us, Harry Jensen and Mike McGowan didn't have the luxury of being able to combine the July and August 1997 issues of the *CORSA Communiqué*. For the July issue, they introduced new art design and typography to modernize and make the *Communiqué* easier to read. Van Pershing contributed an article comparing brake performance of various '60s – early '90s cars. As you might expect, the newest cars (Corvettes, Porsches, Lamborghinis) with big tires, disk brakes and ABS stopped the shortest averaging about 120 feet from 60 mph. Corvairs with their small tires and drum brakes were pretty much in second place at about 143 feet. He opined that if a Corvair was fitted with modern tires it would stop right up there with the exotics. Not bad! Mike McGowan also published a list of production numbers (VIN numbers) from each of the Corvair plants. From this list, you can estimate when your Corvair came off the assembly line. For instance, my '66 Corsa has the VIN 113807; that makes it about the third week in September, 1965 – a very early '66 as evidenced by the “wedding band” tail lights unique to early production '66 Corvairs.

Mike and Harry had been busy during July; the August *Communiqué* issue was devoted to the Lake Placid convention. Mike made the mistake of asking me for a write-up on the Concours d'Elegance and winning a gold medal. Little did he realize that I don't write short articles; he got one that ran over 2 ½ pages! The CORSA Classifieds keep getting shorter; in 1987 they ran a couple of pages, in 1997 they were down to a single page of car ads.

## **Some Thoughts on the Origin of the 1967 Camaro**

*Hemmings Classic Car* (September, 2017) has a good article on the 1967 Camaro as part of its history of automotive design series. The introductory portion of the article traces some of the thinking that was going on in both GM and Ford during the early 1960s. It correctly, in my opinion, points out that the Corvair essentially created the market for a four-place, sporty, personal car with the 2-door, bucket seat Monza Spyder. Ford's response was the Mustang. According to the article's author, during the Mustang's development, GM considered it just a rebodied Falcon and that the redesigned '65 Corvair with its superior engineering – particularly the independent rear suspension – and good looks would be adequate. But when the Mustang was introduced in the summer of 1964 and sales soared, it became clear that the American public loved the long hood, short rear deck styling along with the low price and wide range of options including V8 engines.

Obviously GM could not let the Mustang go unchallenged but they did not have a suitable car. The '65 Corvair was at about the limits of its capabilities and to make it significantly quicker would require major, expensive changes such as an overhead cam, fuel-injected engine and even then it would be hard put to match a larger displacement V8. So a decision was made to make the second generation Corvair a two year model and phase in a new “Mustang beater” in 1967.

This is where things become a bit murky and speculative. As noted above, the Corvair name in '64 was associated with a sporty small car, just what Chevrolet needed. I believe that Chevrolet made the decision to make their 1967 “Mustang beater” the third generation Corvair. In order to compete with the Mustang, it had to be inexpensive and have a wide range of options that matched or exceeded those available on the Mustang – and that would include a range of engines from mild 6's to high performance V8s. That requirement of price and performance forced Chevrolet to switch to a conventional front-engine, rear-wheel drive platform that could be built on the “regular car” production lines and have major components shared with the next generation Chevy Nova scheduled for 1968. There had been some styling and concept cars such as the Chevy-II based “Super Nova” that was displayed at the 1964 New York auto show which gave them at least a base for the new car. But the styling would still recall the '65-'66 Corvair and by keeping the Corvair name, this new car would inherit the Corvair's sporty reputation.

Things seemed to be going just fine. The '65 Corvair rolled out to excellent reviews – its styling was stunning and its handling excellent. Reviewers considered it America's answer to the European sports coupes and sedans. But it did fall short of the Mustang V8s when it came to straight line acceleration and most importantly was more expensive! So Chevrolet's decision to transform the Corvair into a more conventional layout for its third generation was looking pretty good.

When you look at the styling development of the new car, you can see elements of both the '64 "Super Nova" (long hood) and the '65 Corvair (Coke-bottle sides/rear fenders, sharp crease line along the top of the fenders, squared off rear end and more). It was obvious they wanted people to recognize the second generation Corvair inheritance.

Then in the summer of 1965, Ralph Nader's book *Unsafe at Any Speed* hit the shelves. No matter that it focused on the pre-64 Corvair and no matter the actual accuracy (or lack thereof) of his claims, the Corvair name was now synonymous with "unsafe". Chevrolet management was not about to allow the launch of a new sporty car with a name that had just been dragged through the mud! So the hunt was on for a new name. (The development name for the new car had been "Panther", but I suspect that name was already taken by other automakers and thus couldn't be used in production.) While it is not clear where the new name came from (most likely just made up), the car was designated the Camaro. And when it was officially launched, Chevrolet did its very best to make sure there was no linkage back to the Corvair. (Just watch one of Chevrolet's introductory videos available on YouTube.)

The upshot of all of this was that Ralph Nader can be blamed for killing the Corvair name, but market forces – the Mustang – was responsible for killing the rear, air-cooled engine Corvair as we know it. And we can thank Ralph for extending the life of "our" Corvair through the '67 – '69 model years. If it hadn't been for him, while there still would most likely have been a '67 Corvair, it would have been a front engine, rear wheel drive car that only shared some styling with our beloved cars.

## Tech Topics

### Valve Guide and Rocker Arm Issues

By Mike Dawson, From the Heart of America Corvair Owners Association *VairCor*, July 2017

Corvair engines were designed with a good valve guide, rocker-arm, pushrod combination, which racers usually improve on, but you will get good long term performance from the stock items with reasonable maintenance. The incidence of bad guides is not very common unless there is a maintenance problem or the guides are affected by one of the issues discussed below.

To begin with, most replacement valve lifters are not designed like the original Corvair lifters, which had a very deep pocket for the pushrod and a full one turn adjustment that compensated for the Corvair engine's aluminum expansion. Most of the new lifters sold today will only tolerate a one-half turn and are shallow so that completely flat lifters with minimum adjustment can allow the pushrod to jump up on the ledge of the lifter (this would hold the valve open).

Accurate valve adjustment is always very important but more so with replacement lifters. Remember that a lifter that is noisy cold but is quiet hot is not out of adjustment, it just required running for a while to pump back up – 10 to 15 minutes in some cases. A lifter that is quiet cold but noisy hot is out of adjustment and may contribute to some of the issues described later in this article.

Pressurized oil in the lifter galleries is metered through the valve lifter, travels up the pushrod and exits out of the pushrod end inside the valve cover. Since Corvair valve guides, valve stem ends and rocker arm ends are located above the end of the push rod, a hole in the side of the pushrod provides a spray of lubrication upwards through a hole in the rocker arm as the pushrod rotates. If you install your pushrods backwards you invite rapid wear on the above mentioned items. Also keep in mind that the pushrod guides have the holes cut at an angle and if you install them backwards they put a significant amount of pressure on the pushrod. The "U" stamped on the guide faces outwards.

Corvair valve guides are made of a cast iron alloy with aftermarket bronze guides available for extreme service. (Turbo came with bronze valve guides.) Valve stem seals are installed on intake valves to limit oil being sucked in to the intake system, but no seals are used on exhaust valves. Lead in the gas used to lubricate the exhaust guides but they seem to survive reasonably well without it. As long as oiling in the valve cover is adequate and rocker arms do not move off the center of the valve stem onto the edge, valve guides have a good life span.

However, since most of our 50 year old cars were serviced by someone else early in their life it would be a good idea to pull valve covers and check the pushrod oiling, check the "U" on the pushrod guides and most important, check that the rocker arms are not sitting off on the side of the valve stem where they will cause valve guide failure from the sideways pressure. If you find one sitting on the edge of a valve stem, remove the rocker arm and check for an indentation at the valve end of the rocker arm and possibly a bad wear pattern on the ball and the socket – you can dress up minor issues on the end with a cutoff wheel and sandpaper. For deep wear areas or bad balls, you must replace the parts. Check for



a bent pushrod and check the valve stem, if the rocker is off to the side the stem probably has a distinctive wear pattern on one side – again you can carefully dress up the end of the valve stem with a cutoff wheel so that it is square with the rocker. FC engines that have valve rotators installed can still have a valve stem with the entire edge rounded over from a bent pushrod or badly worn rocker arm.

A bad exhaust guide will mimic a clicking lifter – the exhaust gas fires down the valve stem and exits into the valve cover area. An attempt to adjust the lifter will result in no (or temporary) change in the noise and you will eventually hold the valve open once the lifter is tightened beyond its adjustment span. A bad guide will cook the oil on the valve spring (usually visible with the cover off) and will cause your fresh oil change to darken quickly. If you wind up with a valve job because of bad guides, obviously check all parts of the valve train before re-using them and check that the rocker arms are running true when the engine is back to running condition.

## Vair Vendor

**For Sale:** 1964 Spyder Convertible parts car. Potentially restorable, but I don't have the time. I would prefer to sell the whole car with complete running gear for the right price but am willing to talk about selling individual parts. It has a nice trunk lid, doors, engine lid, dash (odometer shows 28,000 miles), glove box door, radio with face plate, good glass, nice top frame, very nice SS boot trim. 4-speed w/3.55 positrac differential. Also have a pair of extra turbo heads and many other miscellaneous parts. What do you need? Call Bob Lewis, 301-246-4278 or e-mail [rtl1936@gmail.com](mailto:rtl1936@gmail.com) for info.

**For Sale:** 1961 Corvair 900 (Monza), 4-door, 21,000 original miles. Excellent condition inside and out, never any rust. Repainted a teal green (acceptable, but not a great paint job) with the original blue/green interior. Powerglide automatic, resealed engine with later model magnesium fan and alternator, fresh carburetors. Have all original books and paperwork as well as receipts for parts from Clarks Corvair Parts. Asking \$7,000. Contact John Mays, 410-221-8735 for more information.

**For Sale:** '61-'69 Gas Tank. Used, but cleaned and sealed by Jeff at the Corvair Ranch. Hasn't been used since, ready to go in your car. Asking \$60 or best offer. (Clark's reproductions are \$170 plus shipping!) Bob Lewis, Nanjemoy, MD. 301-246-4278 or e-mail [rtl1936@gmail.com](mailto:rtl1936@gmail.com) for info.

**For Sale:** Clark's Corvair Parts replacement late model convertible top rear window – black with zipper. I'm not sure just how old this one is, but it seems to be in excellent condition with the window very pliable. Clark's currently wants \$127.85 for theirs. Make an offer I can't refuse! Jim Simpson, [simpsonj@verizon.net](mailto:simpsonj@verizon.net), 240-232-2820.

THE SATURDAY EVENING POST

## Motor Trend Award: Corvair by Chevrolet named "Car of the Year"! No other car even came close.

The editors of the world's largest general automotive magazine were unanimous

in voting Corvair "the most significant car of 1960." Why?

"For engineering advancement"...

"four-wheel independent suspension totally unlike any

other U.S.-built car"...a rear engine and transaxle

"allowing a flatter floor and lower roofline."



Corvair 700 4-Door Sedan

These are a few of the reasons given by the experts in announcing the industry's most coveted award in Motor Trend's April issue. But, unless you've personally driven a Corvair, you can't appreciate the happy combination of compact car economy and big-car ride, room and sure-footedness it all adds up to! Drop down to your dealer's . . . take a trial drive and judge the "Car of the Year" for yourself! CHEVROLET DIVISION OF GENERAL MOTORS, DETROIT 2, MICH.

FOR INFORMATION & REGISTRATION  
**corvair**  
by CHEVROLET

**Group Corvair** welcomes anyone in the Washington, DC area who has an interest in the Chevrolet Corvair. We sponsor a variety of events including shows, tech sessions, and social gatherings. Dues are \$12.00 a year, payable to Group Corvair and sent to the treasurer's address. Group Corvair is a chapter of the Corvair Society of America (CORSA), P.O. Box 607, Lemont, IL 60439-0607, website: [www.corvair.org](http://www.corvair.org) CORSA memberships are available at various levels with corresponding dues. As a member, you will receive the award-winning CORSA Communiqué and be eligible to attend all CORSA national events, including the annual convention.



**Fuddruckers Car Show, Annapolis, MD. 15 July 31, 2017**