



Group Corvair Comments

GROUP CORVAIR'S NEWSLETTER FOR THE NATIONAL CAPITAL AREA



VOLUME XLV, No. 11

December 2017



November Dinner and Business Meeting
Old Bowie Town Grille

CALENDAR OF COMING EVENTS

December

17 – **Group Corvair Christmas Meeting**, 4 p.m. Note this is a Sunday afternoon! Marolyn & Jim Simpson will be hosting the club for a Christmas season dinner and meeting. Please let us know if you are coming so we can plan accordingly. The address is 3845 Wayson Rd, Davidsonville, MD. See the article below for more details.

January 2018

16 – **Group Corvair Regular Meeting**, 7 p.m. We haven't picked a location yet, but the plan is to meet for dinner followed by a business meeting. Stay tuned and watch for the next newsletter for the location.

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Minutes of the November Meeting

Marolyn Simpson

The November 21 Group Corvair meeting was at the Old Bowie Town Grille in the Bowie historic district. Eleven members met at 7:00 for dinner. Since our president was not able to attend, the meeting was called to order at 8:20 by vice president Barbara Torbert. The minutes from the October meeting were approved as written in the newsletter.

Jim Simpson gave the treasurer's report. Correspondence consisted of emailed newsletters from other clubs. If anyone wants to receive these emailed newsletters let Jim S. know and he will add your name to the mailing list.

Jerry Yates has been working on a design for the club feather flag. He brought three samples of his designs. The samples were passed around the table for comments. One design seemed to be the favorite. Jerry will rework that design incorporating some of the comments and bring the new sample to the next meeting.

The December meeting will be a holiday dinner at the Simpson home (3845 Wayson Road, Davidsonville, MD) on Sunday, December 17 starting at 4:00 (dinner will probably be about 6:00). Barbara will bring a pork loin and Jim Govoni is preparing a beef tenderloin. Diana Yates will bring a coffee pot and coffee. The remainder of the dinner will be pot luck. We can use appetizers, side dishes, and desserts.

Under new business, Rob Neighbour mentioned that someone on Facebook had some Centerline wheels in a 4-bolt configuration. Jim S. reported that when he received his latest registration decals from the DMV there was a note that stated "A person may not drive a vehicle on a highway if the maximum speed capability of the vehicle does not exceed the posted speed limit for the highway by at least 5 miles per hour." Most of our Corvairs can meet that requirement.

A former club member's Corvair is for sale. It was listed in the Vair Vendor section of the last newsletter. There was a discussion about the condition of the car. It will need quite a bit of work, but is restorable.

Phil Richardson gave an update on his '69 restoration; it seems to be coming along nicely.

The meeting was adjourned at 8:55.

Christmas Dinner

Jim Simpson

Sunday, 17 December; 4 p.m. for social and dinner around 5:30 – 6:00. 3845 Wayson Road, Davidsonville, MD. From US Rt-50, take exit 16 onto MD-424/Davidsonville Road south. Go 3.6 miles and turn right (west) at the light (right turn lane) onto MD-214/Central Ave. Go about 0.7 miles and bear left onto Queen Anne Bridge Road. Go one mile and turn left onto Wayson road. In another 0.7 miles, turn left onto the paved, shared, driveway – this is the third drive on the left after you cross the small bridge over Davidsonville Branch; the first two are gravel and have gates. Go to the end of the pine trees on the left and turn left between the stone pillars; follow the drive straight onto our paved section and on up the hill. If lost, call 301-262-0978.

Dinner is pot luck with the meat course being provided by Barbara Torbert (pork) and Jim Govoni (beef). We'll provide the dishes, cutlery, glasses, napkins, etc. and beverages. As noted in the minutes, we need appetizers, side dishes and desserts. If you let us know what you are bringing, we can coordinate.

Forty, Thirty and Twenty Years Ago This Month

Jim Simpson

The December 1977 *Group Corvair Comments* was winding up the year with plans for a banquet at the Marco Polo restaurant in Vienna, VA. This was advertised as the club's 10th anniversary celebration! Other than the cash bar, the cost was going to be \$8/person plus a \$1/person club subsidy. That's roughly \$36/person in today's dollars. Pete Frailey, a past president, railed on about GM's new car lineup for 1978 that featured downsized cars – “mid-sized” cars were going to be built on 108” wheelbases, the same as our beloved Corvairs. And the prices were going to be in the \$7,500 range for a reasonably equipped Malibu wagon. Of course if you didn't want to spend that much for a new car, there were Corvairs for sale, including a couple Greenbriers for less than \$800.

The *CORSA Communiqué* for December 1977 opened with holiday poetry featuring the Corvair. Letters to the Forum included one from South Africa where they were trying to establish a Corvair memorabilia display in a museum in Queenstown. In the tech topics, Nick Olson reported the results of an extensive study on using Weber DCOE sidedraft carburetor on Corvair turbocharged engines. In short, he concluded that they just weren't a suitable carb for this application. While he was finally able to modify one to work properly, he said it more closely resembled an SU carburetor than the original Weber design. Under the Corvair Classified section, it must have been the “Black Friday” sales – there were four full pages of cars, parts and services advertised plus another two pages of vendor ads.

Ten years later, closing out 1987, the December issue of *Group Corvair Comments* reported on the “Fall Recovery Run”. Nine cars – seven Corvairs and a pair of water pumpers – toured the foothills of the Appalachians stopping at a winery and ending at Al & Peggy Harris' home in Manassas. (Apparently there had been 15” of snow two days earlier, but it had all disappeared by the day of the tour!) The Vair Vendor listed some parts, but no cars, for sale.

The December 1987 *CORSA Communiqué* was the Corvair truck and van issue. Bob Marlow kicked things off with an article comparing the Corvair 95 series trucks and Greenbriers with the import and domestic competition. About the only place they fell short was in the domestic horse power race. This was followed by five more articles by van and truck owners who described their adventures in acquiring, restoring, driving and showing their prizes. The *CORSA Classified* was still well populated with cars and parts; six columns of cars for sale plus another six of parts.

In 1997, the December issue of *Group Corvair Comments* noted that the Group Corvair Christmas Party was going to be held at the New Carrollton Community Center to be followed a month later with the annual GC Awards Banquet at the Greenbelt American Legion. I wrote a short piece on all the things I needed to fix or upgrade after coming home from the Lake Placid *CORSA International Convention*. These were all things that we hadn't been able to get to prior to the convention or became obvious during the judging such as the bumpers. They were the originals and while in good condition, were showing their age. The Vair Vendor had a pair of Rampsides available; I guess this is before everyone realized just how scarce and collectible they were.

The November 1997 issue of the *CORSA Communiqué* was mostly about Corvair racing and racers. One highlight was the “30 Day Restoration” of YS-002. YS-002 belonged to the Cotrofels and had been stored since 1972, 25 years before the Lake Placid convention. Just before the convention, they decided it was time to get the car out of retirement and prepare it for the show. In those 30 days, they did a complete overhaul of everything – body, suspension, engine, electrical, brakes... We saw (and heard) it at the convention; it was awesome. In one of those “found in a field” articles, Jeff Barrett told the story of the Greenbrier that had been the mobile studio for WWNC, a radio station in North Carolina. It served the station from 1962 to 1969 and then was sold to a local painter. When it suffered a mechanical breakdown in 1971, it was unceremoniously parked in a field. Unfortunately it had rotted beyond restoration, but it still showed its history with the station logos and many of the electronic equipment brackets still in place. The *CORSA Classified* was down to just two pages – three columns of cars for sale and another three of parts and services.

Tech Topics

Jim Simpson

Replacing Pushrod Tube O-rings? Or are you overhauling an engine? This would be a good time to make sure the insides of those pushrod tubes are clean and shiny. Did you know that a 12 gauge shotgun brush is just the right size to scrub out those tubes? Just add some carburetor cleaner and scrub away. And if you don't already have the appropriate shotgun cleaning brush handy, consider buying a “Universal Gun Cleaning Kit”;

they typically have brushes ranging from 0.177” on up to 12 gauge so you can use them to clean oil galleries and other passages in the engine. (Based upon a tip from Lewis Graham Jr., Dec 1987 *CORSA Communiqué*.)

Racing Stripes Anyone? If you’ve ever tried to do this, you’ll know just how hard it is to get them straight and even as they go over the irregular surface of your Corvair. Try this tip – set up a spotlight some distance from the car in line with where you want the stripe. Put a shield a few feet in front of the spotlight to cast a shadow along the line you want the stripe and apply masking tape accordingly. (Based upon a tip from Vaun Hamlin, Dec 1987 *Corsa Communiqué*.)

Vair Vendor

For Sale: 1965 Corvair Corsa Coupe, 140 hp, 4-speed. Yellow with black interior. This car belonged to a former Group Corvair member and has been parked in a dry garage for about the last 27 years. It was running when parked; the odometer indicates 63,779 miles on the car. There is paperwork that indicates that the engine was replaced at one time; the block is a “RM” code (Monza/500 140 hp manual transmission) vs. the “RB” Corsa 140 hp manual transmission engine. The engine can be turned by hand. The interior is in generally decent condition although the side of the driver’s seat has been patched with tape. The body has some rust in the usual places but it is not excessive; the floors and trunk seem to be in good condition. There has been some sheet metal damage that appears to be relatively easy to straighten out. The car will need a brake overhaul, tires and a cleaning of the fuel system in order to make it run. Overall this Corsa appears to be a sound basis for a restoration. Asking \$2,250. Please contact the owner at ldgray1@yahoo.com for more information.



For Sale: 1963 Monza Coupe. Low mileage – 40,555 miles at the moment. White with blue interior. Asking \$6,500, will consider most things as part of a trade. Kenneth Stone, 301-370-5824, Dayton, MD.



For Sale: Convertible Rear Window replacement. This is the 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. Please make me an offer! Jim Simpson, simpsonj@verizon.net, 240-232-2820

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 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.

These are "QRC" links to the CORSA web site. Clip them out and post them where people with smart phones can image them and connect to CORSA.





The 1968 Molzon Corvair.

A one-off by GM designer Bill Molzon; he built it as a mid-engine car using a Porsche transaxle to handle the engine reverse rotation problem. For details, see:

<https://www.hemmings.com/blog/2017/12/07/the-corvair-sport-coupe-that-never-was-the-1968-molzon-corvair/?refer=news>