



Group Corvair Comments

GROUP CORVAIR'S NEWSLETTER FOR THE NATIONAL CAPITAL AREA



MERRY CHRISTMAS AND HAPPY NEW YEAR FROM GROUP CORVAIR!

VOLUME XLVI, No. 12

December 2018



Group Corvair Holiday Dinner Meeting Hemingway's Restaurant overlooking the Bay

Annual Dues are due! Group Corvair dues are \$12/year, payable in January. Please send your checks to the Treasurer (Jim Simpson, 3845 Wayson Road, Davidsonville, MD 21035), made out to Group Corvair.

CALENDAR OF COMING EVENTS

January 2019

15 – **Group Corvair Regular Meeting**, 7 p.m. We're going back to the Beijing of Greenbelt restaurant for the first meeting of the New Year. The address is 131 Centerway, Greenbelt, MD. We'll follow the 7 p.m. dinner

by a business/planning meeting. Come to the meeting so you can help select the location of the next meeting!

February

19 – **Group Corvair Regular Meeting**, 7 p.m. Location is TBD; we'll pick a place at the January meeting.

GROUP CORVAIR 2018 OFFICERS and Points of Contact

President: Bob Hall

4612 Franklin St., Kensington, MD 21037
301-493-8405 HallGrenn@aol.com

Vice President: Barbara Torbert

5317 Crittenden Street Hyattsville, MD 20781
301- 927-6029 barbara.torbert@hotmail.com

Secretary: Marolyn Simpson

3845 Wayson Road Davidsonville, MD 21035
301- 262-0978 or 240-232-2820
m.simpson7@verizon.net

Treasurer: Jim Simpson

3845 Wayson Road Davidsonville, MD 21035
301-262-0978 or 240-232-2820 simpsonj@verizon.net

Newsletter Editor: Jim Simpson

3845 Wayson Road Davidsonville, MD 21035
301 262-0978 or 240-232-2820 simpsonj@verizon.net

Merchandise: Gus Torbert

5317 Crittenden Street Hyattsville, MD 20781
301-927-6029 barbara.torbert@hotmail.com

Minutes of the November & December Meetings

Marolyn Simpson

November: On November 20 nine members of Group Corvair and two guests met at 7:00 at the Bowie Old Towne Grill for our regular November meeting and group dinner. There were two guests, Ray and Carolyn Zeisset from Lincoln, NE, who are the sister and brother-in-law of Marolyn Simpson.

Bob Hall, president, called the business meeting to order at 8:30. Minutes from the last meeting were approved as they appeared in the newsletter. Jim Simpson gave the treasurer's report. There were no expenses or income during the last month. From old business, we still need to add at least one more signator on the club bank account. There was no correspondence during the last month except for several emailed newsletters.

There was a motion by Gus Torbert to subsidize each attendee's meal by \$10 at the holiday dinner/meeting at Hemingway's Restaurant on Sunday, December 9. Jerry Yates seconded the motion. It was passed unanimously.

Jerry proposed having a tech session in his garage to see if we could repair the driver's side window on his Corvair – it was sticking and very hard to move either up or down. No date was set at the meeting. [Note: The date of Friday, November 30 starting about 11:00 was later chosen for the tech session.]

A reminder of the December holiday dinner/meeting will be sent out via email. The December newsletter will be sent out later.

The location of the February meeting will be discussed at the December meeting. A couple of possibilities are a Mediterranean restaurant and Gus's Fried Chicken in Greenbelt. (?)

A couple of tech items were discussed. Clark's has a decal that can be put on a white oil filter to make it look like the original filter. Jim has tried it and said it works well. Bob has considered buying a case of transmission oil GL4. If enough people are interested he will order it.

The meeting was adjourned at 8:55.

December: The annual Group Corvair holiday meeting and dinner was held at 3:00 on Sunday, December 9 at Hemingway's Restaurant in Stevensville, MD. The restaurant is just on the other side of the Chesapeake Bay Bridge with great views of the bay and the bridge. There were 14 members present including two new members: Michael Coale, and Byron LaMotte. We welcome them into the club and hope to see them at future events.

Bob Hall called the meeting to order at 4:45. Jim Simpson gave the treasurer's report. There were no expenses and there was no income since the last meeting. However, several members paid their 2019 dues at the meeting which

will be reflected in next month's treasurer's report. Jim had gone to Bank of America to check on putting additional signatories on our account. We will probably add two more people: Bob Hall, president; and Barbara Torbert, vice president. Those folks will meet at the bank to sign the paper work and also bring a club newsletter. While talking with the bank official, Jim learned that the club account with Bank of America has been open since 1969.

At the December meeting we vote on the club officers for the coming year. Barbara made a motion that we keep the same slate of officers who are currently serving. Rob Neighbour seconded it. The motion passed. The officers are Bob Hall, president; Barbara Torbert, vice president; Marolyn Simpson, secretary; and Jim Simpson, treasurer.

Bob made a motion to meet at Beijing of Greenbelt for our January 15 meeting. Rob seconded it. The motion passed.

There may be another tech session in the near future. The window on Jerry's car is sticking again.

The meeting was adjourned at 5:10.

The President's Column

Bob Hall

The Group Corvair annual holiday meal was at Hemingway's Restaurant on Kent Island Sunday December 9th with 14 members (including two new ones, Mike Coale and Byron LaMotte) attending. Rob Neighbour arranged our reservation with the restaurant and they held 12 places at a long table for us which the restaurant was happy to expand to accommodate our new members. Though it was a cloudy, chilly day at least the snow storm stopped about 50 miles south of our location and the view of the Bay Bridge with headlights coming and red taillights going helped balance the gray weather. There was much discussion about our favorite cars both before and during dinner after which we had our December meeting.

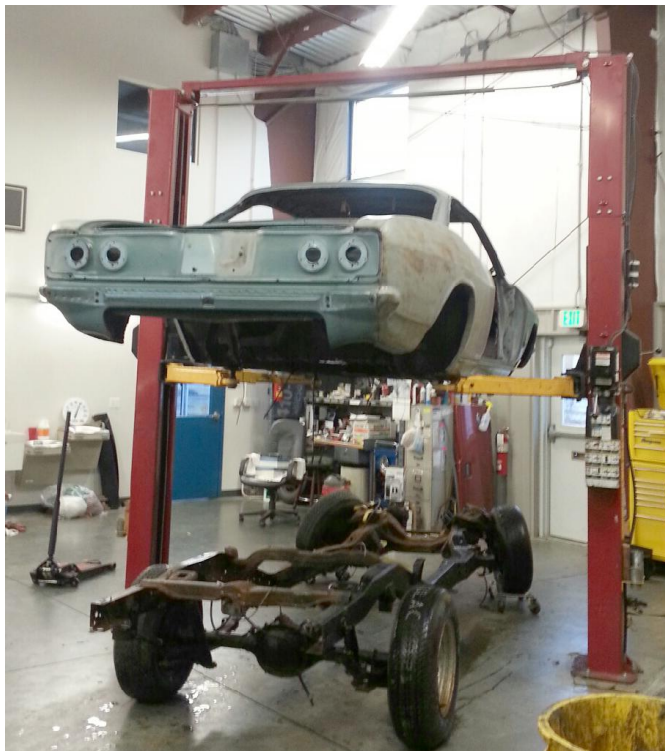
Byron LaMotte has a beautiful 1966 Corsa based Fitch Sprint that he had obtained new from John Fitch. (When you meet him, ask him to tell you about how he sold and later recovered the car!)



Byron LaMotte and his '66 Fitch Sprint

He drove it to the dinner where he hoped to see other Corvairs; we'll try to accommodate him with a few of the cars owned by other club members at future meetings.

Mike Coale bought his first Corvair when he was 13 and has been involved with them for "a few decades." Mike bought my 1965 Corsa 140—poor body, but pretty good mechanicals. He is enthusiastic about driving it after he's made it more respectable. Mike also purchased the 1965 AC Monza body



Mike Coale's '65 Monza body with factory air and radio delete – restoration just beginning!



that Jim and I surveyed earlier in the fall and plans to resurrect it. If I remember correctly Mike owns seven late models one of which is his wife's beautiful 1966 convertible (the brown convertible on the previous page).

Carol and I are looking forward to another year of Group Corvair activities in 2019 and want to wish everyone a very merry Christmas, happy holidays and a happy and successful new year.

Last Month it was Brake Lights, this Month it's Windows

Jim Simpson

After solving Jerry Yates' Corvair's brake light problem, Jerry decided to test us one more time. I guess he decided that electrical problems were too easy and that we needed a good mechanical puzzle. So at the November meeting, he proposed that we try to get the driver's window to roll up and down easily. It was a bit stiff and Jerry was complaining about the extra exercise.

Bob and Carol Hall and Marolyn and I descended upon him on Friday, November 30th. (Carol and Marolyn were there to give morale support to Diana along with encouraging us to get busy and last, but not least, to dial 911 just in case.)

Somehow, I don't think Jerry really trusts us. He'd already removed the inside door panel before we arrived. I'd come prepared with a good hefty crowbar – just what you need to get those little clips out of their plastic retainers. But I didn't get to use it. But it did save some time; all the "innards" were exposed and ready for our delicate ministrations.

Bob and I confirmed just what Jerry had claimed – the window was indeed pretty stiff going both up and down. Now the question was what to do about it? Plan "A" was to get Jerry some weights so he could exercise his arm and just overpower whatever was causing the drag. That idea was put aside as too simple. Plan "B" was to dip the entire door in a vat of oil and let it sit for a while. That would have the advantage of not only lubricating everything, but also providing some extra rust proofing. But Jerry vetoed that idea; he didn't want to scratch the paint on the bolts holding the door in place. So after some head scratching, we went to plan "C".

Bob took the lead on plan "C"; after all, he'd purchased a '68 Corvair new and had to correct all the minor factory imperfections such as getting the windows to roll up and down. So



The crew standing around. (Perhaps Bob is actually working.)



Yes, this is the inside of a door.

he's an old pro at the job. His suggestion, which was to try to do some minor adjustments and lubrication, was adopted by all concerned.

If you consult the factory body shop manual you'll learn that there are "only" four bolts that adjust the position and movement of the glass. Of course two of them have two degrees of freedom – that is, they can be adjusted both laterally but also in and out. So mathematically there are six possible individual adjustments plus all the combinations of one, two, three, etc., adjustments you can make – 720 possible combinations. And of course each of the adjustments has a fairly wide range of motion which makes the total

possibilities nearly infinite! And to top that off,

there might be an actual mechanical problem such as a bad roller (there are three of them). (Does that make 3 x infinity possible fixes?)

But we Corvair owners have never let the impossible get in the way of trying to fix our cars! So Bob and Jerry dove right in. (I stood around and sort of supervised, saying important things like “you’ll need a wrench to turn that”.) We actually seemed to make some decent progress. Between a fairly liberal amount of lubricant in the tracks and some fine tuning of the adjustments, the window seemed to go up and down smoothly and easily. Even Jerry seemed to be able to work it O.K. (Of course we managed to spread our efforts out over about three hours, that way we got to have lunch while we were there. Thanks Diana!)

We called this a success and called it a day. We left Jerry to put the interior panel back in and otherwise clean up our mess. And Dianna provided Carol and Marolyn with a loaf of pumpkin bread as a reward for coming along.

UPDATE: Jerry says that the window has reverted to its old habits. It’s sticking going up and down again. We’ll have to take another look – perhaps we’ll try the “vat of oil” approach this time. (More likely we’ll actually remove the window and tracks from the door and go over everything carefully. That would give us an opportunity to change the rollers (Jerry bought a set from Clark’s) as well as clean and lubricate all the areas we couldn’t reach before.

Forty, Thirty and Twenty Years Ago This Month

Jim Simpson

We have a lot more content in this month’s *Group Corvair Comments* than we did in the December, 1978 issue. It was pretty light, consisting of a calendar, a page of ads (nine cars, including Woody Schwartz’s ’66 Corsa coupe, the 1972 CORSA National Convention concours winner being offered for \$2,500) and the directions to the upcoming Group Corvair banquet at the Marco Polo restaurant in Vienna, Va. (It cost \$7.50 to attend; I assume the club subsidized the rest.)

The *CORSA Communiqué* for December, 1978, was the fourth issue as a monthly magazine. The editor’s column noted with dismay that not only GM had recycled the Monza name, but also the Monza Spyder name on a new, non-Corvair automobile. And in an even greater heresy, Toyota had appropriated the Corsa name for a hatchback model of their front wheel drive Tercel! Heavens to Betsy, is there nothing sacred? One article was devoted to the rules of the economy run. One interesting tidbit was how to determine the amount of fuel used. If you remember back that far, gas displays were all mechanical and the fuel amount purchased was only shown to the nearest 1/10 gallon. For better accuracy, they said to use the price and calculate the amount of gas from that. Assuming gas cost \$1.00/gallon back then, then a penny’s worth of gas was 1/100th of a gallon, ten times the accuracy of the pump display. (Of course now virtually all pumps are digital and have 1/1000th gallon resolution.) There were relatively few cars for sale – just two pages – but lots of parts to compensate.

A decade later, the December 1988 *Group Corvair Comments* had a bit more content. John Moody had contributed a tech article that is still relevant today: “The All-Important Black Wire”. In case you haven’t heard of it, it’s the wire that connects between the ignition coil and the distributor. It is flexed by the movement of the vacuum advance and the internal copper wire can break just inside the point where it enters the distributor. When it does break, it can strand you by the side of the road at a most inconvenient time. It’s cheap and easy to replace. We only had one car for sale, a ’65 Monza coupe that had a complete body restoration. No engine, but it did have a ’66 4-speed transaxle.

The only mention of Yenko Stingers in the December 1988 *CORSA Communiqué* was in the letters to the editor complementing them on the previous two issues. There were some pretty decent tech articles; Seth Emerson described improving the late model shifter, Larry Claypool continued his “Stock Is” series as well as contributing instructions on how to install a relay to power a high volume heater fan. In the CORSA Classified section, there were a couple of pages of cars for sale, about equally split between early and late models. The most exotic car available was a mid-engine Crown conversion with a Z-28 302 cu. in. V8.

Two decades ago, the December 1998 edition of *Group Corvair Comments* included a ballot for the 1999 club officers. We’ve since dispensed with that having had very few people return them. Instead we hold the election at the December meeting. I had a column in which I discussed winterizing your Corvair. Pretty simple, just switch the air recirculation plate on a late model or bend the corresponding flap on an early. But checking tire pressures, lights and windshield wiper blades (and washer if so equipped) was also important. Our holiday banquet was going to be at

the 94th Aero Squadron restaurant (now closed) in College Park. Among the four cars and parts for sale was a complete early model air conditioning package, including a '64 110 hp a/c engine.

In the last issue of the *CORSA Communiqué* (December) of 1998, Smitty Smith wrote about his adventure driving his Corvair station wagon – hauling a camper – from Norfolk, Va to Alaska and back with a stopover at the CORSA Convention in St. Louis. It didn't go completely smoothly – some ignition problems, an over-filled powerglide transmission, clogged fuel filters, a front suspension ball joint coming loose and a blown tire – but they made it and even ran in the convention autocross. (He averaged 16.2 mpg for the trip with the heavily loaded wagon and trailer.) In the CORSA Classifieds the number of cars for sale continued to shrink with slightly more late models than early.

Vair Vendor

For Sale: '64 Corvair Dune Buggy. New lower price. It has a Maryland title and “Street Rod” tags as a '64 Corvair. Asking \$3,900 or an offer I can live with?? Bob Lewis, 301-246-4278, Nanjemoy, MD. For Sale Dune



Buggy Built in 2009, Street Legal tagged as a 1964 Corvair has Street Rod tags. Never been off road, street driven only. Specs: 1964 Corvair 110 HP Engine, Automatic transmission. Front and Rear Suspension are 1964 Corvair. The frame is square steel tubing factory built for complete running gear from a Corvair and was probably built in the early 60's by Devin of El Monte Calif. Tires are 13" on front and 14" on rear with only have 600 miles on them. Fiberglass body was new old-stock, a Berry Mini "T" 2 built in California by Berry in late 1960 / 70's. I have only driven it about 600 miles, it's fun to drive.

For Sale: Price Reduction! 1965 Corvair Corsa Coupe, 140 hp, 4-speed. Yellow with black interior. This car has been parked in a dry garage for about the last 27 years. Running when parked, 63,779 miles on the car. The engine was replaced at one time with a “RM” code (Monza/500) 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 at least 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 \$1,800.** Please contact the owner at ldgray1@yahoo.com for



more information.



*You can
take it
with you*



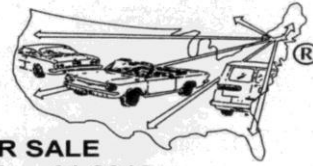
Over half a ton of it, if you wish, and that's only part of the beauty of a Chevrolet El Camino. Along with the capabilities of a light-duty truck, you get sleek '66 Chevelle styling and a lap-of-luxury interior you can make as lush as you like . . . plus all the riding comfort and handling ease you could ask for. And you can ask for just about anything going in the way of equipment to make your El Camino exactly *your* cup of tea.

Pick your power from two sixes and five V8's ranging up to the 360-hp 396. Deliver it via 3-speed, overdrive, 4-speed or Powerglide transmission. Add Positraction rear axle, extra-firm suspension, quick-ratio power steering, power brakes, etc. Inside, too, indulge yourself with bucket seats, floor shift console, air conditioning, power windows, Comfortilt steering wheel and what have you. What you'll have will be a personal pickup *par excellence*, a swinging two-seater that's really YOU! Your Chevrolet dealer would like to discuss it with you, soon. . . . Chevrolet Division of General Motors, Detroit, Michigan.

EL CAMINO BY CHEVROLET

Note the Corvairs in the background! Upper Marlboro Race Track perhaps?

Clark's Corvair Parts®
400 Mohawk Trail, Shelburne Falls, MA 01370
413-625-9776 FAX: 413-625-8498
www.corvair.com email: clarks@corvair.com



CLARK'S 45th ANNIVERSARY SUPER SALE
This sale goes from January 20 - December 31, 2018.

Sale prices for all items are on the internet order site.
Page numbers refer to the 2013-18 catalog unless otherwise noted.

The 2018 Supplement is on our website. For those who would like a printed version,
you can request one with your parts order.



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