



Group Corvair Comments

GROUP CORVAIR'S NEWSLETTER FOR THE NATIONAL CAPITAL AREA



VOLUME XLVII, No. 3

March 2019



Byron LaMotte's "Super Spyder"

CALENDAR OF COMING EVENTS

March

19 – **Group Corvair Regular Meeting**, 7 p.m. This is going to be a new location for us; we're going to meet at the Cedars of Lebanon, 103 Centerway, Greenbelt, MD. The Cedars of Lebanon is at the far end of the first building in the Greenbelt shopping center. Several of the club members tried it out and it seems like a decent place to both meet and eat. See you there.

22 – AACA Museum "Car Club Open House, 6 – 9 p.m., 161 Museum Dr., Hershey, PA. Hor d'Oeuvres and light refreshments.

22-23 – 49th Annual Sugarloaf Mountain Region AACA In/Outdoor collector car parts and swap meet, Carroll County Agricultural Center, Westminster, MD. \$2 admission.

April

6-7 – Bretton Woods Car Show, Sale & Swap Meet. Free, 15700 River Road, Germantown, MD.

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

24 – 28 – Spring Carlisle

26 – 28 – Virginia Vair Fair, Best Western Hotel Leesburg, 776 East Market St; phone 703-777-9400. If you plan to stay at the hotel, ask for the VairFair rates; the hotel includes a “real hot breakfast”. Here’s a link to their website: www.vairfair.com You can register on-line or use the form attached to this newsletter.

May

14 – Last Corvair rolled off the assembly line this date in 1969 at Willow Run.

15 – 19 – Vintage Racing Group Jefferson 500 racing at Summit Point. My sources tell me that Dave Edsinger and Chuck Sadek will be running their Yenke Stingers.

17 - 19 – Corvair Museum 2nd annual open house, Decatur, IL.

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

June

16 – Sully Plantation Car Show. VA Rt-28, across from Dulles International Airport.

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

July

23 – 27 – CORSA International Convention, Pheasant Run Resort, 4051 E. Main St., St. Charles, IL

August

3 – Pleasant Valley Car Show, Rohrersville Road Fire Station. They include a Corvair class.

GROUP CORVAIR 2019 OFFICERS and Points of Contact

President: Bob Hall
4612 Franklin St., Kensington, MD 21037
301-493-8405 HallGreenn@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

From the Oval Garage

Bob Hall

Spring has sprung in our driveway and even though there was snow on the ground this morning. I pulled the battery from the Greenbrier, put it on the smart charger and checked the '68 Monza under its car cover. I began the restoration of the west coast mirrors for the 'Brier by disassembling them completely (despite using much care I still managed to break one of the mirrors). The paint stripping is underway and I hope to resurrect all the lightly rusted pieces with naval jelly.

I was happy to learn that the Virginia Corvair clubs are moving ahead with their annual show at the end of April. The details should be available soon. It will be in Leesburg again so I hope to drive the Greenbrier via White's Ferry and to see some of Group Corvair's member cars there. Old Leesburg is a nice town and Carol and I enjoy visiting the

shops after seeing all of the great cars at the show. The Virginia clubs have some of the most experienced members on the east coast and it is always interesting to see what they have done to their cars.

As a reminder, please think about submitting an article to Jim for our newsletter. Your ideas, tips and stories will be welcome and may help someone with less experience solve a problem with their cars or inspire them to push ahead with a dormant project. We all benefit from our shared adventures—so share yours.

Minutes of the February Meeting

Marolyn Simpson

A wintery mix was forecast for late Tuesday evening, February 19, so the turnout at the meeting was low. Five members met at the Beijing of Greenbelt restaurant at 7:00 for dinner. To help keep the meeting short we placed our orders and then started the meeting while we waited for the food to arrive.

Jim Simpson gave the treasurer's report -- no expenses and no income during the last month.

We attended to the important business first; we decided that our next meeting (March 19) will be at the Cedars of Lebanon, a Mediterranean themed restaurant, just down the street from the Beijing of Greenbelt where we were currently meeting.

While we were enjoying our family style Chinese dinner we discussed a variety of Corvair topics including the recent sales prices. As everyone is probably well aware now, a Yenko Stinger (YS-074) was sold at auction for \$220,000. Assume a buyer's fee of 10% (it varies with the auction), that would be \$242,000 plus any sales taxes, etc.! We all started calculating how much our own Corvairs must be worth based upon that figure.

Barbara Torbert passed around some pictures of vintage Group Corvair gatherings. Several of the pictures were of a parade – most likely the Greenbelt Memorial Day parade – but most of them were taken at the July 1985 Not-Quite-Fourth-of-July picnic at Al and Peggy Harris's house in Manassas, VA.

There was an announcement that club members are invited to attend a car club open house at the AACA museum in Hershey, PA, on Friday, March 22 from 6:00 to 9:00. There will be hors-d'oeuvres and light refreshments. The museum has since announced that there was a special room rate at a nearby motel for those of you who want to stay over after the open house.

The meeting was adjourned at 8:15. Note: We did get out before the bad weather arrived.

Corvairs in the News

Bob Winokur pointed out this article in the Hargerty classic car insurance newsletter:

https://www.hagerty.com/articles-videos/articles/2019/02/08/favorite-4-doors-from-hagerty-forum?utm_source=SFMC&utm_medium=email&utm_content=Daily_News_Friday_February_12

As the link suggests, Haggerty compiled a list of the best four-door cars as ranked by the readers. Two Chevrolets made it; the 1955 Bel Air and the 1965 – 1967 Corvair Sport Sedan. (The four doors were discontinued after 1967.) Why Hargerty didn't use color photos for the Corvair, I have no idea. But even in B&W, it's a beautiful car.

I've always found it amazing how the slightly different roofline of the late-model Sport Sedan gives it an elegant and formal look while still preserving the sportiness of the two-door coupes. If you want one, you'd better start looking soon. They didn't make all that many of them (about 29% of all Corvair production in '65 – '67) and since they were "family cars" that were generally worn out quickly and then disposed of, there aren't a lot around anymore.

Cars in the Club

Jim Simpson

The front cover photo in this month's newsletter is the first of an occasional article on Corvairs owned by our members. This month's focus will be on Bryon LaMotte's 1964 "Super Spider". This is a one-off, custom 1964 Corvair. The wheelbase has been shortened by 15" and the windshield cut down by 5". It's powered by a customized 4-carb, 140 hp engine.



It incorporates elements that were first shown on the '61 Corvair Sebring Spyder. Note the headrest fairings -- fabricated from steel -- and the split front and rear bumpers from the Sebring Spyder. The real wire wheels really look great. And adding a touch from the top-of-the line Chevrolets -- think '65 Impala -- are the triple tail lights on each side. Capping it all off is the Australian Redback Spider, safely entombed in plastic, gear shift knob. (Nice touch -- the Australian Redback Spider is highly venomous and is a close relative of the US Black Widow Spider.)

Tech Topics

Do you need some heat shrink tubing? Perhaps you need to fix a leaky powerglide cable or want to insulate and seal an electrical connection, then you do need some heat shrink tubing. In case you've never used it in the past, heat shrink tubing is plastic tubing that when heated shrinks to a fraction of its original size. It comes in a variety of colors, including clear, and sizes as well as chemical and temperature resistances. And some even have an adhesive lining that melts and seals when heated which makes it particularly good for sealing. (You can get heat shrink tubing from a number of places such as Home Depot, Lowes and Harbor Freight, but this is just "generic" heat shrink tubing.) If you want the "good stuff" try this site: www.prowire.com. While none of these are designed for continuous exposure to solvents, the DSG CPA-100 adhesive lined tubing bonds to rubber, most plastics, and metal and would seem to be the best for sealing something like a leaking powerglide shift cable. If you decide to buy some, check the tables to make sure that the "expanded" size will fit over any fittings that it has to clear and that the "recovered" size is at least as small as the thing you are trying to seal or protect. *Jim Simpson, Group Corvair*

Forty, Thirty and Twenty Years Ago This Month

Jim Simpson

I'm still missing the March, 1979 issue of the *Group Corvair Comments* (not to mention the June, August, September and October issues as well) so much of Group Corvair's activities in 1979 have been lost in the mists of time.

Moving on to the March, 1979 issue of the *CORSA Communiqué*, other than the routine club news, this issue was mostly focused on tech topics. David Humphrey contributed an informative article on the three predominant V8 conversions for the Corvair. If you are interested in a V8, you might check this article. Dave Newell wrote about the development of the special "low profile" 13" tires for the Corvair. The rest of the tech topics were short articles that have pretty much made it into the "common knowledge" category for Corvair owners. There was a short article – and two page center spread photo – of the 1963 Bertone Corvair "Testudo". This is a one-off Italian design based upon the Corvair with many similarities to the Corvair GT. Unfortunately it never made it to production. (It was sold by Sotheby's at auction in 2011 for 336,000 Euros (roughly \$400,000) after being restored and shown at Pebble Beach.) For considerably less -- \$3,800 to be exact – you could have bought Yenko Stinger YS-042 in the CORSA Classified. If only you'd known what it might have sold for today!

The big news in the March 1989 issue of the *Group Corvair Comments* was that all early-model Corvairs were now eligible for "antique" license plates in Virginia. We reprinted a two page article from *AutoWeek* describing the virtues and ultimate demise of the late-model Corvair. They said that was perhaps the best light-weight sport sedan for the money. There was a potpourri of tech tips ranging from simple ways to bleed brakes to tips on the normally simple job of changing spark plugs. The 'Vair Vendor had seven cars offered ranging from a '65 Sport Sedan (for parts cheap!) to a mid-engine V8 conversion (\$2,000)

The March 1989 *CORSA Communiqué* had a veritable avalanche of letters to the editor regarding Larry Claypool's "Stock Is" series. There had been a letter in the January issue complaining that a tech topic article the author had submitted hadn't been published and suggested that the "Stock Is" series could be eliminated and space made for more "how to modify" articles. To put it mildly, the CORSA readership disagreed. The San Diego Corvair Club wrote about their relations with the San Diego Automotive Museum. They were contributing a cutaway turbo engine to the museum. (A quick check of the museum's web site did not show any Corvairs in the collection, but in spite of that, they have a pretty wide selection of vehicles.) Tech Topics consisted of two articles – a continuation of Dick Spring's series on body work and paints and Larry Claypool's "Stock Is" series. Nothing special popped up in the CORSA Classifieds; plenty of cars, but no bargain Yenkos and only one late Sport Sedan (a '66 with 44k miles for \$2,500).

Twenty years ago, the March 1999 edition of *Group Corvair Comments* seems to be our first serious attempt at publishing photos. Black and white, of course, reproduced on a Xerox machine, but 10 photos none-the-less. The "From the Oval Garage" column had my ramblings about the miserable winter weather and a long diatribe on wishful thinking involving engine oil additives and leaded gasoline. In the Vair Vendor, three out of the four cars for sale were four-doors (a '63, '64 and '65). The odd one out was a '63 Spyder coupe with bad floors and some body rust.

The March 1999 *CORSA Communiqué* cover featured Russ Thuleen's '66 Monza in front of the Fremont Street Experience in downtown Las Vegas. This was followed up with a letter to the editor with a word of warning concerning traveling in Nevada. Once you get outside of the Las Vegas and Reno/Carson City area, it is a not very populous state. That translates to not a lot of places to buy gasoline or get drinking water once you wander off I-80. Even major highways such as US Rt-50 are not heavily traveled and even small towns can be 50 miles apart. If you recall in the last Group Corvair newsletter, there was a mention of a *Hemmings Motor News* article on the last Corvair, # 6000? In something of a coincidence, there was a letter from Joe Casey, the production manager at Willow Run during the assembly of the final Corvairs. He reported that # 5999 was a basket case with so many parts missing when it came off the line that they had to wait a couple weeks for parts to complete it. On the other hand, they were hoarding parts for # 6000 so they could make it run for the big press show as it came off the line. Dave Kessler wrote of his and Larry Shapiro's experience in providing a Corvair for an episode of the TV series "Home Improvement". Under Tech Topics, there were several good articles on strut rod replacement, bump steer, break-in oil (identical to regular oil!) and more. Closing the issue were the ads; very few early but some nice late models. Nothing exotic though.

Vair Vendor

For Sale: Four quarts of Amsoil synthetic GL4 gear oil at \$18/quart. (You need four quarts for a complete fill of a Corvair manual transmission and differential.) This is the correct gear oil for our Corvair transaxles with “yellow metal” (brass) synchronizers. Bob Hall, hallgrenn@aol.com , 301-213-9852.

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.

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 also a chapter of the Corvair Society of America (CORSA), P.O. Box 86, Maple Plain, MN 55359, phone 630-403-5010, website: www.corvair.org CORSA memberships are available at various levels with corresponding dues. As a member, you will receive the CORSA Communiqué and be eligible to attend all CORSA national events, including the annual convention.



Front Cover: Monza Sport Coupe above: Monza Convertible

THE RUGGED, RELIABLE, THRIFTY CORVAIR... STILL AMERICA'S ONLY REAR ENGINE CAR

Here's the new 1969 Corvair, the car that has a little something for everybody and a great deal more for those who appreciate proven durability, practicality and economy. America has never produced anything like it.

And the nimble, road-sure Corvair offers even more good things for 1969. Among them: two new front seat head restraints, new more comfortable bucket seats in Monza models and a big, handsome new array of colors, inside and out.

Corvair owners have come to love its rear-engine traction and stability along with the smart performance of its thrifty air-cooled sixes. Small wonder Corvair has such a devoted following. Drive it and see why.

Page 2 of the 1969 Corvair Brochure



40th Annual Virginia Vair Fair



26-28 April 2019 in Leesburg, Virginia

Best Western Leesburg Hotel & Conference Center, 726 East Market Street • Leesburg, VA 20176
(703) 777-9400 ext. 303 • FAX (703) 777-553

NORTHERN VIRGINIA CORVAIRS - CORSA CHAPTER 220

Event Pre-Registration (Ends 4/20/2019)

Please complete the form below and mail, along with your check, to: A. J. Paluska, Jr, 6839 Brimstone Lane, Fairfax Station VA 22039-1850, (202) 322-2001, ajjr13@earthlink.net.

(Please make check payable to the NVCC or use PayPal: VFReg)

Pre-Registration \$60 per family (\$69 at show)

Entitles you to participate in all or any of the following activities, plus one T-shirt (Specify size _____) and the Hospitality Suite, Pizza Party, People's Choice, Model Car Show, Corvair Games, Video Racing Games, and Poker Run.

Vendor outdoor space \$10 per space (\$15 at show).....

Outdoor spaces are roughly 8'x15' or one parking space.

Vendor indoor space \$20 per vendor (\$30 at show).....

Awards will be presented Saturday evening at the hotel after dinner.

Additional 2019 Vair Fair Shirts are available at the following prices:

T-shirts: \$15 each (\$18 at the show).....

Indicate quantity of: MED _____ LG _____ XL _____ 2XL _____ 3XL _____

Sweat Shirts: \$35 each (Preorder Only).....

Indicate quantity of: MED _____ LG _____ XL _____ 2XL _____ 3XL _____

TOTAL ENCLOSED: _____

The People's Choice Show will include the following seven classes as follows: Early Open, Early Closed, Late Open, Late Closed, Forward Control, Work in Progress (a.k.a. "Beater"), 1969 Corvairs

On the lines-below please specify the year, model, and license plate number of each car you plan to enter, as well as the appropriate class you plan to compete in. Use additional paper if you plan to enter more than two cars.

| Entry | Year | Model | License Plate | Class |
|-------|------|-------|---------------|-------|
| 1 | | | | |
| 2 | | | | |

Name: _____

Address: _____

City, State, Zip Code _____

Phone Number: () _____ CORSA Chapter: _____

Please indicate the number needed and names for 2019 Vair Fair Name tags: _____

Lets us know your interests for other area attractions so we can attempt to provide some information along with your registration packet at the Vair Fair (i.e., malls, Washington D.C. attractions, kid's amusements, etc.