



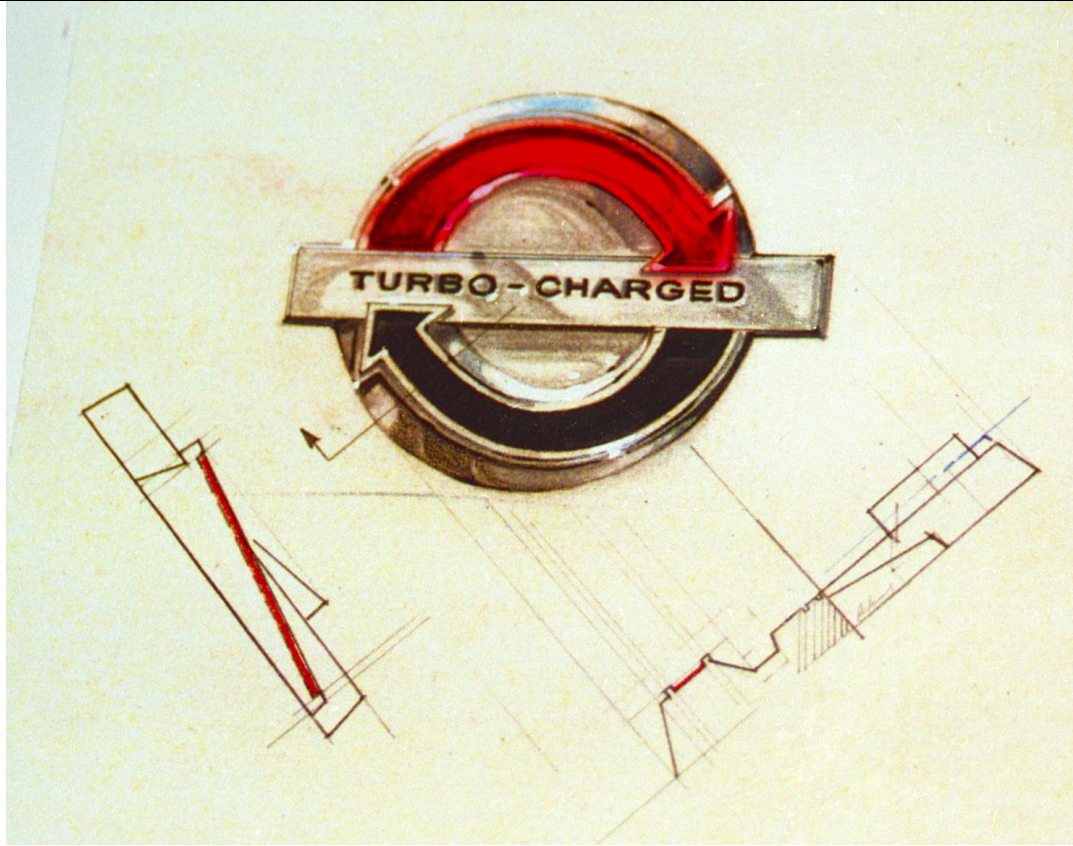
Group Corvair Comments

GROUP CORVAIR'S NEWSLETTER FOR THE NATIONAL CAPITAL AREA



VOLUME XLVII, No. 4

April 2019



Early Design Sketch for the 1966 Turbocharged Engine Deck Emblem

CALENDAR OF COMING EVENTS

April

16 – **Group Corvair Regular Meeting**, 7 p.m. It's Italian this month! We're going back to Fratelli Italian Restaurant, 5820 Landover Road., Hyattsville, MD. This is the old Howard Johnson's. 7 p.m.!

20 – Asphalt Angels Spring Car Show, 9 a.m. – 3 p.m., Chili's parking lot, 16401 Heritage Blvd, Bowie, MD. \$20 registration fee. For info call Jim, 202-308-6385. Rain date 4/28.

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.

27 – 6th Annual FAA Alumni Car, Truck & Tractor show, 10 a.m. – 2:30 p.m., Green Turtle parking lot, 3212 Solomon's Island Rd., Edgewater, MD. \$20 registration, dash plaques to the first 100, info: 443-883-6425.

May

4 – Annual Spring Fling, Western Tire & Auto, Stevensville, MD, 9 a.m. – 1 p.m., \$10 registration (\$2 off for people who have to cross the Bay Bridge.) Info: 410-643-5572.

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 Yenko Stingers.

16 – 29th Annual Cruisin' Ocean City. www.cruisinoceancity.com

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

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

June

9 – 9th Annual Car, Truck & Bike show, 10 a.m. – 3 p.m., Harry Cooper VFW Post 160, 2597 Dorsey Rd., Glen Burnie, MD. Info: 443-520-3585.

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

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

21 – 22 – Carlisle Chevrolet Nationals. 1000 Bryn Mawr Rd., Carlisle, PA. Daily admission \$10, both days \$15.

30 – Second Annual Chrome Run Car Show, hosted by the Bowie Baysox & Asphalt Angels, Bowie Baysox Stadium, 4101 Crain Hwy, Bowie, MD. Register at [ww.baysoxshop.com/special events](http://ww.baysoxshop.com/special%20events). \$25 per car includes 1 ticket to game; \$10 each additional game ticket.

July

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

28 – Asphalt Angels Summer Sizzler, Chili's Parking Lot, 9 a.m. – 3 p.m., 16401 Heritage Blvd, Bowie, MD. \$20 registration fee. Info call Jim: 202-308-6385. (Rain or shine.)

August

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

11 – Car & Bike Show, Sons of the American Legion Post 160 and Bombers Car Club. 9 a.m. – 3 p.m., 2 Main St, Laurel, MD. \$20 registration, Info: 443-336-3700.

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From the Oval Garage

Bob Hall

Next month marks 50 years since the last Corvair was built and still thousands are registered around the world. The fact that our cars are still an affordable collectible car should continue to help their popularity and give us plenty of opportunity to continue to advise and assist new club members with Ed Cole's (and others) creation. Phil Richardson and his wife have come a long way with their 1969 white 500 so I hope we see it at an upcoming show.

At a Cars and Coffee event at Montgomery Mall a week ago I got nothing but positive comments when I said I owned Corvairs—and this from owners of a beautiful Mercedes 300SL, an Acura NSX and the owner of a beautiful 1955 Chevy Bel Air among others. The weekly show is from 8:00 am until 10:00 am every Saturday and well worth a visit—last week there was everything from a Honda Beat car (Japanese Kei car market and apparently old enough to legally



register in Maryland) to a beautifully done Batmobile replica.

Gus and Barbara Torbert have recommended Cambridge as a destination for an April Group Corvair outing. Carol and I have been researching the town based on the info Barbara provided and it will be on the agenda for discussion at our April Group Corvair meeting 7:00 pm the 16th at Fratelli's (5820 Landover Road, Hyattsville). BTW, as an incentive to attend, there will be a (no cost) 50/50 raffle for an AC PH4 (blue) oil filter. We hope to see you there.

Minutes of the March Meeting

Marolyn Simpson

On March 19, 10 Group Corvair members met at 7:00 at the Cedars of Lebanon restaurant in Greenbelt for dinner followed by the business meeting.

Bob Hall called the meeting to order at 7:50. Jim Simpson gave the treasurer's report: no new income or expenses. There were no corrections to the minutes from the last meeting and they were approved.

There was a proposal to amend the club by-laws to bring them up to date but specifically so the president, vice president, and treasurer can have signatory privileges to the bank account. Jim Simpson will submit a draft by the next meeting.

A few days before the meeting Jim received a phone call from Catherin Federliene, the late Ben and Marcella Petree's daughter. She just called to keep in touch with the club. Jim said he would send her a copy of the latest newsletter.

The next topic was about upcoming car shows in the area. Jerry Yates said there would be a Crescent Wine & Spirits show at the Marketplace shopping center in Bowie on March 31. Jerry mentioned several other shows coming up in the next month. April 20 is the Asphalt Angels Spring show at the Chili's parking lot in Bowie; April 27 is the Southern High FAA show at the Green Turtle in Edgewater; and on April 28 is the Chesapeake Classic Car Club at Talbot County Community Center in Easton. Bob Hall mentioned a Kensington show on May 5; he will get more information to the members soon.

Other Corvair events coming up that are not in the immediate area are a Corsa sanctioned show in Decatur, IL on May 18 and the Chevy nationals at Carlisle on June 22. [Note: Check the newsletter for more details.]

Other announcements: Rob Neighbour has a set of four tires for free. Mike Coale, a Group Corvair member, bought the yellow Corvair that has been advertised in the newsletter for several months.

Several members are planning to attend the Virginia Vair Fair that will be in Leesburg this year.

Bob Hall proposed an outing before the end of March to the Udvar-Hazy Air and Space Museum to see a movie followed by dinner. He will do more research on dates and times and get that information out to the members.

Barbara Torbert brought up a possible cruise on the Chop Tank stern wheeler. The cruise begins in Cambridge on the eastern shore. No date was set. Watch the newsletter for more information.

Jim related his experience of getting his Corsa back on the road after a winter project of rebuilding the turbocharger. Jerry followed up with his winter project story and getting his car back on the road.

The April 16 meeting will be at Fratelli's restaurant in Hyattsville.

The meeting was adjourned at 8:50.

Group Corvair at the Movies

Jim Simpson

At the last meeting, Bob offered to set up a trip to the movies, specifically to the IMAX Theater at the Udvar-Hazy Smithsonian Air & Space museum near Dulles airport. Bob did the research and put out an invitation for club members to go. Marolyn and I took him up on the offer; unfortunately no one else in the club was able to make it. The movie we chose – Apollo 11 – shared little with the Corvair other than the time in history. But the movie was great. It was a pure documentary, made from film shot during the Apollo program. Apparently NASA had arranged for what was then large frame, high definition filming to be done during the Apollo program with some thought to making a documentary. Well that didn't happen at the time and the film sat, unviewed and virtually forgotten for decades. But as the 50th anniversary of the first lunar landing comes up, the film was rediscovered and this movie compiled. It really showed what America was (and still is) capable of when we have the national will.

Tech Topics

Have you thought about changing your Corvair's lighting to LEDs? Light Emitting Diode (LED) lights are all the rage right now. And there is good reason for that. Compared to the standard incandescent light bulbs, LEDs require much less power for a given amount of light, are much more rugged and longer lasting and generally give much "whiter" light. There are some limitations though. LED replacement bulbs for the dash cannot be dimmed using the regular dash control; they require an auxiliary "pulse-width modulator" power controller. The original flasher may not work with replacement LED bulbs in the four turn signal housings; again, you need either a flasher designed to work with LED bulbs or LED bulbs designed to be direct replacements for the original 1157 bulbs. (These direct replacements draw extra current to simulate the original incandescent bulbs and "trick" the flasher into working.) And it seems that replacement headlights are still something of a work in progress.

But if you do want to take advantage of modern lighting technology, take a look at this month's Pikes Peak Corvair Club newsletter *The DRIP LINE*:

<http://www.corvair.org/chapters/chapter809/dripline/2019%2004%2001%20Dripline.pdf> El Halpin has a multipage article with his recommendations for bulbs to fit Corvairs. It's too long to include here, but it is worth a look. It includes a cross-reference table for all the bulbs in Corvairs except for headlights.

If you do convert to LEDs, consider replacing the turn signal flasher with a 2-prong Electronic LED-compatible turn signal flasher relay such as this one:

<http://www.memotronics.com/2-prong-electronic-led-compatible-turn-signal-flasher-relay-ef32rl-round-25-amp/>

The "2-prong" is a bit misleading; there are actually three electrical connections. Two are the prongs at the base of the flasher; the third is a ground wire which you need to connect to the car body somewhere out of the way in order to make it work. Similar (identical?) ones are available on Amazon. If you do buy one, be aware that they are polarity sensitive; you need to check that the prong marked with an "X" goes to positive (+). You might have to swap connectors on the existing flasher socket.

And if you want to be able to control the brightness of the instrument lights, I've found several versions on-line. One is a module that tucks up under the dash; search for the Auto Meter 9114 LED Lighting Dimmer. Others look like miniature volume controls; you could mount them so the knob is easily accessible.

As far as headlight replacements, I'm not sure what would be the best route. There are some replacements that look like they belong in a Sci-Fi movie. Others seem to be basically the European high intensity lights (Cibie, Hella and Marchal for instance) that we used to buy as retrofits with (usually Chinese-made) LED bulbs inserted. I have no idea of the legality and effectiveness of these headlights.

If you do a LED conversion, either headlights or others, how about letting me know how well it works. (Jim Simpson, Group Corvair)

Forty, Thirty and Twenty Years Ago This Month

Jim Simpson

Checking back through the April 1979 issue of the *Group Corvair Comments*, Group Corvair was pretty active. Not only did we have our regular business meetings scheduled, but we had a Tech Session at Roger's Chevrolet in April and we ran two championship autocrosses under the auspices of the Washington Metropolitan Sports Car Clubs. There were only three cars for sale, a '67 sedan, '62 convertible and '65 Monza.

The *CORSA Communiqué* for April 1979 had an interesting article by Bob Helt on Chevrolet Engineering's testing of larger carburetors in 1963 – 64 for the new 164 cu-in engines, including the planned four-carburetor (ultimately 140 hp) versions. The experimental 1.5" throttle bore carburetors (1.25" is stock) did provide a noticeable increase in torque (and subsequently horsepower) on the two single carb engines but not much gain on the planned four carb engines. Ultimately they decided to stay with the original 1.25" throttle bore carburetors probably to stay with a single, standard carburetor across the entire line. This *Communiqué* also had a nice one-page chronology of the Corvair that was originally published by *Special Interest Autos*, May-June 1974. According to this chronology, the roots of the Corvair can be traced to May 1952 when Ed Cole moved from Cadillac to head Chevrolet Engineering. The CORSA Classifieds were surprisingly "dull" with the exception of a selection of Corvair trucks available in Phoenix -- \$850 each, your choice of year between '61 and '64. (A restored '62 Rampside just sold at a Barrett-Jackson auction for \$77,000!)

Moving a decade later (April 1989) there was no sign of Group Corvair participation in any autocrosses in the *Group Corvair Comments* calendar. But we were still doing tech sessions although now at people's homes, rather than at a Chevrolet dealership. Time was taking its toll. For you early model owners, under Tech Topics, there was a tip for a replacement for the pad on the engine compartment lid spring. This spring and rubber pad holds the lid tight against the rubber stops. That rubber pad deteriorates with time and falls out. Replace it with a '65-'69 alternator regulator grommet (Clark's C859, \$2.15). Just as a decade earlier, there were only three cars for sale in the Vair Vendor.

The April 1989 *CORSA Communiqué* was something in an April fool's day mode. The cover had a pair of shortened Corvair, one that started out as a '60 4-door sedan and the other a late convertible. Both were now two-seaters. And how about a wooden body, Corvair powered car or a Corvair powered dragon? (Yes, they were all for real.) The Tech Topics were pretty slim with only installments on painting by Dick Spring and Stock Is... by Larry Claypool. (The Stock Is article was on Corvan mirrors.) Only a page and a half of cars for sale but among them was a '62 Rampside for \$2850 – I wonder if it was the one that sold at the auction above?

A mere twenty years ago, the April 1999 edition of *Group Corvair Comments* celebrated the arrival of spring. I wrote about borrowing a tool – a Kent Moore J-21928 – to adjust the torque rods that support the front hood on Corvairs. It's a very simple tool; basically a ¾" steel bar with the ends bent at right angles and slots cut in them. But it works marvelously well at repositioning the front hood torque rods (springs) without damaging or scratching anything. I was also lamenting the fact that I couldn't claim the Corvair as a dependent on my taxes. There were 85, yes, that's right, 85, Corvairs advertised in the Vair Vendor. 80 of them were in a single collection of cars, wagons and trucks – none were running, some could be restored, some parts only. \$25,000 for the lot. But there was also a '62 panel van offered by Eric Hanson. This van had been used by the Pentagon for maintenance and had spent all but the last couple months indoors moving light bulbs around the building. It was described as being in great shape and offered at \$3,500. That would be a great find today!

The April 1999 *CORSA Communiqué* was back to the April Fools theme. Someone had discovered Photoshop and created images of a "Moonza" at one of the Apollo landing sites (front cover), a monster truck version of a late model and a super-stretch limousine early model (back cover). On a more serious note, there were some great articles; one an interview with Donna May Mims ("Think Pink" Yenko Stinger) and the origins of the Yenko Stinger and its early

racing history. (Special for Jerry Yates – both Donna and Dick Thompson had their gas pedals fall off. In Dick Thompson's case, it caused him to lose the January '66 SCCA Refrigerator Bowl races at Upper Marlborough.) The Corvair Preservation Foundation was offering the last of the rare Monza GT prints. (I bought one of the very last ones!) These were prints of GM stylist Bob Cadaret's painting of a silver Monza GT streaking down the highway. Under Tech Topics, there was a discussion of oil pans in another case of "early vs. late" where (at least in this case) the "late" is definitely better. It turns out there was a running change to the oil pan and its accompanying bolts, washers and gasket late in the '64 model year. The revised oil pan had an apparently stiffer perimeter sealing area, a thinner gasket and larger, concave, washers under the bolts that all contributed to a better oil seal. It looked as if the CORSA Classified was a reprint from ten years earlier – a page and a half of cars, nothing exotic but with a Rampside ('64 this time) for sale.

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. Built in 2009, street legal, tagged as a 1964 Corvair with "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, but it is fun to drive! Asking \$3,900 or an offer I can live with?? Bob Lewis, 301-246-4278, Nanjemoy, MD.

For Sale: Free to a good home!
One US Royal 6.50-13 bias ply 1" whitewall tire. Never used.
Contact: Jim Bowersox,
410-533-5146 or
jimb218@gmail.com.

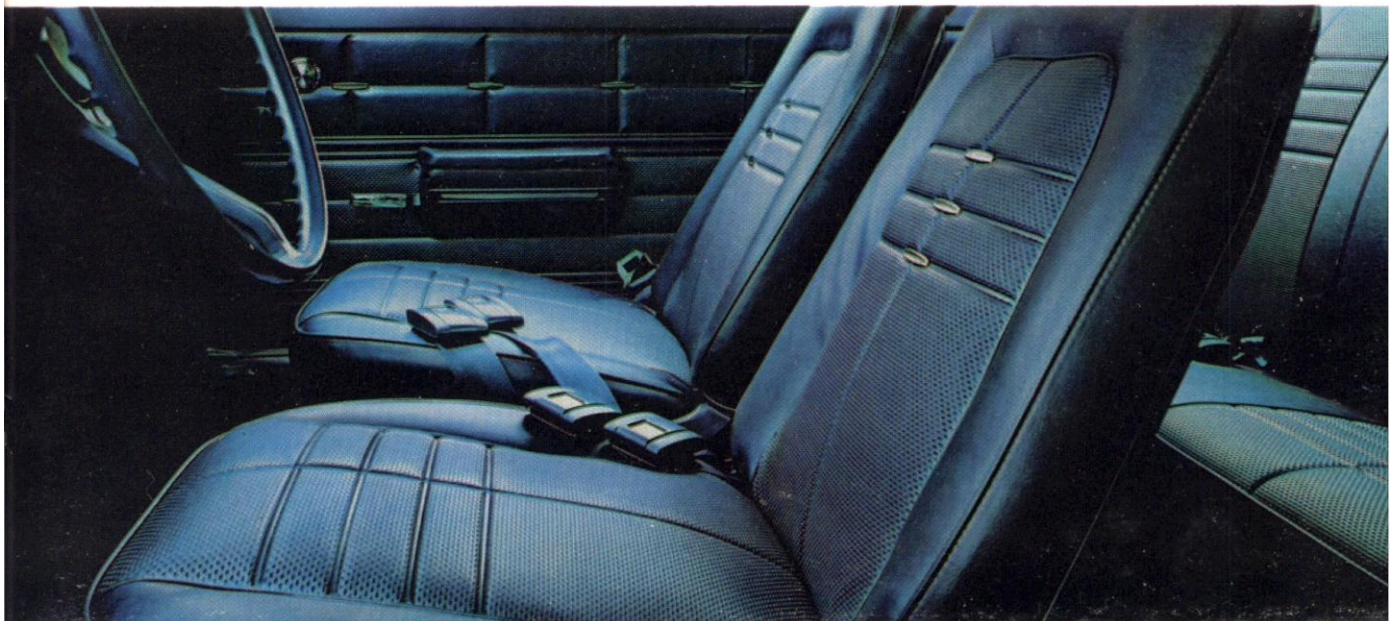


Group Corvair welcomes anyone in the Washington, DC area who has an interest in the Chevrolet Corvair. We sponsor a variety of events including shows, tech sessions, and social gatherings. Dues are \$12.00 a year, payable to Group Corvair and sent to the treasurer's address. Group Corvair is also a chapter 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.



above: Monza Sport Coupe (also available: Corvair 500 Sport Coupe)

below: Bucket seats upholstered in rich pattern vinyl are standard in Monza.





Final Design of the 1966 Turbocharged Engine Deck Emblem