



# Group Corvair Comments

GROUP CORVAIR'S NEWSLETTER FOR THE NATIONAL CAPITAL AREA



VOLUME XLVII, No. 5

May 2019



**14 May, 1969, an Olympic Gold Monza, the last Corvair ever built.**

## CALENDAR OF COMING EVENTS

### 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.

16 – 29<sup>th</sup> Annual Cruisin' Ocean City. [www.cruisinoceancity.com](http://www.cruisinoceancity.com)

17 - 19 – Corvair Museum 2<sup>nd</sup> annual open house, Decatur, IL.

21 – **Group Corvair Regular Meeting**, 7 p.m. We're back to Bowie, the Old Bowie Town Grille. 8604 Chestnut Ave., Bowie, MD. As usual, we'll gather at 7:00 for dinner to be followed by a business meeting.

## June

9 – 9<sup>th</sup> 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. 10 a.m. – 3:30 p.m. 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, Rohrersville Road Fire Station. They include a Corvair class.

10 – First State Corvair Show, 9 – 3, Limestone Presbyterian Church, Limestone Rd., Wilmington, DE.

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**

50 years since the last Corvair was built and almost 60 since the first production model in 1959. It seems like only yesterday that I would sneak around the storage lot at Chevy Chase Chevrolet (they claimed to have sold third highest number of Corvairs nationwide at one time) to see the new cars before they were “released”—usually in October. I feel younger just thinking of that.

...and I was “Feeling Fine in a ‘69” at the Virginia Vair Fair in Leesburg the last weekend in April. The Northern Virginia Corvair Club always hosts a great get together of Corvairs and Corvair people and this was no exception—thanks to all involved. Carol and I didn’t register because we had other obligations, but at the last moment Saturday opened up and we got to Leesburg by the early afternoon. Jim and Marolyn’s ’66 Corsa won 1st Place in the Late Closed category and Rick Sanford’s red ’65 Corsa looked better than showroom fresh as





always. I got a photo of Smitty and Jim as they shared expertise at the dinner. Gary Weber, owner of a '69 coupe, (and lives near Annapolis, Maryland) was there as well; Jim invited him to our next meeting.



Mike Slotwinski drove his Rampside down from Delaware and invited everyone to the Corvair show in Newark, Delaware this summer (details to follow).

Carol and I will have more information for a probable road trip to the Maryland Eastern Shore at our May meeting (see details in this newsletter) as suggested by Barbara and Gus Torbert.

Hope to see all of you at the May meeting.

## Minutes of the April Meeting

Marolyn Simpson

The April 16 Group Corvair meeting was held at Fratelli's restaurant in Hyattsville. Ten members met at

7:00 for an Italian dinner and general conversation. Bob Hall called the business meeting to order at 8:10. The minutes from the March meeting were approved as they appeared in the newsletter.

Jim Simpson gave the treasurer's report: no new income or expenses during the last month. After his report Jim did a "show and tell" showing off his original Kent Moore "J-21928" trunk lid torsion bar adjusting tool. He had picked it up on E-Bay; it really is essential if you need to adjust the tension on the Corvair trunk lid springs.

Old Business: Jim has been working on revising the club by-laws. He had a copy of the old by-laws and one of the new marked up version for review. One comment on the revision is that if someone joins the club in the middle of the year the \$12 dues should be prorated. There was further discussion about how many signators we should have over the club treasury and how they should report to the club.

New Business: There was a discussion on the date for a dinner cruise on a paddle wheeler on the Chop Tank River. This will be discussed further at another meeting.

The Virginia Vair Fair is scheduled for April 26 - 28 at the Best Western Hotel in Leesburg. At least a couple of members are planning to attend.

Because of scheduling conflicts, Group Corvair will not have an entry in the Bowie Memorial Day parade this year. Hopefully we will be able to participate in the parade next year.

Jerry Yates gave a report on the Crescent car show in Bowie. It was cold and windy and only about 35 cars showed up.

Jim had heard about three Corvair engines that were stored in a barn just off Patuxent River Road near the Davidsonville Park. He went to see them, took pictures of them, and sent out an email to the club and others who might be interested in them. The last he heard, two of the three engines were bought by Northern Virginia members.

Bob noted that several club members have a number of specialty tools that could be put to use. He asked if anyone needs a tech session.



Yenko Stinger YS43 is coming up for auction; it used to belong to TV's "Tool-Time" Tim Allen.

The May meeting will once again be at the Bowie Old Towne Grill, 8604 Chestnut Ave., Bowie. Dinner starts at 7:00.

Bob brought an oil filter as a door prize to encourage people to attend the meetings. Diana Yates won it. (We suspect that Jerry will make good use of it.)

The meeting was adjourned at 8:55.

## The Simpsons at the Virginia Vair Fair

Marolyn Simpson

Windy! When I think of the 2019 Virginia Vair Fair, that is the first word that comes to mind. This year's Vair Fair was held April 26-28 at the Best Western Hotel in Leesburg. Jim and I had planned to start out for Leesburg early Friday afternoon (to beat the traffic) and get there in plenty of time to participate in the pizza party and Corvair games. However the weather report changed our minds. Storms with high winds and heavy rain were forecast to roll through the area Friday night.

Plan B called for getting up early on Saturday morning so we could arrive at the hotel in time for the 8:00 am setup for the people's choice car show. That's what we did. The trip went smoothly with not a lot of traffic and we arrived at the hotel at 7:45. The setup and show were a bit of a challenge. Folding chairs could not be set up unless someone was sitting in it – all loose items had to be secured -- and I saw only one car that had the front hood open. I saw several hats flying through the air.

Even with the wind everyone seemed to have a good time. I counted 20 Corvairs in the lot with a good cross-section of cars. There were 2 wagons, 2 forward controls, 3 early open, 2 early closed, 4 late open, and 7 late closed. The Northern Virginia Club provided lunch consisting of wraps, fruit bowls, cookies and for the brave, left over pizzas from Friday night. (It was good!) Bob Marshall led the tech session on the various fluids used in the Corvair. He covered engine oil, transmission oils and brake fluid. Al Harris, a former Group Corvair member, was the DJ.

The afternoon entertainment was a poker run rally. Each participant drew two cards at the beginning of the run. Along the way there were three stops, each one at a Virginia winery. At each stop everyone drew another card, and two more cards were drawn at the end of the rally. The scenery along the way was beautiful and all went well except a last-minute detour – a road approximately two miles long that was one lane and gravel. (Many people by-passed that leg.)

Everyone was on their own for dinner. Jim and I joined Bob and Carol Hall and Rick and Brenda Sanford (from the Mid-Maryland club) for dinner at the Blue Ridge Grill in Leesburg. After dinner everyone gathered back at the hotel for the presentation of the awards. There were awards given for each class in the show but no best of show award. Jim and I received the first place trophy in the late closed class. The participant with the best poker hand won the rally. Cake was served after the awards.

I counted six Group Corvair members in attendance: Bob and Carol Hall, Bob Walker, Lee Cramp, and Jim and I. [Note: If there were other members there I apologize for not getting you on the list.]

## Tech Topics

**Tools I Wish I'd Had Decades Ago...** My wife and kids first learned I could swear when they watched me working on cars. One of the most frustrating things for me was working on small connections such as on a starter solenoid or the ignition. When you're on your back or bent over the engine and disconnecting and reconnecting a coil, points or the starter solenoid gravity can be a real pain in the posterior. Small nuts and washers disappear under the car or down into the





engine skid plate area making a straightforward job a royal pain to complete.

My oldest son remembered my outbursts recently and sent me the pictured magnetic cuff for my last birthday. The brand name is RAX, but I suspect the same or similar products are sold under different brand names—I'll bet Harbor Freight has one. I recommend it highly. – Bob Hall

**Another Tool Which I Wished I'd Had Decades Ago** is the Kent Moore J-21928. Who is Kent Moore and what is a J-21928 you might ask? Good questions. Kent Moore is a company that dates back to the early days of the automobile industry. They concentrated on making the special tools needed to work on new models of cars, trucks and diesels. As a new vehicle was being designed, the Kent Moore Company would work closely with the manufacturer to create new tools as needed that would fit that vehicle. If you look in the Corvair shop or body manuals, you will find at the end of each section a list and pictures of all the specialty tools needed to do the work described in that section. For instance, there might be a special wrench needed to adjust the side bearings on the differential – that's a J-8342.



The J-21928 is such a tool. It is essentially a crowbar designed specifically to adjust the torsion springs that hold up the hoods on Corvairs. Note the slots cut into the ends of the bar; they're shaped and sized to safely hold the springs. There may be work-arounds (big vice-grip pliers for instance) but using the right tool is easier, safer and less likely to damage the part. – Jim Simpson

## Forty, Thirty and Twenty Years Ago This Month

Jim Simpson

Wow, we were active in 1979. According to the May, 1979 issue of *Group Corvair Comments* we had two MWCSCC championship autocrosses scheduled nearly back-to-back. They were to be held at the former Cameron Station army facility – long gone now in one of the “base realignment” exercises. It's now a planned community and the big parking lots we used are long gone. Harry Yarnell was running for a spot on the CORSA board. There was only one car for sale; a '66 Corsa convertible, rusty body, but it had tinted glass and a power top.

How times have changed! In the May 1979 *CORSA Communiqué* Guy Webster had an article on his Corvair powered 1960 Porsche Speedster. He picked up a damaged one, without a drive train, for \$75 and spent another \$725 to add a '65 Corvair engine, do body repairs, and repaint the car and other miscellaneous work. \$75?? for a Porsche Speedster body? Rusted out hulks are now going for four digit prices! And in the same vein, Bill Coyle had an article on how to defend the value of your Corvair if it ever was in an accident; insurance companies were valuing Corvairs in the \$150 range at the time! But CORSA members valued their Corvairs more highly; prices in the CORSA Classified seemed to average near \$2,000 with some bargains such as a '64 with no rust for \$800 and highs of \$4,500 for a '64 Spyder convertible.

Jumping to the next decade, the May 1989 issue of *Group Corvair Comments* has an entry in the treasurer's report of a payment to the Metropolitan Washington Council of Sports Car Clubs (MWCSCC) for a 1989 autocross, so while I haven't seen a calendar entry for one, I guess Group Corvair was still involved in autocrosses. Of course we were preparing for the 1991 CORSA National Convention, and we were depending upon using the MWCSCC equipment for the convention autocross. John Moody had a lengthy article on his battles with Corvair fuel pumps. One or two of his problems may well have been due to a faulty fuel pump (leak!), but his last problem turned out to be that the pump locking bolt – the pointed one that holds the fuel pump in place – had been over-tightened. The point on the steel bolt had penetrated the soft aluminum of the fuel pump casting and had locked the fuel pump push rod in place. There was only one car for sale, a '68 Monza coupe, in storage for 15 years, price negotiable.

The May 1989 *CORSA Communiqué* was an international issue with letters from France, England and Okinawa plus an article by David Lindhorst, a Canadian serviceman stationed in Germany, about his acquisition of a '66 Monza four-door from Switzerland. It was a Canadian produced car (or kit) that was shipped to Switzerland and had all the necessary European changes including a 200 Km/Hr speedometer and tire pressure decals in French and German. There was only a single page of cars for sale; it looked like there was a car for just about every taste, but nothing exotic.

In May 1999 *Group Corvair Comments* listed a nice selection of Corvairs for sale, mostly early models. They included two vans, a Spyder coupe, and a '66 4-door. Plus there was a collection of 80 Corvairs in various stages of disrepair being liquidated -- \$25,000. In my article as club president, I noted an early model convertible that was parked in the back yard next to my mother-in-law's house in Wichita, KS. It was one of those proverbial "only driven to church on Sunday" cars! 4,600 miles on the odometer. Unfortunately it was parked on grass and "being saved for junior" when he gets his driver's license. I've always wondered what happened to that car.

May must be "international month" for CORSA. The May 1999 *CORSA Communiqué* had a letter from the only owner of a Corvair in Poland who was looking for help in restoring his '65 500 coupe. Later in the issue is a lengthy article about a Cuban Corvair, a black, 1960 4-door. While the engine was still fine, the original powerglide was bad and there were no replacements in Cuba so the car had been rebuilt as a front-engine, rear wheel drive car based upon Lada components; Ladas are Russianized Fiat 124s and Russian parts are much more readily available in Cuba. In the "wish we'd known this" category is a tech article on window regulator rebuilding – that would have come in handy last winter when we were working on Jerry Yates' car! The CORSA Classified cars for sale section had expanded slightly from the previous decade. I'd estimate that the average price had at least doubled with several priced at or near \$10,000.

## Vair Vendor

**For Sale:** 1965 Monza 4-door. 26k miles, recent seat covers, repainted about 10 years ago. Asking \$10,000.  
Denny Shue, 717-818-2904, Dover PA.





**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](mailto: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.

**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](mailto: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](http://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.



# HERE'S WHAT THE CORVAIR IS ALL ABOUT

**CHASSIS-SUSPENSION-REAR AXLE.** Unitized body-frame construction. Fully independent front and rear suspension. Coil springs front and rear. **ENGINE.** Rear-mounted, horizontally opposed six, air-cooled with aluminum construction. Impressive durability and reliability. **TRANSMISSION.** Fully synchronized 3-speed transmission standard, 4-speed and automatic Powerglide available. **LUGGAGE COMPARTMENT.** Up front naturally.

## And some touches you can add to make it more like home

**SIMULATED WIRE WHEEL COVERS.** So close you can hardly tell them from the real thing. Make any Corvair sportster even more sporty. Bright metal finish.

**AM/FM RADIO.** Enjoy the whole spectrum of broadcast entertainment with this high-quality all-transistor radio. Also available: AM push-button radio with manual antenna.

**REAR DECK LUGGAGE CARRIER.** A smart, bright-finished rack that can be easily mounted on the rear deck. Expands the luggage carrying capacity of any Corvair.

### AND MANY OTHERS SUCH AS:

- Auxiliary lighting group with ashtray light, instrument panel courtesy light, glove compartment light, luggage compartment light and underhood light
- Special purpose front and rear suspension
- Special quicker ratio steering
- Positraction rear axle
- Remote-control outside rearview mirror
- Whitewall tires
- Telescopically adjustable steering column
- Door edge guards
- Front and rear bumper guards
- AM radio
- Fold-down rear seat for 500 Sport Coupe
- Windshield-mounted auto compass
- Electric clock
- Power top on Convertible
- 4-speed transmission.

## Plus GM's bundle of safety features

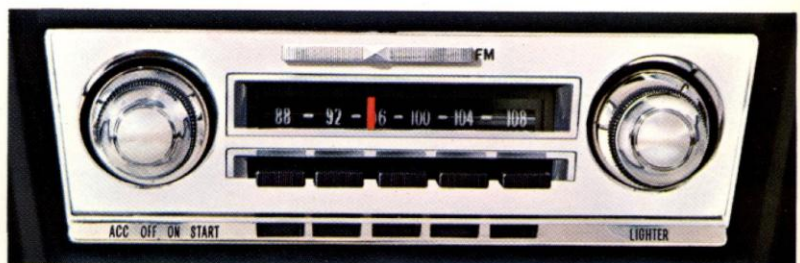
- Energy-absorbing steering column
- Seat belts with pushbutton buckles for all passenger positions
- Shoulder belts with pushbutton buckles and special storage provision for driver and right front passenger (except Convertibles)
- Two front seat head restraints
- Passenger-guard door locks
- Four-way hazard warning flasher
- Dual master cylinder brake system with warning light and corrosion-resistant brake lines
- Front seat back latches
- Dual-speed windshield wipers and washer
- Dual-action safety hood latch
- Outside rearview mirror
- Back-up lights
- Side marker lights and parking lights that illuminate with headlights
- Energy-absorbing instrument panel, padded sun visors
- Reduced-glare instrument panel top, inside windshield moldings, steering wheel hub, and windshield wiper arms and blades
- Wide inside day-night mirror with deflecting base
- Lane-change feature in direction signal control
- Safety armrests
- Thick laminate windshield
- Soft, low-profile window control knobs, coat hooks, dome light
- Padded front seat back tops
- Smooth contoured door and window regulator handles
- Anti-theft ignition key warning buzzer
- Tire safety rim
- Safety door latches and hinges
- Uniform shift quadrant
- Snag-resistant steering wheel hardware
- Non-projecting wheel nuts, discs and caps
- Improved glove compartment door latch
- Cargo-guard luggage compartment.

ENGINE	TRANSMISSION	REAR AXLE RATIO (:1)*	
		Optional	
		Std.	Perf.
Turbo-Air 164 164-Cu.-In. Six 95 HP @ 3600 2-1 bbl. carb. 8.25:1 C.R. Regular Fuel	3-Speed (3.11:1 Low)	3.55	—
	4-Speed (3.11:1 Low)		
	Powerglide	3.27	3.55
Turbo-Air 164 164-Cu.-In. Six 110 HP @ 4400 2-1 bbl. carb. 9.25:1 C.R. Premium Fuel RPO L62	3-Speed (3.11:1 Low)	3.27	3.55
	4-Speed (3.11:1 Low)		
	Powerglide	3.55	—
Turbo-Air 164 164-Cu.-In. Six 140 HP @ 5200 9.25:1 C.R. 4-1 bbl. carb. Premium Fuel RPO L63	3-Speed (3.11:1 Low)	3.55	—
	4-Speed (3.11:1 Low)		
	Powerglide		

\*Positraction optional for all ratios.



Simulated Wire Wheel Covers



AM/FM Radio



Rear Deck Luggage Carrier



All illustrations and specifications contained in this literature are based on the latest product information available at the time of publication approval. The right is reserved to make changes at any time without notice in prices, colors, materials, equipment, specifications and models, and to discontinue models. Chevrolet Motor Division, General Motors Corporation, Detroit, Michigan 48202.



LITHO IN U.S.A.





### **Recreation of the Original White AC PF-4 Oil Filter!**

You too can have “original” white AC PF-4 oil filters without having to resort to 50+ year old NOS filters. Clark’s Corvair Parts is making new, white oil filters under their own label. (C-47C, \$7.30 each, less in quantity.) While apparently some people found some issues with their first generation of filters, those issues have all been corrected in this, the second generation. (The specifics are described in the Clark’s catalog supplement, page 35.) The Clarks’ filters come with a hard, white finish and the Clark’s logo in red.

Clark’s also sells a decal set that replicates the original PF-4 oil filter labels (C13228, \$5.45 for a set of three). Note that you can’t find these decals in their on-line catalog; they’re only in the supplement, page 35, which for some reason isn’t included in the on-line search tool.

To recreate a filter like the one above, take some lacquer thinner and wipe off the red Clark’s logo on their new filter. It comes off quickly and easily. The underlying white paint seems pretty immune to the lacquer thinner, but I wouldn’t work it too hard “just in case”.

The decals are a bit tricky to apply. They are thin, adhesive-backed cutouts on a paper backing. You have to unstuck the cutouts from the backing while simultaneously wrapping them around the oil filter. You need to get them straight otherwise the thin blue lines won’t meet on the far side of the filter. And each of the pieces of the decal are separate cutouts – as an example, each letter of the words “TYPE” is separate from the others. The paper backing is the only thing holding them in the proper orientation. So it helps if you have something like an “X-acto” knife that you can use to pry and help position the cutouts. You can peel them off the filter if you must reposition them, but it’s best to take your time and get them right the first try. Press them down firmly once in place to work out any air bubbles.

Once in place, Clark’s recommends spraying them with a clear overcoat to ensure they stay in place.