



Group Corvair Comments

GROUP CORVAIR'S NEWSLETTER FOR THE NATIONAL CAPITAL AREA



VOLUME XLVII, No. 6

June 2019



At the Vair Fair

CALENDAR OF COMING EVENTS

June

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. Chinese anyone? We're back to the Beijing of Greenbelt, 131 Centerway, Greenbelt, MD. As usual, we'll eat and then have our regular meeting.

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

29 – **Group Corvair Outing**, a dinner cruise on the Choptank River Queen paddle boat. There will be more details from Bob Hall, but boarding starts at about 5:30 p.m. from the restaurant at 6304 Suicide Bridge Rd., Hurlock, MD. If you haven't made your reservations, go to: <https://www.suicide-bridge-restaurant.com/riverboats/>

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

July

7 – Celebrate the 60th anniversary of the 1st Corvair to roll off the assembly line in 1959!

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 – All GM Show, 9 a.m. – 3 p.m., Montgomery College, 51 Mannakee St., Rockville, MD. Contact Cory 240-686-0229 or Franklin 703-869-8434 for information.

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.

Repeat Events – Cruise Ins: There's one every night somewhere in the region, this is just a sample:

- Mondays: Asphalt Angels – Chili's /On-the-Border, 16043 Heritage Blvd, Bowie, MD (5 p.m. to dusk)
Tuesdays: Kent Island Cruisers, Rita's Ice, Stevensville, MD (6 p.m. to ?)
Wednesdays: Piazza Italia Restaurant, Harundale Plaza, 7710 Richie Hwy (behind Outback) (6 p.m. to ?)
Hump Day Car Meet, Marlboro Square, 5775 Crain Hwy, Upper Marlboro, MD (6 p.m. to ?)
Mike's Crain Highway/Furnace Branch Rd., Glen Burnie, MD (5 – 8 p.m.)
Thursdays: Wheels from the Past/Bayside Mustangs, Greene Turtle, Edgewater, MD (6 p.m. to ?)
Fridays: Street Survivors Friday Night Cruise, Park 97 East Park Shopping Center, 7900 Crain Hwy, Glen Burnie, MD (5:30 – 9 p.m.)
Bruster's Ice Cream Stand, Aquahart Rd., Glen Burnie, MD
Saturdays: Lost in the 50's, Harundale Mall, Glen Burnie (behind the Bruster's) (5 – 9 p.m.)
Annapolis Cruise Nights, Annapolis Mall Wells Fargo/Fuddrucker's parking lot (6 p.m. – dusk)
Sundays: Asphalt Angels, Krispy Kreme Doughnuts of Crofton, Rt. 3, Crofton MD (8 – 11 a.m.)
Cars & Coffee Cruise In, Annapolis City Dock, Annapolis, MD (9 a.m. – noon)
Cars N Coffee Bethesda, Corner Bakery, 10327 Westlake Dr., Bethesda, MD (8 – 10 a.m.)
Cars N Coffee Great Falls, Katie's Coffee House; 760 Walker Rd, Great Falls, VA (6 – 9 a.m.)

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From the Oval Garage

Bob Hall

Beaters—those I have owned and those owned by friends—have been the most important source of my Corvair knowledge. Beaters were (are) the cars that have been too cheap to pass up when I had money or cheap enough to fit my budget when I needed transportation and couldn't afford to buy anything else. I was reminded of this when I made another of my sporadic attempts to clean out my basement and found the left over piece of sheet steel that I used to "fix" the rusted out rear shock upper mounts on a 1966 Monza convertible. Two pieces about an inch square—one on the shock side and one inside the engine compartment for the shock nut—and I was back on the road. A very rusty, dented, car that I purchased from an Ethiopian grad student (who was going back to a war torn Ethiopia to "kill the bad people") with a 110hp 3speed and no options beyond a push button AM radio, day/night mirror and two speed wipers with washer. It was perfect transportation after I overhauled the brakes, sealed the engine, replaced the clutch and pressure plate, put on good tires and adjusted the steering box--cheap to run, fun to drive, but still with a certain class because I kept it clean and the new muffler, tires and (used) top showed someone was maintaining it. Learning how to properly service the steering box was especially useful.

Beaters owned by my friends were other sources of knowledge and experience. Helping to get these cars through inspection showed just how many ways prior owners and mechanics had messed up a car they didn't respect or understand. The only positive I remember about a beater was that all of them had bad seals and leaked so much that the engines were fairly clean inside because so much new oil had been added to replace the oil that had leaked out.

I still enjoy seeing running, unrestored Corvairs at our car shows as much as the fully restored ones. A well maintained beater is just as much fun to drive as a show car—especially at night.

Minutes of the May Meeting

Marolyn Simpson

The Old Bowie Town Grille was the location of the May 21 Group Corvair meeting. Ten members met at 7:00 for dinner. Topics of general conversation during dinner included the Yenko Stinger that sold for \$200,000, Emilia Island, specialty tools, and the future of the automobile.

Bob Hall called the meeting to order at 8:09. The minutes of the April meeting were approved as they appeared in the newsletter. The treasurer's report was given by Jim Simpson; there were no expenses or income during the last month.

Gus Torbert, merchandise chairman, reported that he has some oil filters. A discussion followed about the best way to position and adhere a decal on the Clark's oil filters.

Bob suggested that we put off the discussion on the by-laws for another month. We also need to find out how many can be on the signature for the club account.

Jim received a phone call from Ben Petree's (former Group Corvair member) daughter. She is trying to sell a 1965 4-door sedan that Ben owned. It was running when it was parked.

Marolyn received a call from Judy Motley. She said that George had passed away on Saturday, May 11 and the funeral was on Thursday, May 16. She said it had been very sudden; two days earlier he had been out mowing the lawn. Then on Saturday morning he had not felt well so they went to the hospital where he died a short time later. Judy said she had a prospective buyer for their Corvair--a neighbor who is interested in old cars (not specifically Corvairs). [Note: See the obituary in the newsletter.]

On the last weekend in June we might have a club outing and river cruise. There should be more information at the June 18 meeting.

Bob suggested that for a club outing we might go to see Mike Coale's shop in July or August.

Bob would like to make a list of specialty tools that members own that could be made available to other members. We could also have a tech session using some of those tools. A discussion on tools followed including a reminder that Loews now carries Craftsman tools.

There was a reminder that the Sully show is coming up on Father's Day, Sunday, June 16 at the Sully Historic Site in Chantilly, VA (Rt. 28 across from Dulles Airport).

The meeting was adjourned at 8:35.

George Motley

George Washington Motley, III, 77 of Stratford Harbor in Westmoreland County, VA, passed onto his heavenly home on May 11, 2019 at Riverside Tappahannock Hospital.

George was born in Danville, Virginia but moved shortly thereafter to Alexandria, Virginia along with his family at one year old. He attended George Washington High School, also in Alexandria, where he met and later married his high school sweetheart of 59 years, Judith Kay Penn.

George worked at Value Engineering Electroplating several years before beginning his career in 1971 with the United States Capitol Police in Washington, DC. He spent the majority of his time assigned to the Patrol Division as a Motor Officer. He was involved in several significant events during his career including the dignitary protection detail at which time he was assigned to the late Senator Sam Ervin during the Watergate hearings.

George retired in 1998 to his beautiful dream home on the banks of the Potomac River in the Northern Neck area. There he was involved with his community and was a member of several organizations including Group Corvair, Fraternal Order of Police Lodge # 1, Washington, DC, Elks Lodge # 875, Fredericksburg, VA, Eagles Lodge # 4123, Fredericksburg, VA, Montross Moose Lodge # 2333, Montross, VA and Colonial Beach Moose Lodge # 1267, Colonial Beach, VA. George was a Master Mason and was a lifetime member in good standing at Masonic Lodge #22 in Alexandria. One of his greatest hobbies was tinkering on his classic 1963 Chevrolet Corvair Spyder, which he completely restored.

He is survived by his loving wife, Judith, a son, George W. Motley, IV a grandson, George W. Motley, V and a great grandchild on the way. In addition, he has one brother, Gerald Motley and numerous nieces and nephews.

George and Judy have been long-time members of Group Corvair and hosted many "Not Quite Fourth of July" picnics at their beautiful water-front home on the Potomac.

Tech Topics

Window Regulator for late model Corvairs

Jerry Yates

A little more information about window regulators

Replacing a window regulator that has failed to operate properly may, at first glance, seem to be a complicated task. However, once you know what you're looking at, the job is somewhat easy.

To remove the regulator from the door you do not need to remove the glass. Have someone hold the glass in the upright position while you remove the two small screws that connect the upper track to the window assembly. Then remove the four bolts around the window winder, then the two remaining bolts in the lower track.

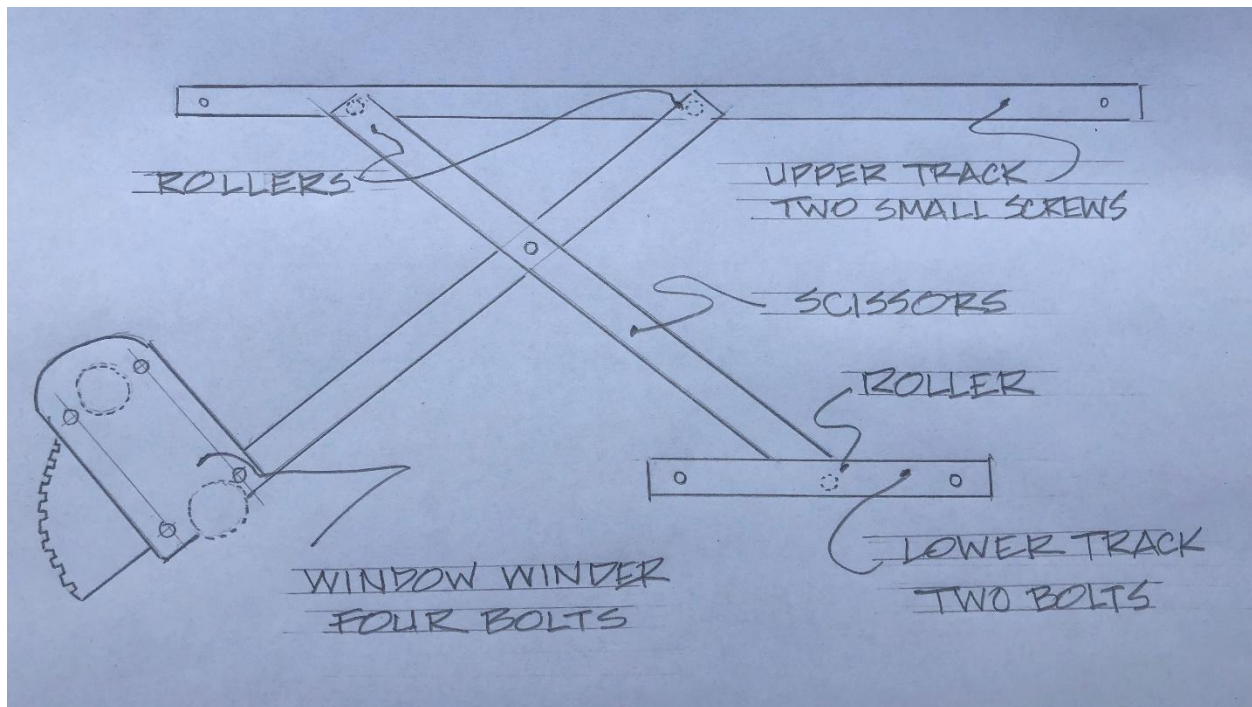
While still holding the glass, collapse the regulator and pull it out of the door. You may have to wrestle it around a bit, but it will come out. Once the regulator is out, you can just lower the glass and let it rest at the bottom of the door.

To install the new regulator, I get the four bolts around the window winder first (this helps to hold it place). Then the two small screws into the top track. Then slide the lower track over the roller and install the two remaining bolts.

TIPS: 1. Use a magnet type screw driver when removing the two small screws from the upper Track, this will save you the time you would spend looking for them at bottom of the door.

2. Make a duct tape handle for the top of the glass, so you can raise or lower the glass gently by hand.

Below is a super simple diagram of the regulator and bolt locations.



Forty, Thirty and Twenty Years Ago This Month

Jim Simpson

June 1979 is another gap in my *Group Corvair Comments* collection. I don't know what happened, but for some reason, I'm missing most of the year.

In June 1979 the *CORSA Communiqué* had the slate of candidates for regional directors. It's amazing how young some of those folks look! The late Tony Fiore was very active, soliciting inputs for a forthcoming book to celebrate the 10th anniversary of CORSA and the 10 years of Corvair production. (It came out in 1980 as *The Corvair Decade*.) He also provided "an inside look" at Lime Rock '79. That was quite an event with 57 people taking part in the time trials and 28 cars in the concours. Bob Coffin set a new course record for Corvairs with his Yenko Stinger. Brock Yates, automotive author, journalist, long-time editor of *Car & Driver* magazine and organizer of the "Cannonball Baker Sea-To-Shining-Sea Memorial Trophy Dash" (memorialized in the movies "Cannonball" and "The Gumball Rally") showed up and regaled the meet with stories of these runs. As they say, a good time was had by all. In the CORSA Classifieds, there was a wide selection of Rampsides, vans and wagons for sale, all at what seems like bargain prices today. In addition, Lewis Friedman in Potomac, MD was selling a '66 Yenko Stinger convertible. I'm sure that was not one of the original 100 Yenkos, but never-the-less it would be a real find if it still exists.

A decade later, the June 1989 issue of *Group Corvair Comments* shows the club getting serious about the 1991 convention. The focus was putting together a budget for the event. Under Tech Topics, John Moody summarized an article on tests of rust treatments from "Skinned Knuckles" magazine. Corroless and Rustoleum topped the list; Extend was about average and OSPHO at the bottom. The 'Vair Vendor listed four cars plus a "collection" of 26 Corvairs out in West Virginia. (Most of the "collection" were salvage only and none had titles.)

The June 1989 *CORSA Communiqué* focused on competition Corvairs and the upcoming CORSA Convention in Kansas City. In an article on a conversation with Charlie Clark at his shop, Charlie revealed some of his engine secrets. One was to use 1960 Corvair cylinders – they were stronger, cooled better and had a wider sealing surface at the top. The problem was finding 1960 cylinders; in the past, they'd just tossed '60 engines. (The new cylinders from Clark's Corvair Parts are based upon the original 1960 design!) Larry Claypool reminisced about a Toronado powered Monza – great in a straight line, but only marginal handling. Under "Stock Is", Larry Claypool detailed the difference between the late model radios; the internal electronics were the same, but there were cosmetic differences,

primarily changed knobs and pushbuttons, over the years. The selection of cars for sale continued to shrink; there were two wagons and three vans for sale; no Rampsides/Loadsides, and no “exotics”.

Twenty years ago in the June 1999 *Group Corvair Comments* I wrote a lengthy “From the Oval Garage” piece on Marolyn and my adventures going to the Virginia Vair Fair in Richmond and the Mid-Maryland show in Frederick. I’d forgotten, but Donna May Mims was at the Vair Fair and we had chatted for a while. And on our way to the Frederick show, we were trapped on the Beltway for over an hour. Remember the period when SUVs were notorious for roll-over accidents? Well in this case it was a Ford Explorer; the driver had NOT been wearing a seatbelt and he and the other occupants had to be medivaced to hospitals. Not all was lost, though. Since everything was at a standstill, we held a mini-car show for the other drivers around us! John Moody expounded on the merits of the 95 hp Corvair engine. The 95 hp engine equals or exceeds the torque output of the higher horsepower engines up to at least 3,000 rpm and that’s what counts in normal driving. Plus it uses regular gas and with the lower stresses, it will outlast the other engines. We had 9 cars, one van and a single lot of 80 non-running Corvairs for sale.

The June 1999 *CORSA Communiqué* also reported on the Virginia Vair Fair and noted that Donna May Mims had “blown in” in her Playboy pink ’79 Corvette. She participated in just about all the activities and was a real hit. And as befitted the 30th anniversary of the last of the Corvairs, there were 18 1969 Corvairs on display. Topping off the event was a special opening of the Corvair Preservation Foundation museum. There was an interesting article on converting a 140 hp engine to a “throttle body” electronic fuel injection system. The results were better running and smoothness, a modest increase in power, and generally better reliability. There was also a reminder of the need for periodic flushing of the brake fluid – it picks up moisture from the air and if not changed every couple of years, will rust the brake system from the inside-out. The rest of the issue was a roundup of meets and shows from around the country. There weren’t many more cars in the CORSA Classified than in our own ‘Vair Vendor – I noted one Rampside and a Corvair 95 “wrecker” conversion.

Are you planning a road trip?

Jim Simpson

If so, there are some real hidden gems out there for stops, if not destinations on your road trip into “fly-over” country. For instance, how about the “Speedway Motors Museum of American Speed” in Lincoln, Nebraska? Marolyn and I were out in Nebraska over the Memorial Day weekend on family business – graduations and a family reunion – and we had some time on our hands. My brother-in-law, who lives in Lincoln, recommended the Museum of American Speed. We’d never heard of it before, but were we ever surprised!

It’s a museum set up by Speedway Motors, a company that I’d never heard of before, but if you are involved in almost any kind of racing, they’d be on your phone’s speed dial list. Speedway motors is a huge operation that supplies performance and racing parts to the full range of American motorsports. The company’s founder was a huge collector of all things racing, particularly cars and engines. They’ve taken a large, three story warehouse and converted it to a museum to display his immense collection. I never knew there were so many performance parts for Model “T” Ford cars and Ford “flat head” engines. For instance, there was one wall with over 150 different performance intake manifolds for flat-head Fords!

And while not automobile related, if you are out there in “fly-over” country, check out the Hutchinson, Kansas, Cosmosphere. This museum houses a collection of space artifacts second only to the Smithsonian’s Air and Space museum. And, in fact, they have things that the Smithsonian just wishes they could obtain such as the Russian Voskhod spacecraft used for the first manned spacewalk.

Check them out: <https://www.museumofamericanspeed.com/> and <https://cosmo.org/> .

Vair Vendor

For Sale: 1965 4-door, Light blue, powerglide, fair condition. This is the late Ben Petree’s daily driver and was last run about 4 years ago. Was maintained by Jack Dempsey until Ben could no longer drive; parked under shelter since then. Asking \$1,000 but willing to listen to reasonable offers. Contact Caroline Inglehart, only between 11 a.m. and 1 p.m., 301-775-0379.

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: 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: '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



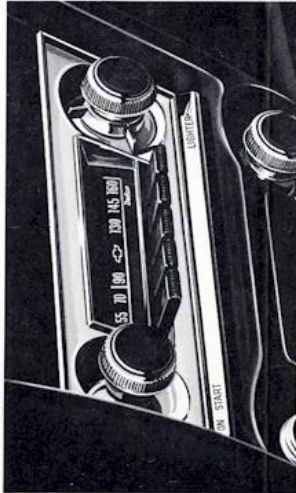
driven only. Specs: 1964 Corvair 110 HP engine, automatic transmission. Front and Rear Suspension are 1964 Corvair. The frame is square steel tubing factory built for complete running gear from a Corvair and was probably built in the early 60's by Devin of El Monte Calif. Tires are 13" on front and 14" 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.

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.

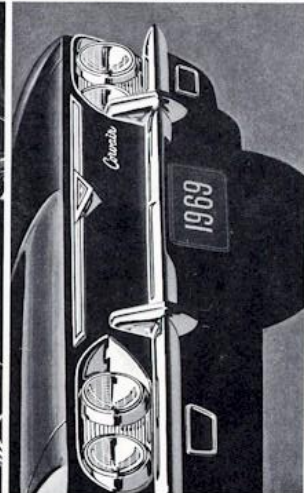
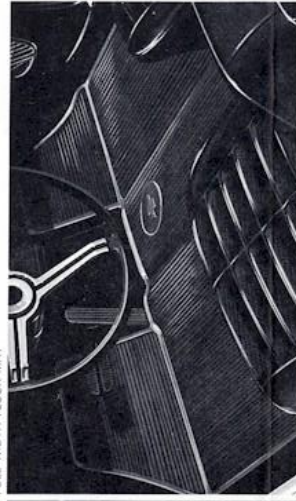


1969 CORVAIR

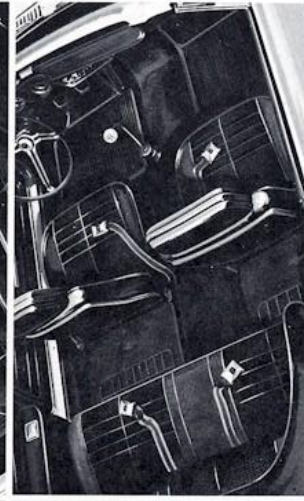
PUSH BUTTON RADIO



FULL WIDTH FLOOR MAT



FRT. & REAR BUMPER GUARDS



CONTOUR FRT. & REAR MATS

CORVAIR CUSTOM FEATURES



Putting you first, keeps us first.