



Group Corvair Comments

GROUP CORVAIR'S NEWSLETTER FOR THE NATIONAL CAPITAL AREA



VOLUME XLVII, No. 9

September 2019



Pete & Barbara Frailey at the 1991 CORSA Convention

CALENDAR OF COMING EVENTS

September

14 – NECC Motorsports track day at Pocono. Got to www.NECCMotorsports.com to register.

17 – **Group Corvair Business Meeting**; 7 p.m., our first meeting of the fall. We'll meet at the Beijing of Greenbelt, 131 Center Way for dinner (at 7 p.m.) followed by our business meeting. See you there!

14 – Bay State Corvairs Fall Classic at **Clark's Corvair Parts**. Shelburne Falls, MA. 9 a.m. – 3 p.m. Clark's is offering 10% off on parts for cash sales and 5% for credit card sales plus you save shipping. For interiors and large orders, Clark's recommends pre-ordering no later than 26 August.

21 – Central Pennsylvania Corvair Club 40th Annual Corvair Days. 9 a.m. – 4 p.m. at the AACA Museum, 161 Museum Drive, Hershey, PA. Includes one free admission to the AACA Museum. There is a banquet dinner at 4 p.m. at the Skyline Diner, 7511 Allentown Blvd, Harrisburg, PA.

21 – 44th Annual Edgar Rohr Antique Auto show, Manassas, VA. Manassas Museum, 9191 Prince William St, Manassas, VA. 10 – 3, car registration starts at 8 (\$20). Dash plaques for the first 175 cars registered, participant judging, door prizes, silent auction, flea market. Registration & info: Jim & Sally Batchelder, 703-339-2064.

<http://bullrunaaca.org/downloads/2019%20Rohr%20Flyer.pdf>

October

2 – 6 – Fall Carlisle, Carlisle Fair Grounds, Carlisle, PA.

9 – 12 – Eastern Division AACA National Fall Meet, Hershey, PA.

15 – **Group Corvair Business Meeting**; 7 p.m., location TBD

19 – **Rockville Antique and Classic Car Show**, Rockville Civic Center, 603 Edmonston Dr., Rockville, MD; 8:30 a.m. to 3:30 p.m. Cars have to be on the field not later than 11 a.m. and it is wise to get there as soon after registration opens (8:30 a.m.) as possible – we expect in excess of 500 cars! **Group Corvair is a sponsoring club and Corvairs have a dedicated section.** Registration at: <https://www.rockvillemd.gov/667/Antique-Classic-Car-Show>

19 – Asphalt Angels Fall Car, Truck & Bike show, 9 - 3; Chili's parking lot, 16401 Heritage Blvd, Bowie, MD.

November

19 – **Group Corvair Business Meeting**; 7 p.m., location TBD

December

17 – **Group Corvair Business Meeting**; 7 p.m., location TBD. Note: the regular meeting may be preempted by a Christmas Celebration!

GROUP CORVAIR 2019 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

From the Oval Garage

Bob Hall

It's amazing how much more productive our time is when the temperature and humidity drop into the 80s and below 50% respectively. Rusted parts seem to come loose easier and, I suspect, torque values are just a bit more accurate. Especially if you are working outside. I hope to use our fall weather as productively as possible working on our Greenbrier and the blue '68 Monza.

EARLY registration closes September 11th for the Rockville Antique and Classic Car Show. If you register your car by then it will be listed in the directory and the cost will be just \$10.00. You will still be able to register after the 11th but the price will be \$20.00 and your entry won't be in the directory. If you do register please let Group Corvair know so we can be sure to save a space in the Corvair section of the field. We've got at least 4 cars registered so far that I know of and other Corvair car club members are threatening to come as well so I hope we have a great turnout.

Carol and I are still planning to get a weekend day trip put together, but now in September. Please let us know which weekend dates work for you so we can get as many people together as possible at hallgrenn@aol.com. Hope to see everyone at the Beijing of Greenbelt for dinner and a meeting on September 17th.

Pete Frailey's Passing

Peter Worthington Frailey

On July 1, Peter Worthington Frailey of Laytonsville, MD, at the age of 86 was called home. An Army Veteran, musician and artist leaves an extended family; his loving wife, Barbara; sons Charles and Douglas; step-daughter, Kim Adair; nine grandchildren and seven great-grandchildren. A memorial service will be held on Saturday, September 21, 2019 at 11 a.m. at Unity of Gaithersburg, 111 Central Avenue, Gaithersburg, MD 20877.

Washington Post, Sunday, August 25, 2019

I don't know how many of the current members of Group Corvair remember Pete, but Pete Frailey was one of the founding members of Group Corvair. I did some digging through the club archives and found that he was elected Vice President in December, 1970, the first VP of Group Corvair. In December, 1974, he became editor of the club newsletter, *Group Corvair Comments*. This inspired him to write a series of editorials addressing the rapid changes that the automobile industry was undertaking to address federal regulations on safety and emissions as well as the growing import market. These continued, intermittently for several years, even after Mike and Carol Lienhard took over as newsletter editors.

According to a club roster from 1970, Pete owned two Corvairs, a '69 Monza 140 hp and a '65 500 that had been extensively modified. From the outside, the most noticeable feature was the Fitch Sprint "flying buttress" roof that he



had faired into the body so you couldn't tell that it wasn't original to the car. Looking a bit more closely, you'd spot the rectangular rear tail lights, small round side marker lights and the front rectangular headlights. Again, you couldn't tell them from a factory installation. But the big change was the engine. He had collaborated with Art Corvair engine. This was a conversion pioneered by Art Silva and from

the outside, was completely invisible. But it potentially gave the car as much as 200 hp and 240 lb-ft of torque from an engine that weighed about the same as the original Corvair engine. The radiator was concealed up over the transaxle. Unfortunately the car was hit from behind sometime in the 80s; I'm not sure if it was ever repaired. (He also owned other cars, including a mid-50s Mercedes 300 SL "Gullwing" coupe.)



Pete will probably be best remembered for his musical talents. He sang and played guitar, specializing in folk songs. He was a regular part of the entertainment at the Group Corvair awards banquets. When Group Corvair hosted the 1991 CORSA International Convention here in Washington, Pete composed his ballad "The Song of the Old Corvair" especially for that Convention. He made cassette tapes (remember those?) of the song, along with a selection of other folk songs, and sold them at the convention. I finally dug my copy out and converted it to digital format. That made it easy to transcribe the lyrics:

The Song of the Old Corvair

*Oh, the good old US, my friends, is a very nice place to be.
With green and rolling countryside and farmlands fair to see.
There's sure a lot to do out there, a dance or a country fair.
But the thing that I like best is going out in my Corvair.*

*Oh driving my Corvair is fun wherever I may be,
the spirit of Ed Cole is riding in my seat with me.*

*I've been to a few conventions, though some have been to more.
But every time I go I know the fun that lies in store.
And though he tried so very hard, old Ralph did not prevail.
Our gallant old Corvair my friends has weathered every gale.*

*Oh driving my Corvair is fun wherever I may be,
the spirit of Ed Cole is riding in my seat with me.*

*We've talked a lot about Corvairs, the car that we all love.
Some we drive, and some we show, and a few we have to shove.
While driving in my old Corvair on every road and street,
the thing that means the most to me is the people that I meet.*

*Oh driving my Corvair is fun wherever I may be,
the spirit of Ed Cole is riding in my seat with me.
Yes, driving my Corvair is fun wherever I may be
and the spirit of Ed Cole my friends still rides along with me.*

Pete, you'll be missed.

On the Show Trail

Gus and Barbara Torbert reported going to a cruise-in at the Eastern Museum of Motor Racing in York Springs, PA. That's about 12 miles north of Gettysburg, just off US-15. The museum is open 10 – 3 on Friday through Sunday, at least through October. It's a two story building full of race cars, motorcycles, engines and more. And of course there's a gift shop. The cruise-in is an annual event, held in August. This year they had about 50-60 cars and motorcycles; best of show was a 1957 light blue Ford convertible. Gus and Barbara think this might be a good road trip next summer.

Jerry Yates double dipped over Labor Day weekend attending the "Hot Rods & Classics" show by the American Legion and Rotary Club in Greenbelt on Saturday (their first show ever) and the Home Depot show in Bowie on Labor Day. He must have done something right because he came away with three trophies from two shows! A third place "Best of Show" and a "People's Choice" for the Greenbelt show and another trophy from the Home Depot show. Both shows had good turnouts – about 87 for the American Legion/Rotary Club and a similarly large turnout for the Home Depot show.

Keep up the good work! And don't forget the Rockville Show in October.

Tech Topics

Corvair Special Tools: The Club is trying to get an inventory of "special tools" that people have acquired for Corvairs. The idea is to make them available as needed when people are working on their car. For instance, I have a Kent Moore "J-21928". This is a special tool designed to adjust the tension bars on the Corvair hood. Similarly I have tools designed to remove the headlight and windshield wiper switch nuts without damage. What do you have in your inventory? If you have some special tool for working on Corvairs – and are willing to loan it out under whatever conditions you specify – how about dropping a note to Bob Hall or Jim Simpson and we'll put together a list.

LEDs for Corvairs: Some time ago, I pointed out an article on converting the lights on your Corvair to LEDs. Here's a table of lights to use. Note the table lists lights for 1960, 1962 and 1967 Corvairs; they should be all the same for 1960 – 1964 and 1965 – 1969 although I haven't checked for each year. Also note that if you change the lights in your dash, you will NOT be able to dim them unless you find an aftermarket LED controller. (From the April 2019 issue of *The DRIP LINE*, the newsletter of the Pike's Peak Corvair Club, submitted by: El Halpin.)

Corvair Cross Reference of Original Bulbs to LED Equivalent*

	1960	1962	1967	superbrightleds.com LED Equivalent (2019)
Parking Lamp & Directional Signal	1034	1034	1157	1157 LED Bulb - Dual Function 27 SMD LED Tower - BAY15D Bulb - Amber Part Number: 1157-A27-T
Tail & Stop & Turn Signal Lamps	1034	1034	1157	1157 LED Bulb - Dual Function 27 SMD LED Tower - BAY15D Bulb - Red Part Number: 1157-R27-T
Back-Up Lamps	1073	1073	1156	1156 LED Boat and RV Light Bulb - 18 SMD LED Tower - BA15S Retrofit - 325 Lumens - Cool White Part Number: 1156-CW18-T
Instrument Lamps (Dash)	1816	1816	1816	BA9s LED Bulb - 5 SMD LED Tower - BA9s Bulb - Green Part Number: BA9S-GHP5
Directional Signal Indicator Lamp (Dash)	57	57	1445	BA9s LED Bulb - 5 SMD LED Tower - BA9s Bulb - Green Part Number: BA9S-GHP5
Temp-Pressure Indicator Lamp (Dash)	57	57	1895	BA9s LED Bulb - 5 SMD LED Tower - BA9s Bulb - Green Part Number: BA9S-GHP5
Gen-Fan Indicator Lamp (Dash)	57	57	1895	BA9s LED Bulb - 5 SMD LED Tower - BA9s Bulb - Green Part Number: BA9S-GHP5
Headlight Hi Beam Indicator Lamp (Dash)	53	53	1445	BA9s LED Bulb - 5 SMD LED Tower - BA9s Bulb - Green Part Number: BA9S-GHP5
Glove Compartment Lamp	57	57	1895	BA9s LED Bulb - 5 SMD LED Tower - BA9s Bulb - Green Part Number: BA9S-GHP5
Dome Lamp	211	211	211	578 LED Bulb - 8 LED Festoon - 44mm Part Number: 4410-x8-CAR
Courtesy Lamp			631	1156 LED Bulb - 18 SMD LED Tower - BA15S Base Part Number: 1156-x18-T-CAR
Courtesy Lamp	89	89		67 LED Bulb - 12 LED Tower - BA15S Base Part Number: 67-x12-CAR
License Plate Lamp	67	67	67	67 LED Bulb - 12 LED Tower - BA15S Base Part Number: 67-x12-CAR
Radio Dial Lamp	1891	1891	1893	BA9s LED Bulb - 5 SMD LED Tower - BA9s Bulb - Green Part Number: BA9S-GHP5
Heater Control Lamp	53	53	1445	BA9s LED Bulb - 5 SMD LED Tower - BA9s Bulb - Green Part Number: BA9S-GHP5
Brake Warning Lamp			1895	BA9s LED Bulb - 5 SMD LED Tower - BA9s Bulb - Green Part Number: BA9S-GHP5

* This cross referenced parts list is what I used. Since many Corvairs have been rewired over the years, I would strongly recommend you verify that you have the correct socket for the correct bulb, and you purchase the appropriate LED replacement for that particular socket. Have Fun!

Forty, Thirty and Twenty Years Ago This Month

Jim Simpson

We're still in the gap of the *Group Corvair Comments* archive for August, September and October of 1979.

The *CORSA Communiqué* for September 1979 had an article about the other air-cooled Chevrolet, the 1923 *Copper Cooled* engine Chevrolet. GM has both a 6 (Oldsmobile) and 4 cylinder (Chevrolet and potentially Oakland) under development; the 6 suffered from overheating and pre-ignition. It's not entirely clear, but Chevrolet ended all

production after 759 cars were built. The factory scrapped 239 cars and of the rest, about 100 went to customers. Today only two remain, one in the Henry Ford Museum. The Tech Topics section was pretty robust and included a note that the factory service manuals were being discontinued by Helm publications; an attempt to resolve the controversy over extended tip spark plugs (particularly the Champion UL-15Y); and an article on how to modify cylinder heads to allow the use of lower octane gasoline. Several wagons, trucks and vans were available for less than \$1,000 and most notably Yenko Stinger YS096, a Stage II version, was up for sale.

According to the September, 1989 issue of the *Group Corvair Comments*, the first Saturday in September was our big Fall Flea Fair at Roger's Chevrolet. The club decided that proceeds from the food sales at the flea market would go to the club to cover expenses leading up to the CORSA Convention we were going to host in 1991. (Previously we'd donated the proceeds to Children's Hospital.) And as a tech note, it turned out that defective fuel pumps were not something new. AC Delco acknowledged that they'd produced a bad batch with the wrong diaphragm material. Not much special in the Vair Vendor; four cars, the best of which was a '65 Monza convertible for \$4,900.

As usual, the September 1989 issue of the *CORSA Communiqué* was the big CORSA Convention report. It was filled with photos from our own Ron Fedorczak along with those from Mike McGowan and Cecil Miller. Skimming over the concours results, I only found one car from the east coast, Bob Brought and his '66 Monza who took third in Street Stock. Remember those wagons, trucks and vans that were going for under \$1,000 ten year earlier? Well they're now in the \$2,000 - \$5,000 range! (The late 70's was a period of high inflation and it showed in the prices.)

Frankly, the September 1999 *Group Corvair Comments* was pretty boring. There were reports on the August pool party, a show at Allen's Pond (last one ever) and discussions of the upcoming Fall Flea Fair, but that was about it. We had eight cars listed in the Vair Vendor with prices ranging from \$600 each for three parts cars and between \$2,500 and \$6,500 for the others. (The only one that caught my attention was a '65 500 coupe that had been upgraded with a 140/4-speed, Corsa dash and quick steering.)

The Clark's Corvair Parts ad on the inside cover of the September 1999 *CORSA Communiqué* advertised the almost mythical 5-speed transmission kit for late model Corvairs. Cal didn't list a price although he said "it isn't cheap", but said he'd driven one and was highly impressed and offered a special introductory price with free shipping. (I believe there were a total of 10 produced.) Seth Emerson and others contributed articles on the Racer's Reunion at Blackhawk Farms Raceway. 23 Corvairs ran with some seriously fast cars present. The CORSA Classifieds remained small with only about a page of cars. There was an Ultravan, a Crown V8 conversion, a Valkyrie kit car (unassembled) and Yenko Stinger stage II YS030 (\$15,300) for sale.

Vair Vendor

Available: 1961 Monza four-door sedan. Spotted at the B&B auto salvage yard, 18911 Central Ave, Upper Marlboro, MD. 301-249-5111. Looks pretty rough, but the salvage yard owner says it runs well. While the yard owner says it's a '62 and it does have '62 tail lights, the engine and most body trim indicates it's a '61.



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: '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: 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: Yenko Stinger YS 309. I have finally decided to retire from racing. Therefore YS 309 is for sale. I have 3 engines – one with a roller hydraulic cam & pop-up pistons, freshly redone Stinger carbs, a brand new (Seth) distributor, a breaker-less distributor and one regular points with all hookup into an MSD ignition. 3 transaxles – 3.27, 3.55 and 3.89 with 2 close ratio (2.54 low) and one ultra close ratio (2.20 low) gearboxes. The car comes complete with a transponder, 2 racing logbooks (its complete racing history), full roll cage, Buick Skylark aluminum drums on all four corners with Kevlar linings and an adjustable proportioning valve. I even have the receipt from Don Yenko Chevrolet for the Stinger kit (continuation series car). YS 309 has had two minor dents (repaired) and no structural damage. The entire package includes extra parts – engine cores, 140 heads, doors, hood, extra Stinger deck lid, and more, plus two paddock bikes, a Suzuki 100 and a Honda 90 plus a 20 foot enclosed car trailer. Asking \$49,000 for the package. Bob Stoc 248-701-4322 (Michigan).

For Sale: Doing some house cleaning: 1965 Rear Engine Mount (NOS), \$35. Early model bumper brackets, 8 of 10, not bent or damaged but some surface rust plus 11 bumper bolts, \$10. Late model brake shoes – Clark's relined, full set, front and rear, less than 50 miles on them, \$45; AC Delco Professional, full set, front and rear, less than 50 miles on them, \$35. Two sets of brake hardware kits to convert to manual adjusters, \$25. Four tires, Toyo Extenza A/S 195/70-14, full tread, less than 200 miles. Carter P4070 electric fuel pump, new, in box, \$45 – note, too large for under body mount on Corvair. Also manuals, new shocks and sway bar for Vega. Bob Walker, bobrstn@gmail.com or 703-709-7246.

Clark's Corvair Parts®

Our catalog lists over 15,000 parts for your Corvair. We carry engine parts, body panels, upholstery and much more! There are 1,000's of reproduced items available, pages of technical information and lots of other helpful hints. Check us out at www.corvair.com or call today to order a copy of our printed catalog. You will quickly see why we are the world's largest supplier of parts and all your other Corvair needs. Clark's - More than Parts!

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

Corvair Ranch, Inc.

Acres of “well used” Corvairs, all years, all models, plus new and used parts. Corvair repair (all engine, suspension, body and interior) work.

Corvair Ranch, 1079 Bon-Ox Road, Gettysburg, PA 17325

717-624-2805 Email: corvairranchinc@earthlink.net, web site: www.corvairranch.com



Pete Frailey, Lime Rock, September 1976