



Group Corvair Comments

GROUP CORVAIR'S NEWSLETTER FOR THE NATIONAL CAPITAL AREA



VOLUME XLVII, No. 12

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Introducing the 1965 Corvair

Notice anything unusual about this car? See page 3.

CALENDAR OF COMING EVENTS

December

15 – **Group Corvair “Not Quite Christmas” Meeting;** We’re having a holiday meeting this month at the Kilarney House, 584 West Central Avenue, Davidsonville, MD at 4 p.m. Note this is **NOT** on our regular Tuesday evening! Since it is a Christmas celebration, Group Corvair will subsidize the meal at \$10 for each person. Bob Hall is collecting names, so please let him know if you are coming (301-493-8405 or hallgrenn@aol.com). See you there!

January

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

February

18 -- **Corvair Business Meeting;** 7 p.m., location TBD.

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From the Oval Garage

Bob Hall

Our December dinner meeting is coming up and it's time to think about nominating new club officers and what Group Corvair activities in 2020 would best meet club members (and potential members) needs and interests. Personally, I would like to see us emphasize a few more tech sessions. We've accumulated a lot of experience over decades of keeping our Corvairs well maintained and on the road and that experience was meant to be shared—even if it is only advice (as it takes me longer to get up from a creeper than it used to). Jim and Marolyn Simpson and Jerry and Diana Yates just had their 1966 Turbo Corsa and 1966 Yenko serviced at the Corvair Ranch and can give insight into current staff and work available there.

This month's club meeting will be Sunday, December 15th at the Kilarney House, 584 W Central Avenue, Davidsonville, MD 21035 at 4:00 pm. Please confirm your attendance by email or phone as soon as you are able. Carol and I are looking forward to seeing you.

Minutes of the November Meeting

By Marolyn Simpson

Fratelli's Italian Restaurant in Hyattsville was the setting for the November 19 Group Corvair meeting. We met for dinner at 7:00 with eight members present.

Bob Hall, club president, called the meeting to order at 8:20. Jim Simpson moved that the minutes from the October meeting be approved and Dave Proctor seconded the motion.

Jim gave the treasurer's report. Income for the month was from dues and donations to the club for merchandise. Expenses were CORSA chapter dues.

There was a motion to modify the January 2019 club decision and allow all four club officers (President, Vice President, Secretary and Treasurer) to be authorized signatories to the club bank account. (This adds the Secretary to the account.) This was moved and passed by the members present. To that effect, Jim reported that he had written a letter to Bank of America for the purpose of adding those additional signatures on the club bank account. The club officers Bob Hall (President), Barbara Torbert (Vice President), Marolyn Simpson (Secretary) and Jim Simpson

(Treasurer), as available, will meet on Thursday (November 21, 2019) at the Bank of American branch in Bowie to complete the paperwork.

The Rockville Car Show was declared a success. There was some discussion about the show and the Corvairs in particular. There were eight Corvairs that included a truck, a van, a Fitch Sprint, a convertible, a Stinger clone, and two-door coupes--a nice cross-section. Bob related the story of why his van did not get to the show--he had originally planned to drive it to Rockville,

The next order of business was about where to have the Christmas dinner. Some suggestions were Rip's in Bowie, and Savage Mill in Savage. Bob will send out an email asking for additional suggestions. The deadline for response is the Sunday after Thanksgiving, December 1. As we have done in the past, each member will be subsidized \$10 for the dinner.

Bob made a motion to adjourn and Carol seconded it. The meeting was adjourned at 8:55.

Tech Topics

Tools I Wish I'd Had: Ever thought about the amount of time you've spent looking for dropped fasteners. I've had "grabber" and magnetic probe tools for years and they are great for fishing nuts, bolts and screws from the dark areas of cars. I also have a plastic clad heavy magnet (used to find lost anchors) I purchased at BoatUS to sweep under a car for missing parts, but with limited success. The commercial magnetic sweeps used by contractors to find loose nails, screws, etc. after a roof job or outside construction have always been too expensive for my budget. But then on a visit to my youngest son's home I found that he had blocked off half of his driveway to protect car tires from loose screws and nails that had spilled while he built a large shed. After much sweeping we found many, but not all of them. The boat anchor magnet helped some, but didn't get them all. On a visit to Home Depot I found the pictured wheeled super magnet tool from Empire for less than \$25.00 that I used to quickly pick up over thirty more screws that we had missed. Harbor Freight has a similar one for even less. I gifted myself with my own and I've used it several times to capture dropped fasteners in minutes while working on our cars. It has even found nuts I lost earlier that have been hiding for months. Christmas is coming.....

Bob Hall



The Cover Photo

Yes, the car looks like it's been worked over by a horde of metal-eating termites. But that's not what's unusual – they do that with show cars frequently. Take a look at the tires. Have you ever seen tires with white walls on both the outside and inside?



An "Official" Chevrolet V8 Powered Corvair!

Michael Noun posted this photo and article about a 1965 Chevrolet Corvair V8 prototype. With the 1964-1/2 Ford Mustang setting sales records, GM's initial reaction to the runaway pony car sales was to promote their 1965 Corvair as competition to the Mustang. Chevrolet Engineering put together a one-off 327 V8 powered Corvair in late 1964 as a proposal for limited production. The car was tested by the

Chevrolet engineering staff in and around the Detroit area, finally handed over to Chevrolet General Manager Semon 'Bunkie' Knudsen for evaluation. Unfortunately, this proposal was never accepted, and GM threw all their efforts into the design of the F-Body (Camaro and Firebird) that would debut in 1967. This is the V8 Corvair as it appeared in 1966. For those asking, this was a water cooled 327. Two radiators, one in each quarter panel, had radiator hoses that connected in a T at the thermostat housing. From the Prairie Capital Corvair Association *The Flat Six*, November 2019

Corvair Preservation Foundation Raffle

The Corvair Preservation Foundation (CPF) is raffling off a freshly restored 1966 Corvair Monza Sport Coupe. The drawing will be held on May 15, 2020. You do NOT need to be present to win! The proceeds from the raffle will help support the new Corvair Museum on historic Rt-66, in Glenarm, Illinois. "Thoroughly reconditioned throughout with new paint, upholstery and many NOS parts." The car is painted Danube Blue with a blue interior and has 140 hp – Powerglide power train. Tickets are \$10 each and can be purchased directly from the CORSA web site:

<https://www.corvair.org/index.php/merchandise/corvair-raffle>

CPF Museum Moving

And speaking of the CPF museum, it's moving! Their new address, 10041 Palm Road, Glenarm, IL, is on the historic RT-66 just south of Springfield, IL. The new location is going to be much less expensive to operate and should draw more visitors according to Mike Hall, President, CPF. Palm Road is a section of the historic Rt-66 and now serves as an access road paralleling I-55 with easy access. So the next time you decide to take the Rt-66 trip from Chicago to Los Angles (or the reverse route), stop by the museum and take a look at all the Corvair memorabilia!

Forty, Thirty and Twenty Years Ago This Month

Jim Simpson

The highlight of the December, 1979 *Group Corvair Comments* was the picture on the back cover, taken by Ron Fedorczak. You might want to add a set of snow tires to our rear engine wonders, but otherwise, no explanation is necessary! Our annual banquet was to be held at the Sheraton Inn in New Carrollton, MD. Interestingly, this was to be the site 12 years later for our 1991 CORSA Convention. No ads this month, but there was nearly full-page seasonal poem *The Night of Ralph's Christmas*.

The December, 1979 *CORSA Communiqué* was a bit thin. There was a good article on preparing a race car (throwing fan belts was still a serious issue) and a full page of Corvair production figures. On the other hand, there were some still useful Tech Topics including a recommendation to replace the balance tube hoses on 140 hp

engines with modern silicon hoses. The unnamed author noted that Chevy V8 spark plug boots used a nice, soft, red silicon tube that, when trimmed, fit perfectly. And if your Corvair didn't come with a four-way flasher, you might want to check the tip on how to install a DIY version. The CORSA Classified had four pages of cars available including three Yenko Stingers; one a fully prepared D Production racer (no number listed) for \$5000, YS-119 -- a '67 car that had rusted badly but the package included a rust-free body and many parts for \$4000 and a '65 (no number) that was set up for racing. In addition, there was a FiberFab GT-15 (Ford GT-40 look-alike) with Corvair running gear including a 140 hp engine for \$4250. Lots of fun cars and parts!



A decade later, in the December, 1989 *Group Corvair Comments* John Moody had his third (and final) installment on the Corvair fuel pump design. This was a full three page article, complete with cut-away drawings and suggested

modifications to the pump. We had a short article on rolling my Corvair; no, it wasn't an accident! The body was mounted on a home-made rotisserie and we turned it up on its side so we could work on the bottom of the car during its restoration. In the 'Vair Vendor, we had three individual ads plus Dick Winchester needed to find homes for 10 Corvairs – some decent, some parts cars – because he'd lost his storage lot.

I hate to say it, but the *CORSA Communiqué* for December, 1989 was pretty dull. Chapter reports, a couple articles on car shows; that was about it. The Tech Topics had another in the painting series by Dick Spring, articles on improving heater performance and concluded with another installment on *Stock Is...* This one covered seat belts. The CORSA Classifieds were down to just over a page of cars; other than the six wagons and two Rampides for sale, there really wasn't much to tempt me.

Reading the *From the Oval Garage* article in the December, 1999 *Group Corvair Comments* I was struck by how little has changed in the club. I was the president back then and an end of the year article was noting the changes in the club. I lamented that we no longer held regularly scheduled tech sessions, nor did we participate in any moving events such as rallies and autocrosses. I also speculated on the future of the club. Well, it's twenty years later and we're still creaking along. We had three cars for sale, one of which was listed as a '65 Corsa convertible with a Powerglide automatic. As far as I know, Chevrolet never sold a Corsa with an automatic transmission. Oh well.

Finally, the December, 1999 *CORSA Communiqué* showed a swing back toward moving events with articles on a track day at Pocono Raceway, the Supercar Reunion in Springfield, MO and a summary of the 1999 SCCA runoffs. It seemed that everyone had fun at these events. Warren LeVeque was the Competition Chairman and contributed an article promoting what he called "Formula 90%". His recommendation was to get your race car to around the 90 percent of its maximum performance potential and then have fun. Wringing that last 10 percent of performance out of it would cost astronomical amounts as well as make the car much more fragile. Basically the 90% solution was the best trade between cost, reliability and fun. Just as a decade earlier, there was only a single page of cars for sale in the CORSA Classified. I'm sure there were some very nice cars in there, but none were particularly rare.

Vair Vendor

For Sale: 1965 4-door, Light blue, powerglide, and 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: Doing some house cleaning and there's still some items left: 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. Bob Walker, bobrstn@gmail.com or 703-709-7246.

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