



Group Corvair Comments

GROUP CORVAIR'S NEWSLETTER FOR THE NATIONAL CAPITAL AREA



VOLUME XLVIII, No. 6

June 2020



Mike Coale Adds to His Collection

CALENDAR OF COMING EVENTS

Check with sponsors on all events for the foreseeable future!

June

- 13 – NECC track day at New York Safety Track, Oneonta, NY. www.neccmotorsports.com Sold Out!
- 16 – **Group Corvair** Business Meeting, 7:30 p.m. We will try holding a virtual meeting using Zoom. See the article later in the newsletter for more information.
- 20 – Invasion of The American Museum of Tort Law, organized by Frank Winchell. For information, see www.frankwinchell.com/welcome/. (The sponsor, Frank Winchell's son, wants to make this an annual event.)

July

CORSA 50th International Annual Convention, Crown Plaza Hotel, San Diego, CA. Officially **POSTPONED** until July 27 – 31, 2021.

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From the Oval Garage

Bob Hall

As I write this Maryland plans to ease the restrictions protecting us against Covid 19 though Montgomery and Prince Georges Counties, with higher infection rates, won't be able to loosen theirs quite as much. Virginia is in a similar situation with the more densely populated Northern Virginia counties facing higher infection rates than the rest of the state and opening more slowly. But Corvair projects continue—why not write down some thoughts about one of your projects and submit them to Jim Simpson for our July newsletter. Whether you have 60 ½ years of experience with Corvairs or six weeks if you are involved with the hobby you have something to continue. For instance Mike Coale has been busy with his Corvairs—especially the restoration of a '65 AC coupe.....I'll bet there is an article there.

The Fraley garage sale looks to me to be possible in July now. And if you need help with a project let us know. Jim Simpson will be sending an email inviting you to our June Zoom virtual meeting soon.

Mike Coale's Collection Just Keeps Growing

I do believe that Mike Coale is working on cornering the market on Corvairs here in the mid-Atlantic region. The front-page photos are two of his latest acquisitions. He's currently working on the white car and plans to turn it into

a daily driver. The red car is something a bit more special; while it is pretty rusty, it's a '67 four-door Monza with



air conditioning and a 4-speed transmission. That's a somewhat rare combination. For now, Mike is working on freeing up the brakes and will put it in dry storage until he works through his other project cars. Go for it Mike! (Mike has sent me more pictures of more of his Corvairs; I'll save them for next month.)

Trial Zoom Meeting

Marolyn Simpson

During this era of the novel coronavirus many of us are trying out novel ways of doing everyday tasks. In keeping with that theme, the officers of Group Corvair decided that instead of having our monthly meeting at a restaurant perhaps we should try having a virtual meeting on Zoom.

On May 12 several members (mostly club officers) set up a trial Zoom meeting to see if it would work for the regular meeting. A couple members used laptops, one used an iPhone, and another used a desktop computer. We were able to get everybody connected to the meeting although we did have to do a work-around for one person whose computer does not have a camera or microphone.

Several topics were discussed including a brief treasurer's report, reports of recent Corvair outings, and the sale of Pete Frailey's tools. As always there was some general conversation which included stories about the adventures of going to the grocery store.

The free Zoom session is 40 minutes long and everyone agreed that 40 minutes will probably be enough time for our next business meeting scheduled for May 19 at 7:30.

Minutes of the May Virtual Meeting(s)

Marolyn Simpson

May Meeting Part One

Because of the COVID-19 pandemic, the May 20 meeting (a Wednesday) of Group Corvair was not at a restaurant. The members met virtually on Zoom at 7:30—or at least that was the plan. The officers had tried a trial meeting several days earlier to work out some of the kinks of meeting on-line. However, there were still some problems getting everyone on board. We ended up with 10 participants.

Bob Hall called the meeting to order at 7:45. The meeting started with some general conversation—most notably the topic of haircuts. Several members showed off their new do-it-yourself-at-home styles. No further comment needed.

Since we did not have a meeting in April, there were no minutes to approve. Jim Simpson gave the treasurer's report which was followed by a discussion of club merchandise.

Jim showed everyone a copy of the book *Corvair Style* by Richard Lentinello. He had recently received a complimentary copy of the book because his blue '66 Corsa is on the cover and is also featured in the '66 section of the book.

Bob brought up the topic of Pete Frailey's tools. Earlier in the year members of the club decided to have a sale of the tools and invite members of nearby clubs to attend. The original plan was put on hold because of COVID-19. We are now starting to plan for the sale again although there is nothing definite yet.

This meeting was set up using the free version of Zoom which limits the session to just 40 minutes and the time was running out. Bob proposed having the second half of the meeting in a week (Wednesday, May 26). Zoom cut off at 8:10.

May Meeting Part Two

The second part of the May meeting on Zoom was held on Wednesday, May 26. Members started logging in at 7:30. Some members who had participated in the first part of the meeting had other commitments that evening, and others had a problem joining Zoom. As a result, there were just four members in this part of the meeting.

As usual the meeting started with some general conversation. Then Jim talked about having participated in the recent Northern Virginia Club's virtual meeting. It mainly dealt with tech topics; Bryan Blackwell had just acquired the tools needed to change bushings in the Corvair steering box and was demonstrating their use.

There was a discussion about probably having the club meetings on-line for the near future. With a little more practice, we hope to eliminate some of the kinks of joining the Zoom meetings.

Jerry Yates told us about a virtual car show coming up. The car owner would post a picture of his car on a given site and then viewers would vote on-line. Not a great set-up but probably better than nothing. He also said he plans to try retouching the stripes on his Corvair—there are a couple of scratches. This was followed by a general discussion on touch-up painting.

The next meeting will be on Tuesday, June 16 and will again be a virtual meeting on Zoom. Instructions will be sent out via email on how to join.

The meeting ended at 8:15 when the Zoom session was cut off.

Group Corvair Virtual Meetings

Jim Simpson

For the foreseeable future, Group Corvair will be conducting virtual meetings, that is, we'll meet via the internet. There are several ways to do this. The Washington Post had an article recently that discussed several (<https://www.washingtonpost.com/technology/2020/05/20/best-video-chat-apps/>) and concluded that Zoom was probably the best for most groups.

Zoom works on just about any smart device – smart phones (both iPhone and Android), Windows PC, Mac, internet connected tablets, or even a landline phone. And they have a free version with the major restriction of limiting a meeting to not more than 40 minutes. Ideally the device you are using will have a camera, microphone and speaker(s) to allow you to fully participate. We have done a work-around for one user who lacks a camera and microphone; if that's your situation, contact me and we'll discuss how it works.

I've created an account with Zoom so I can send invitations to the meetings. When we first experimented with Zoom, I sent the invitations via Google Calendar. It was quickly pointed out to me that this was very confusing – Google adds a lot of superfluous things including a prominent link to Google's own "Google Meet". Based upon the feedback, I plan to send an e-mail with only the essential information. It should look something like this:

Group Corvair will be having a virtual meeting on June 16 at 7:30 p.m.

Join Zoom Meeting by clicking on:

<https://us04web.zoom.us/j/71454828665?pwd=THAZmU5MmxvODlNQmpZdGpZRoldZz09>

Meeting ID: 714 5482 8665

Password: 2kbUjX

(DON'T try to use the above – it's for a previous meeting!)

There are numerous videos on-line to show you how to join a meeting. One note – you do **NOT** have to create a Zoom account to participate in meetings, you need an account only if you want to create and host a meeting. If you are unsure as to how to join a meeting, take a look at one of the tutorial videos such as this one on the Zoom web site: <https://support.zoom.us/hc/en-us/articles/201362193-Joining-a-meeting> The Zoom website provides instructions for just about all the likely platforms you might use.

Assuming you are using a computer to join, all you should need to do is click on the blue link in the invitation. If you would like to do a trial run to make sure you and your equipment are ready for the next Group Corvair meeting, just contact me (simpsonj@verizon.net) or (240-232-2820) and we'll set up a training session.

Some of Us are Getting Out and About

Jerry Yates

On Saturday, May 30th I drove the Corvair to Southern High School on Solomon's Island road where I was joined with about 125 other cars. The purpose of the gathering was to stage a surprise drive-by to honor a gentleman who is suffering with three different types of cancer.

I had received an email from the club president of the Asphalt Angles stating that a friend of the club's sister had contacted them and asked if it would be possible to stage a surprise drive by for her ailing brother on his birthday. She said he was a big car guy, and she thought this might lift his spirits.

We filed out onto Solomon's Island road around 4 pm aided by the fire department who blocked the road from oncoming traffic for our easy exit. The drive-by house was only about a mile down the road and as we passed by, we were greeted by his family & friends who were at the edge of the road waving wildly. The weather couldn't have been better, and everyone practiced safe distancing and wore a face mask while outside.

I think everyone felt good about helping to make someone's day just a little bit better.

And from **Byron LaMotte** is the closing photo – Byron is picking up a neighbor to drive to the 100th birthday celebration for a friend's father.

Tech Topics

Rust Removal

One of the never ending, and more difficult jobs, in car restoration is rust removal. I started to restore easily removable parts for a '62 Rampside I am fixing up. The correct FC jack that I found behind the seat looked as if it might have gone down with the Titanic! Darrin Hartzler suggested I try the electrolysis method to remove the rust and also said I probably already had all the materials on hand. Since I had never tried this method before, I was game to try. My usual method would have been a trip through the bead-blast cabinet. I found a good YouTube video from *Wood Magazine* that shows all the steps to build and operate the electrolysis tank.

<https://www.youtube.com/watch?v=54ADeB6V1rQ>

Greg Walthour



It took me about an hour to gather the materials and build the tank. I did have to go to the store to buy some



Arm & Hammer Super Washing Soda in the laundry detergent aisle. (This is just Sodium Carbonate – any brand will work – editor’s note.) I did nothing to the jack before placing it in the tank. I didn’t even try opening it since it was so rusty. After 24 hours I took it out and scrubbed it gently with some wire brushes. I then opened it as much as I could and still have it fit in the tank and soaked it another eight hours.

The results are absolutely amazing!

It seemed as if the rust

was growing on the surface of the metal rather than eroding into the metal. I cleaned it with an old toothbrush and POR15 Marine Clean. I

then put it in the warming drawer of our oven to ensure it was completely dry. I immediately took it outside to spray paint the first of a few light coats of RustOleum black epoxy paint. It looks like it just left the factory. I

am now trying the same method on a pair of ’64 finned rear brake drums. If you have any questions, please do not hesitate to contact me. (63redbrier@comcast.net) Thanks! Greg



(Editor’s note. Electrolysis will remove rust, but not magically repair or replace the missing metal. You will still need to repair any holes and buff or grind out surface blemishes. In addition, this particular process is limited to plain iron and steel – don’t try it with stainless steel, brass, copper, aluminum or other alloys. And finally don’t use this on items that are critical such as high-strength bolts. If they are rusty, replace them.)

Forty, Thirty and Twenty Years Ago This Month

Jim Simpson

The *Group Corvair Comments* for June 1980 was short and to the point. I guess we had problems getting articles in the summer; everyone was out and about. The major events coming up were the upcoming Metropolitan Washington Council of Sports Car Clubs (MWCSCC) – Group Corvair autocross. These were always well attended and significant money-makers for the club. The Vintage Chevrolet Club of America was also active in the area back then and was sponsoring their annual show at Sport Chevrolet in Silver Spring. And if you were looking for a car, there was a ’65 500 coupe for sale, white with red interior, 29,000 mile (new engine with 13,000 miles) for sale.

The June 1980 *CORSA Communiqué* was mostly chapter news – meetings, shows, mini-conventions. But there were some good *Tech Tips* as well. One perennial topic is the late model broken clutch cable; it usually fails right the little ball that hooks it to the pedal linkage. Larry Claypool offered two suggestions. First, change over to a ’69 cable; it uses a Heim Joint to improve the swivel action. But if you don’t want to change, take this advance precaution. Stop at your local hardware store and buy a 1/8” cable clamp and a 3/16” eyebolt as cheap insurance. When the cable breaks, you can hook the eyebolt over the clutch linkage, pull the cable snug, and then use the cable clamp to fasten the remainder of the cable to the shaft of the eyebolt. This should get you home again. Another tip – watch out for where you spray rust proofer. Most rust proofing material is flammable, and the heater blower resistors are in the air ducts and glow cherry red when the blower is run at low speed! Continuing with the tech tips,

John Douglas had a nice piece on an “easy and accurate” method to replace blower bearings. One caution with his method is that he uses a shim to set the bearing height; the height changed over the years so make sure you use an appropriate shim thickness. This was followed by a detailed analysis of swaybars, a DIY tool for changing Pitman arm bushings and notes on polishing trim. The *CORSA Classifieds* ran four pages of cars and another two pages of parts for sale! Those were the days.

In the next decade, the June 1990 issue of *Group Corvair Comments* reflected our focus on our 1991 CORSA Convention. The club was planning its first practice rally to test our readiness to hold the convention rally. We’d held a convention planning committee meeting and were starting to nail down expected costs, schedules, events and personnel assignments. And if that wasn’t enough, we were hosting a MWCSCC “championship” autocross. In the *Tech Topics*, there was a note reminding people to “trust but verify” parts – just because it’s new or rebuilt doesn’t mean it’s right. The case in point was a newly purchased rebuilt carburetor which had a very misadjusted float height setting. There were only two cars for sale, but one, a ’65 with 51k miles and air conditioning looked like a pretty good buy.

The *CORSA Communiqué* for June 1990 seemed less exciting than normal. While there were several articles about individual cars, the most notable article was a continuation of Larry Claypool’s Stock Is series. This one covered the various steering wheels installed in Corvairs over the years. I never realized that there was such a wide variety. The entire *CORSA Classifieds* – cars and parts – consisted of two pages. There were some excellent prices though.

We really only had a couple of items in the June 2000 issue of *Group Corvair Comments*. Marolyn and I had just attended the Virginia Vair Fair in Lynchburg. We commented on how we played hide and seek with the rains all the way down to Lynchburg but the event itself was great. We did have to change the fuel pump down there – it had started “spitting” gasoline out of the top vent. (The pump was new in 1970, had over 50k miles on it, had sat dry on the shelf for about 17 years before being put back in service and at that time had another 9 years of service. I guess they just don’t make them like that any more.) John Moody contributed a great story about driving his mother’s 1960 Corvair overnight through a blizzard in upstate New York. Between the bitter cold, the snow, the ice build-up on the throttle linkage, the dimming of the headlights due to snow and ice build-up, John spent the night in the Corvair kept warm by the gasoline heater. He commented that he was lucky that he didn’t asphyxiate himself. There were only two cars being offered, one a ’62 parts car, the other a ’64 Monza with a/c for \$6,500.

I’m not sure if it’s June or something else, but the June 2000 issue of the *CORSA Communiqué* was also a bit thin. I assume it’s because we’re in sort of a lull between the spring shows and the CORSA Conventions. There was a short report on the restoration of YS44, a Yenko Stinger that had been recovered from a junk yard in Dodge City, KS – progress was good. That, a couple of articles about restoring a ’62 500 coupe and a Myer Manx plus a report on that spring’s Lime Rock meet was about it. Not even any good tech tips. Closing out the issue was three quarters of a page of cars for sale and a third of a page of parts; nothing stood out as an exceptional buy or as particularly rare.

Corvairs are Getting More Respect

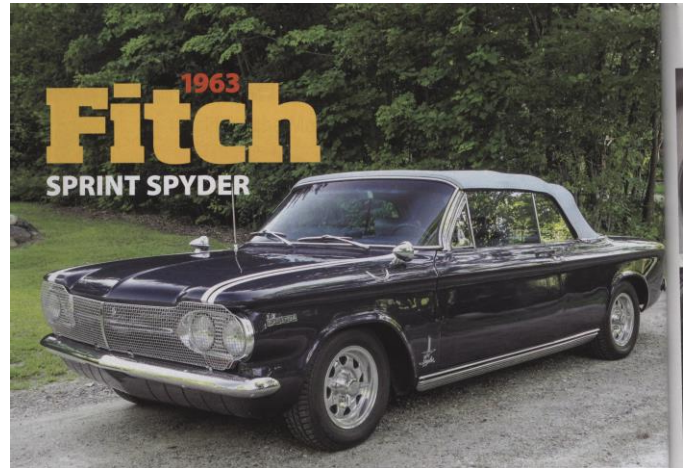
Do you like centerfolds? Then you should like this one in *Generator and Distributor*, the monthly magazine of the Vintage Chevrolet Club of America (VCCA). The June 2020 issue is a special “Best Of” edition with the vehicles in five categories – “Best overall”, “Best 4-Cylinder”, “Best 8-Cylinder”, “Best Commercial” and “Best Unrestored” for 2019. The “Best Commercial” winner is a beautiful red over white 1963 Rampside, owned by Duane Wentlandt in Oregon City, Oregon and was the VCCA centerfold.



Complementing this is the 19 May 2020 *Hagerty Drivers Club* on-line newsletter. This issue ranked the Forward-control trucks of the 1960s. In reverse order, the Dodge A100/A108 came in last. Ford's Econoline was a best seller, but still ranked fourth in Hagerty's list. The Volkswagen Type 2 (Transporter) was judged to get a number of things right but was way underpowered with a 24 hp engine and a high, though flat, bed floor. The rather rare Jeep FC-150 came in second based upon its practicality and four-wheel drive. But the overall winner was the Corvair Rampside. In Hagerty's opinion, Chevrolet just got it right, combining many of the best features of the others along with the great Corvair air-cooled engine. And who can resist the side ramp, just perfect for easy loading such as rolling that keg of beer onboard.



And last, but far from least, is the *Sports Car Profile*



of a 1963 Fitch Sprint Spyder by Richard Lentinello in the July 2020 issue of *Hemmings Motor News*. The Spyder convertible he reviewed is owned by Titus Stewart in St. Cloud, Florida and is black with a white top and complementing white stripes.

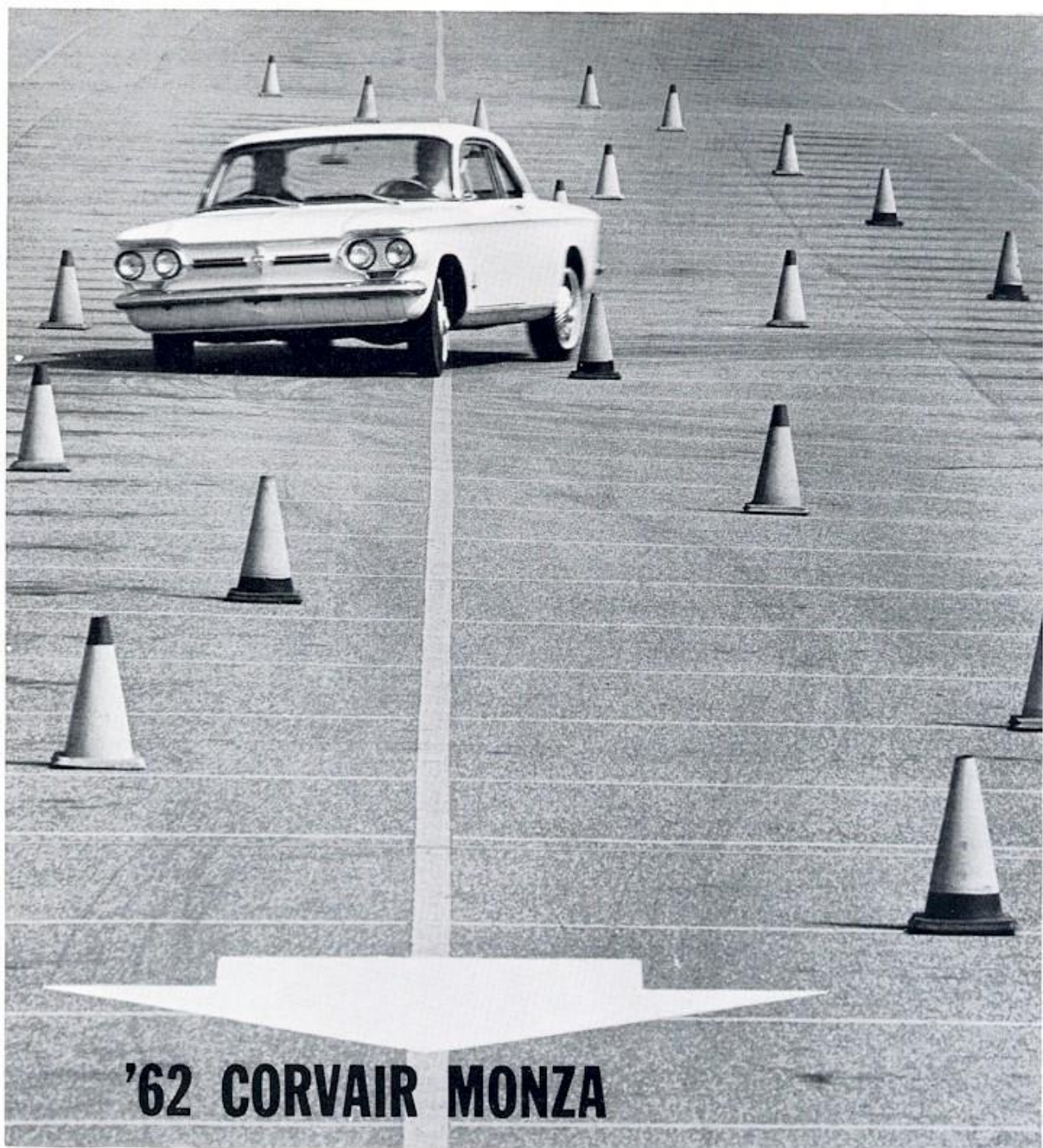
'Vair Vendor

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.

Clark's Corvair Parts is now open for orders but still not at 100%. They are gradually reopening and have announced that the upholstery department is now open for new orders. No rush orders, no tours and orders may take a few days to be filled. But they are open again! www.covair.com 413-625-9776. With the reduced staff, I'd recommend doing on-line orders.



'62 CORVAIR MONZA

FAMILY SEDAN WITH A SPORTS CAR POINT OF VIEW

Now they've all got bucket seats and they're all making noises like sports cars. ■ Who started it? ■ Chevrolet did. ■ How? ■ By introducing the Monza Club Coupe, the first really new American car in years. They're trying to buck four-wheel independent suspension, air-cooled rear engine, a marvelous four-speed box (optional at extra cost) and an absolutely unique appearance inside and out, with bucket seats and jazzy armrests. Let's face it, friends, you just can't get there



from here. The Corvair Monza is a combination of the best automotive ideas from anywhere. Just to prove that it's no phony, it went out and covered itself with glory in two of North America's most grueling rallies. The echoes of the praise heaped on those Monzas will be heard for a long time. This Corvair is a *real* automobile, one that refutes once and for all the notion that you can't have full-family comfort and sports car handling in the same package. Look around you . . . more and more knowledgeable automobile people are turning to Corvair, and (we might add) with good reason. . . . Chevrolet Division of General Motors, Detroit 2, Michigan.



Byron LaMotte Delivering Neighbor to Friend's 100th Birthday Party