



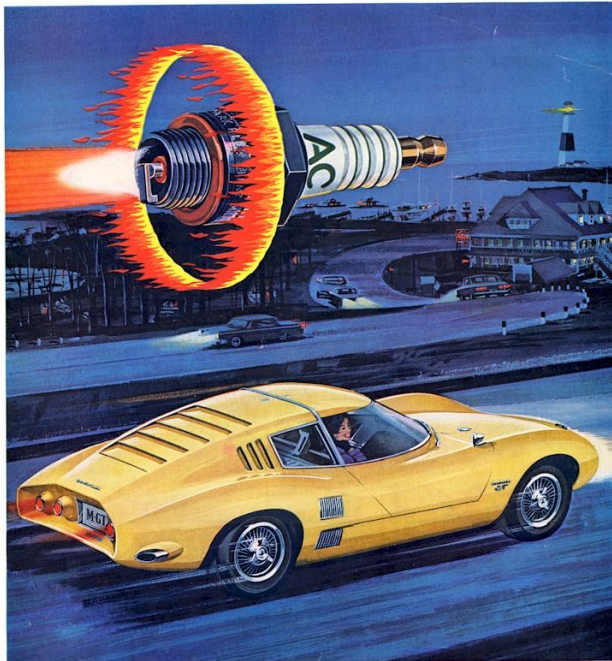
Group Corvair Comments

GROUP CORVAIR'S NEWSLETTER FOR THE NATIONAL CAPITAL AREA



VOLUME XLVIII, No. 7

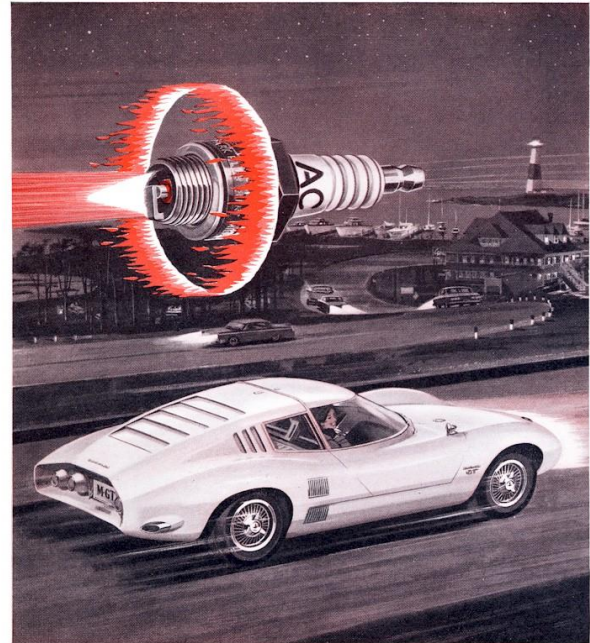
July 2020



(The Chevrolet Monza GT: 107" wheelbase, 165" overall, engine displacement 145 cu. in., 6-cylinder engine featuring dual carburetors, developing 102 SAE BHP at 4400 RPM.)

Monza GT sparks the imagination—AC sparks the action

Chevrolet's Monza GT, dream car of tomorrow, is sparked by today's self-cleaning AC Fire-Ring Spark Plugs. Although the car is not for sale, you can buy the spark plugs now and get tomorrow's power today. So, ask for action . . . ask for AC. AC SPARK PLUG THE ELECTRONICS DIVISION OF GENERAL MOTORS



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AC SPARK PLUG THE ELECTRONICS DIVISION OF GENERAL MOTORS
JANUARY 1964



If Only!

Perhaps if Chevrolet had continued to develop the Monza GT, we would have a competitor to the Porsche Cayman today!

CALENDAR OF COMING EVENTS

Check with sponsors on all events for the foreseeable future!

July

- 11 – 15th Annual Car and Bike Show (first time using a “runway” format), 9 a.m., First Baptist Church of Glenarden, worship center parking. You must register: <https://fbcglenarden.brushfire.com/events/469798>.
- 21 – **Group Corvair** Business Meeting, 7:30 p.m. We will try holding a virtual meeting using either Zoom or perhaps Microsoft Teams. We would have to upgrade to the Zoom Pro version to go beyond their 40-minute free use cutoff. MS Teams doesn't have that limit. We're experimenting to see how well MS Teams works

for us, so stay tuned. Note that both work on computers (ideally one with a camera and microphone) or a smart phone. If you do use a smart phone, be aware of your data plan limitations. (I'm not sure but I believe it uses data rather than voice minutes.) Keep an eye on your e-mail for an invitation to join in.

August

18 -- **Group Corvair** Business Meeting, 7:30 p.m. While we normally take a break over the summer, we're going to continue our virtual meetings to provide some social outlet. Keep an eye out for an invitation to the on-line meeting.

September

15 -- **Group Corvair** Business Meeting, 7:30 p.m. Almost certainly another virtual meeting.

19 – 45 Edgar Rohr Memorial Car Meet, sponsored by the Bull Run Region AACA at the Manassas Museum, 9101 Prince William St., Manassas, VA. 11 a.m. – 3 p.m. <http://bullrunaaca.org/rohr-show-information/> .

19 – 41st Corvair Day hosted by Central Pennsylvania Corvair Club. 9 a.m. – 3 p.m., Eastern Museum of Motor Racing, 100 Baltimore Rd, York Springs, PA. (Show will be held on the adjacent Latimore Valley Fairgrounds, 314 Latimore Valley Rd.) Register by 31 August - \$12, \$15 at the door. Rain or shine. <http://www.centralpacorvairclub.org/events-1> or look at their July newsletter on the same site.

October

17 – Rockville Antique and Classic Car Show – The city staff is recommending it be cancelled for this year. See you in 2021.

20 -- **Group Corvair** Business Meeting, 7:30 p.m. Almost certainly another virtual meeting.

Continuing Events

Cars and Coffee Bethesda is meeting every Saturday from 8 a.m. to 10 a.m. weather permitting. Corner Bakery, 10327 Westlake Drive, Bethesda, MD. They are strongly promoting social distancing and masks, so be prepared.

Cars and Coffee Great Falls, VA meets every Saturday from 6 a.m. to 9 a.m. weather permitting. 760 Walker Rd, Great Falls, VA. Check with the organizer for rules, but I suspect social distancing and masks required.

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From the Oval Garage

Bob Hall

Carol and I hope everyone is healthy and that your families have dodged the Covid19 illness so far. We definitely live in "interesting times." At home projects continue. I've made more room in the basement and made some progress in reorganizing my Corvair parts and hand tools. Other club members I've talked with are working on

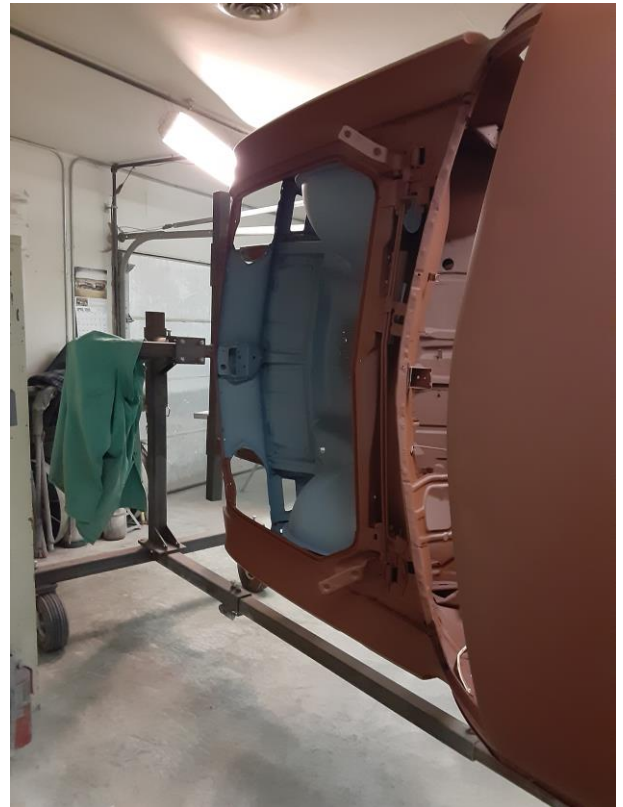
refreshing their show cars and doing heavy work on suspension upgrades. How about a story and a photo or two for Jim?

At our last month's Zoom online meeting Jerry Yates and Bob Walker talked a little about Corvair racing in our area at Marlboro and other venues. Jim Simpson would love to include a few stories on this subject so don't be shy—even a short anecdote can help jog a fond memory or two. I wish I had a recording of the sound of a race prepared late model with dual Webers and headers that I heard back then. If anyone has old photos, 8mm movies or other recordings and would like some help digitizing them let me know.

We'll be meeting online again this month where we'll be updating club members about the latest status of car events and talking about members' Corvair projects. The Frailey garage job looks more and more like four or five volunteers doing the clean out while social distancing and wearing masks.

More Cars in Mike Coale's Collection

Here are some more pictures of Mike's collection. From the upper left, going clockwise, this is the red 4-door that



was shown in last month's newsletter. Mike isn't scared of hauling a car out of the woods. The grey shell on the roll-around stand is the body shell Mike bought from the family of a person who had planned to put it on a Chevy

S-10 frame. Luckily he hadn't taken it to a point where it could no longer be salvaged. It's now in red primer and on a rotissary as shown in the lower right photo. And just to prove that not all of Mike's cars are just in salvage condition, the brown convertible in the lower left is Mike's wife Liz's car. Keep up the good work, Mike.

Minutes of the June Virtual Meeting

Marolyn Simpson

Once again because of the COVID-19 pandemic, Group Corvair members met on Zoom instead of at a local restaurant. The meeting was on Tuesday, June 16 and scheduled to start at 7:30. Jim Simpson acted as host and turned on the computer at 7:27. Soon the other members started joining in for a total of 10.

Bob Hall, president, called the meeting to order at 7:40. Barbara Torbert had one correction to the minutes from the May meeting. The meeting had been on Wednesday the 27th, not the 26th as stated in the newsletter. The minutes were approved except for this one change.

Jim gave the treasurer's report; there was no income and no new expenses for the last month. Gus Torbert reported on the club merchandise: no new info but the club still has a small amount of inventory. Jim said that he still has several copies of "Corvair Basics."

Several members said they thought they were getting copies of Richard Lentinello's book *Corvair Style* for Father's Day. There was a general discussion of Hemmings Magazine.

At the time of our meeting there had been no decision yet on whether the Rockville Antique and Classic Car Show would go on as planned in October. [Note: Since the meeting, the decision has been made to cancel the show for this year.]

Jim thanked everyone who had contributed to the latest newsletter. The tech tip for the day was to flush the rockers spring and fall.

Bob wants to do the Frailey tool sale sometime during the last couple of weeks in July. Specifics on the date and time have not been decided yet. There will be two steps to this process. The first is the sale of the tools and the second step will be hauling off the leftovers.

A possible future outing for the club is a trip to Byron LaMotte's house on the Eastern Shore.

There was a general discussion on historic racing at Upper Marlboro.

There was general agreement that the club should pay for a subscription to Zoom for our club meetings to allow us to go beyond the free version's 40-minute cutoff. (We are looking at other possibilities including MS Teams.)

The meeting ended at 8:10.

Random Notes from the Editor

Jim Simpson

First and foremost, I want to thank everyone for their contributions to the June newsletter. They made my job much easier and added more variety and interest to the newsletter. Thanks again.

As I mentioned in last month's newsletter, for the foreseeable future Group Corvair will be conducting virtual meetings. Your club officers continue to look at various apps to find one that works "best" – they all have their pluses and minuses. So far Zoom has worked but has a 40-minute limit with the free version. We're now taking a look at Microsoft's Teams; their free version doesn't have any time limits but does have a somewhat steeper learning curve for the administrators. I'm not sure how it looks from the user end, something we're experimenting to determine. But no matter which platform we settle on, we'd like to see you on-line. If nothing, it gives everyone a little social time with someone other than your significant other.

In other news, Hagerty of classic car insurance and price guide fame, has a "Hagerty Value Rating". This has a 100-point scale that is based upon new insurance policies, sales and auction data and other mysterious metrics to come up with a ranking of collectable cars. 50 is "average" or "keeping up with the collector market". Corvairs apparently have been all over the map. According to the Corvair Atlanta "Connecting Rod" Corvairs hit an all-time low of 15 in July 2018 and had only risen to a sickly 27 in January 2019, well below that of other collector's cars.

But since then the Corvair has taken off and has risen to an 81 on their scale. I'm not sure what that really says about anything, and who knows what's happened to the collector car market this year, but it does appear that Corvairs are getting some respect.

The Central Virginia Corvair Club had a great newsletter this month with several articles that might be of interest to you. Rather than copy their articles, here's a link to it:

<https://drive.google.com/file/d/1k1YLa7VBcKeSX9IvVHvZmaZfWLncGj13/view?usp=sharing>

(I've noticed that the quality of the various club newsletters I receive seems to have improved sharply lately. I guess that's due to people having more time at home.)

I receive a number of other club newsletters. Currently I forward them to a handful of club members. If you would like to see them just let me know and I'll add you to the forwarding list. It is interesting to see what other clubs are up to and some of the things people are doing with the Corvairs.

Are you building a new engine? Is it going to be performance oriented? Do you know about the NASHFAN? If the answer to the first two is yes and the last one no, then read on: Kevin Dash in Washington state has been working on an improved cooling fan for the Corvair engine. He was inspired by the design of the vanes of the turbocharger impeller and made fans that look remarkably similar with spiral sweeping vanes that deflect the air downward. He claims that his tests show better cooling (more air flow) with less horsepower required.



Ray Sedman (American Pi, a performance Corvair engine specialist) has taken on manufacturing. These are CNC machined out of billet aluminum and are available in either raw aluminum or anodized to keep them from corrosion. If you pick the anodized version, you have a choice of colors! If nothing else, they sure look good. If you've never seen the American Pi web site, here's a link: <http://www.american-pi.com/corvair/corvhome.html> Unfortunately they don't have the fans on it yet so you'll have to contact Ray Sedman directly for prices and availability.

Using my time profitably

Jerry Yates

After owning my Corvair for over fifty years it stands to reason that changes occur over time. Of course, some of these changes are not always for the better and sometimes they are changes just for changes sake.

So somewhere during the years my original '66 taillight lenses were replaced with '65 lenses. My rear grill was changed for a '65.

In my collection, there are parts and pieces I have that I have no idea how they came into my possession. Likewise there are a lot of parts I now have no idea where they went.

The current situation with COVID- 19 has given me time to change things back to '66 originality. First, I replaced the '65s with original '66 lenses. And while I was at it, I repainted the cove area corner pieces the proper color to match the rest of the cove area.



Early '66 "Wedding Band" Taillights

Now I'm working on restoring a '66 rear grill.



A car is a lot like a house, you're never quite finished. When I'm done with this project, I'll more than likely find another.

Tech Topics

Fisher Body's Flush and Dry System

If you have Late Model Corvairs, when was the last time you flushed the Flush and Dry system that Fisher Body designed into the body? Back when daily drivers and "beaters" outnumbered concours winners many of us made a point once or twice a year of flushing out the leaves, pine needles and other debris that accumulated. This slowed the rust by reducing acidic and moisture holding plant matter in the

rockers. I realize that many of our cars are now protected by car covers and/or garages and carports, but any car is a magnet for unwanted crud and you'd be surprised by what even a show car can pick up.

Remove the rubber plugs at the front and back of the body rocker boxes and be sure the rubber flap on the inside of the rocker box at the rear wheel well isn't stuck because of dirt and debris. If you also remove the inside vent covers and vacuum out the area inside first, you'll really slow rust at the inside bottom of the front fenders. (If you notice rust inside this area plan on treating it soon—see photo).



Rubber Plug inside Front Wheel Well

You can flush the driver and passenger side from the intake grill in front of the windshield to start if you want. Then using a hose nozzle at the front rocker hole flush with clean water while checking that the water is flowing out of the rear flap covered area, the bottom rocker drains, and the rear rocker hole. Use a wooden dowel or stick to help drains open if necessary. After a few minutes take the hose to the rocker hole at the back and flush forward. Keep alternating back and forth until the water runs clear and no more debris comes out. Reinstall the side vents and covers and rocker plugs.

The final step is to take your Corvair for a good drive to let the air entering the windshield front grill flow down the body behind the door hinges and through the rockers to thoroughly dry everything out.

Bob Hall



Looking Down into Opening into Rocker Panel, Visible When You Remove Interior Vent Covers

Forty, Thirty and Twenty Years Ago This Month

Jim Simpson

In July 1980 according to *Group Corvair Comments* people were planning on heading down to Atlanta, GA, to attend the CORSA convention that started on July 30. Mike Harrison was heading down early with his freshly completed mid-engine V8 car; we understand that it was something of a non-stop marathon drive with nothing but fuel stops. We'd just finished the Sport Chevrolet show with nine Corvairs out of the 108 cars attending. I contributed the final installment of a series on engine cooling and things to check if it is running hotter than normal. There were three cars for sale, two '64 Spyder coupes and a '64 convertible. One of the Spyderys had a freshly rebuilt engine but poor body -- \$300!

The lead article for the July 1980 *CORSA Communiqué* was by Barbara McLaughlin about her, and her husband's restoration of "Nader's Nemesis", her 1963 Monza convertible. This had been her first new car but at the 11 year and 100,000-mile point was rear ended. The car was retired for several years, but finally Barbara was able to convince her husband that they should restore the car. In two years, with help from Clark's Corvair Parts and CORVEGA, a parts car, and huge amounts of elbow grease and lost sleep, they took it to the Lime Rock show. The next year, they went to the Detroit CORSA convention and took first in class. A fitting reward for a lot of work. And those were the days to buy a used Corvair and parts. The CORSA Classified covered six pages with ads for just about every model in every year. The only one that I did not see was a Yenko Stinger.

A decade later, the July 1990 issue of *Group Corvair Comments* was all about the upcoming "Not Quite Fourth of July" picnic in "Not Quite Manassas", hosted by Al and Peggy Harris. We had reports on a tech session (I had enlisted some free help to scrape undercoating off the bottom of my Corsa under the guise of a show and tell about the underside of a Corvair. At least it was on its side on a rotisserie.) We had a test run to check our ability to run a rally for the '91 CORSA Convention plus managed an autocross which demonstrated our ability to run one the size typical of the convention's. John Moody reported on dissecting an A/C receiver-dryer. He found that they were quite simple, merely a pressure cylinder with a bag of desiccant to pick up any stray moisture in the A/C system. They also function to provide a reserve of Freon to compensate for the inevitable slow leaks. No new ads!

The *CORSA Communiqué* for July 1990 was focused on the Ontario, CA CORSA Convention that was to start on July 31. Several Group Corvair members were planning on attending including the Bourgondiens, Mike Harrison and my wife and me. Thanks to Ward Bourgondien, we had fluorescent yellow tee shirts to advertise our 1991 CORSA convention in Washington DC. There was a writeup by Dave Newell of the Super Monza, Bill Mitchel's gift to his daughter, Lynn, on her 16th birthday. Erwin Stockwell contributed his story of the "Flying" Corvair. You've probably seen pictures of it, but he mounted a large, folding, wing and engine on top of his '60 4-door. As far as I can tell, it never actually flew, but he says it was a lot of fun and loves showing it at air shows. Our own John Moody had a tech article on the "All-Important Black Wire", the wire that connects the distributor to the ignition coil. This should be a routine maintenance replacement item since the internal wires are continually flexed by the vacuum advance and eventually break. When they break, usually at a very inconvenient moment, the engine stops dead! These were the days to pick up Lakewoods, Greenbriers and Rampsides cheap. Only three pages of ads though.

Group Corvair Comments was a combined July/August issue in 2000. For some reason, I'd been picked as president that year, and I loved to write in my "From the Oval Garage" column. We'd just made our first trip to the Sully Plantation car show on Father's Day. Great show, but hot and humid and we'd forgotten our sunscreen – nice sunburns! Only four Corvairs though, but we managed to snag first in class for the '58 – '70 Chevrolet class. I also wrote about my installation of one of Ray Sedman's "Safeguard" knock sensors; it seemed to work great and controlled the detonation my turbo engine had been prone to. George MacMannis wrote about why it's worthwhile to pay attention to people offering cars for sale. He'd heard from the owner of a '66 Corsa coupe, 11k miles, AM/FM radio and essentially rust free that needed to be sold. He wanted \$1,000 at the time. George told everyone about it at the next Group Corvair meeting, but no one followed up on it so George got back in touch with the owner – who was ready to send it to the crusher – and finally made a deal to "take it off his hands" for \$200. And to sweeten the deal, there storage unit of spare parts to go with it. George figured that he ended up with over \$4,000 worth of parts plus a very nice Corsa to boot. No new ads this month, just two left over from June.

July issues of the **CORSA Communiqué** are always CORSA Convention focused, and the July 2000 issue was no different. This year is was the Daytona Speedweek convention. The watchword was pack your sunscreen! Ken Schiffner wrote about his trip "down under" where he visited with Australians who owned Corvairs. Under Australian law, they had been converted to right-hand drive (a pretty major undertaking, but apparently there are enough cars brought in from overseas that there is a thriving industry for left-to-right-hand drive conversions) and refitted with new lighting (amber turn signals and separate front parking and turn signals). Warren LaVeque lamented how modern cars were putting on weight. Light weight cars, in his opinion, just do everything better. Weight is the enemy of performance. The CORSA Classifieds were down to a mere two pages; less than one of actual cars. The internet was taking over! The wagons, vans and pickups were gone! But still some good prices.

'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.



For Sale: 1964 Spyder Convertible. Restore of for parts. Black, 4-speed, 3.55 positrac differential, nice dash, nice tinted windshield, no bucket seats, has rust! \$1,550. Bob Lewis, 301-246-4278, Nanjemoy, MD.



For Sale: '65 Monza Convertible. Owner has health issues and needs to downsize. Purchased in Florida 8 years ago, repainted from red to current light blue. 110 engine, rebuilt 5 years ago, powerglide transmission. 67k miles; been sitting under cover last 3 years. It will start, but not keep running, probably old gasoline. Asking \$7,500, contact Tim Stefan, 410-960-3229 or tim.stefan@verizon.net. Fallston, MD.





We're having a contest: Add your own caption! Send them to the Editor and he will publish them in the next newsletter.

Submitted by Jerry Yates