



Group Corvair Comments

GROUP CORVAIR'S NEWSLETTER FOR THE NATIONAL CAPITAL AREA



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August 2020



1960 Corvair Photobombing “Big Chevy” ad!

(Thanks to Jerry Yates for finding this. It looks as if this was taken in Palm Springs, CA)

CALENDAR OF COMING EVENTS

Check with sponsors on all events for the foreseeable future!

August

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

meeting. And if you'd like to schedule a tech session to ask a question, show off some technique or for any other reason, just let one of the club officers know.

21-22 – AACA Grand Nationals. Now to be held at Gettysburg. http://www.aaca.org/Meets/aaca_calendar.html

September

12 – 31st All-GM Car Show. Limited space due to pandemic rules, rain or shine. New location – CACI Parking Lots, 2720 Technology Drive, Annapolis Junction, MD. They are emphasizing pre-registration at <http://www.mdcamaroclub.com/shop> Check the website for more information.

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

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

9-10 – AACA Eastern Fall Nationals at Hershey, PA. There will be no flea market or car sales this year and the event has essentially been reduced to a one-day concours. Check the website for details: http://www.aaca.org/Meets/aaca_calendar.html

17 – Rockville Antique and Classic Car Show – Cancelled. The 2021 show will be Oct 16; so, save the date!

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

If you haven't already heard, the Rockville show has been cancelled, which is completely understandable, but still another disappointment. We're still dodging Covid-19 while we make some headway with projects. I discovered that we have three and not two LM right front fenders (used and cut from one '68 and two '66s) in the body panel stash. Progress is also being made organizing the electrical and suspension parts on separate shelves in the basement. I hope to have installed the new rubber floor mats in our Greenbrier before our August meeting (I still

have to carefully cut the openings for the rear seat anchors and then do some minor trimming for the stick shift in the front. Let us know how your special projects are going and send an article to Jim for the newsletter.

We hope everyone has been able to get their groceries and other necessities with minimal risk. (If anyone needs some assistance please send a private email). Watch for Jim Simpson's email with sign in information for our August Zoom meeting. We will discuss ideas and options for a separate Zoom tech session. Take good care of yourselves.

Minutes of the July Virtual Meeting

Marolyn Simpson

In keeping with the new normal, the July 21 Group Corvair meeting took place on Zoom. There were seven members logged on when Bob Hall started the meeting at 7:34.

Jim Simpson gave the treasurer's report. There were no deposits and no withdrawals during the past month. Jim also reported that he had gotten a license from Zoom so the virtual meetings will not have to be limited to 40 minutes as they had been the last couple of months. Zoom is \$149.90 per year (a \$29.50 discount from the monthly rate) but it has not been charged to the club yet.

There was a general discussion of Covid-19 related topics which was followed by the approval of the minutes from the June meeting.

Jerry Yates said that he had taken his Corvair out for a run earlier that day after which the members discussed gas and oil consumption. There was also a discussion on paint friendly dent removal.

Bob said he has tried to get in touch with Barbara Frailey but has not been able to contact her. The sale of Pete's tools is still on the club agenda but because of the pandemic there is no date yet. We may attempt to do some basic prep work and cleanup in advance.

Jerry brought everyone up to date on the work he has been doing on his rear grill. He is trying to match the color of the grill with the rest of the car. Apparently, there are a variety of "Ermine White" colors out there. Members then discussed possible design changes of the '66 to '69 grills.

Bob brought up the possibility of trying to do a virtual tech session.

The meeting was adjourned at 8:47 pm.

Tech Topics

1964 through 1969 Cooling Fan Deterioration Pictured is a closeup of a portion of a cooling fan from a 1968

Corvair with over 190K on the engine that was built in 1967. Note the flaking of the fin to the left of the reinforcing post. The section of the fin that was to the right of the reinforcing post is missing completely. This is just one section of the deteriorating fan. While I understand magnesium's potential for corrosion, this is the first Corvair fan that has failed for me. I wouldn't have been surprised to see some deterioration where iron or steel was in contact with magnesium due to galvanic corrosion, but the hub area where the steel bolts clamp the fan to the steel blower bearing show no signs of any such corrosion. This car never had any overcharging issues in the 37+ years we have owned it that would have created corrosive deposits from the battery. Possibly this fan was part of a batch that didn't fully meet GM standards.



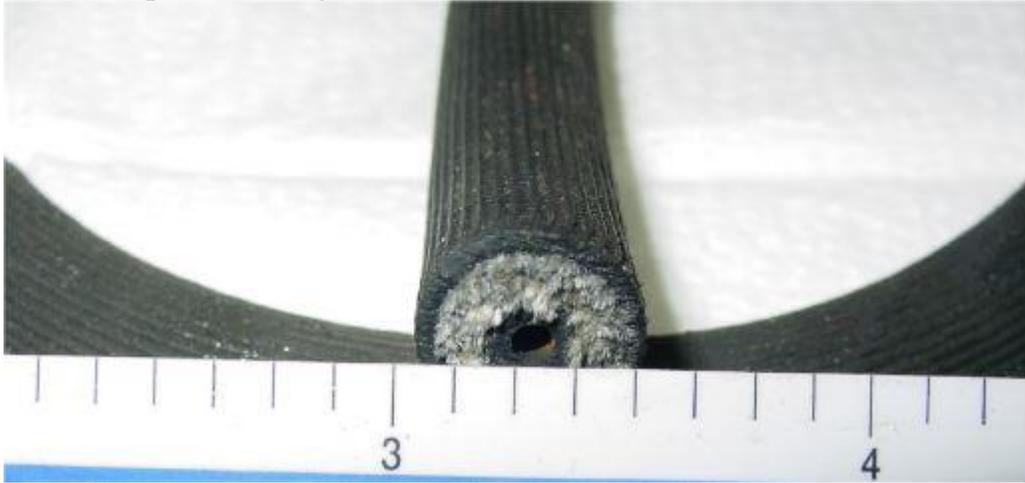
Late Model Magnesium Fan Corrosion

Has anyone else had a 1964 through 1969 magnesium fan show such corrosion? If so, I'd like to hear from you. None of my other LM Corvair fans look like this. Bob Hall

Brake Hoses: All Corvairs have four flexible brake hoses, one at each corner of the car, that make the connection between the steel lines on the body and the wheel cylinders. (The late model rear brakes are slightly different in that the flexible hose connects between the steel body brake lines and a second steel brake line mounted on the trailing arm.)

The hoses are approximately 1/2" in outside diameter but have only a 3/32" bore. This creates a heavy-duty hose as needed to withstand the high hydraulic pressure developed during braking without deforming and causing a "soft" brake pedal. The outside covering will crack from flexing and that will be noticeable long before the hose actually fails; a nice design feature that (should) alert you to the needed maintenance. Because of this, there is a tendency to only change hoses if cracks show up. But after 50+ years of service there is another issue that comes up regularly: plugged hoses.

Note in the picture below just how small the internal diameter is. Sometimes the internal liner swells and closes off



the line, but more frequently the crimped steel ends rust badly and expand. They may crush the hose enough to partially, or even totally, restrict the fluid. Even a partially plugged hose can act like a one-way valve, letting high pressure from the master cylinder through but preventing the lower pressure fluid from returning. Locked up or dragging brakes may result.

Another blockage can occur when the area between the two brass inserts corrode and plug the hose. The left side of the second picture shows a cross-section of a hose where the brass has corroded and plugged the hose, while the



right side shows a longitudinal section of a brake hose with extensive clogging from corrosion.

The rust and corrosion formed between the two brass inserts after the brake fluid absorbed moisture. The best advice to prevent this is to flush the brake system with fresh, new, fluid every few

years and replace those half-century old hoses. (It's best to buy fresh brake fluid when you need it than risk using old fluid that has been sitting on your shelf. Once the can is unsealed, you cannot be sure that it has not been picking up moisture from the air no matter how tight you've screwed the lid on.) Don't forget, **stopping** the car is much more important than how fast it can go!

Finally, when replacing any hose, you should check the new clearance to other parts while turning the front wheels from lock-to-lock and bouncing the rear. A hose that is the wrong length or installed with a twist can rub or be

stretched by normal suspension movements.

Adapted from an article by Mike Dawson's *Preventive Maintenance Series* in the *Heart of America Corvair Owners Association* newsletter.

Forty, Thirty and Twenty Years Ago This Month

Jim Simpson

The August 1980 *Group Corvair Comments* newsletter was pretty short – two pages total. The minutes commented on the June autocross; apparently the ridiculously hot weather kept people away with only 54 participants. The heat also affected the timing equipment, so things got off to a late start. This led to a discussion of if G.C. should get its own equipment. (Nothing ever came of that.) We also started planning for the September Fall Flea Fair. The newsletter listed three vehicles for sale: a Rampside and Greenbrier, both in sad shape on a used car lot and a '65 Corsa turbo convertible in "excellent" condition, 63k miles for \$3,500.

The *CORSA Communiqué* for August 1980 was a bit more interesting. It included an article about the Art Silva V8 conversion kits. This conversion made use of the early '60s Buick aluminum V8; it displaced 215 cu. in., produced 155 hp (2-barrel carb) or 185 hp (4-barrel carb) and weighed about the same as the stock Corvair engine. With Art's kit (\$44 in 1970 – not including the engine, radiator, and other readily available parts), the engine was installed in the rear unlike the Crown and Kelmark conversions that took up the rear seat. Bob Coffin contributed a two-page article on the Corvair engine oil system with tips for performance cars. Lots of cars for sale with just about all priced below \$2,000. Nothing exotic though other than a Crown V8 conversion project car.

A decade later, the August 1990 issue of *Group Corvair Comments* indicated that we were starting to make good progress in our CORSA National Convention planning. We'd finally worked out a budget that projected a profit! Ward passed out T-shirts (florescent yellow!) for the people going to the Ontario, CA convention to advertise our convention. (I still have mine!) We'd run a highly successful autocross with 20 GC members turning out to help; good practice for our national convention autocross! There was a note about a company in California that was producing new camper shells for Corvair Rampside. I do not know how successful they were; I've never seen one.

At the national level, the *CORSA Communiqué* for August 1990, one of the CORSA Directors (Bill Borland) commented on the four 1969 Corvairs that he had purchased new after 1982! Apparently there had been quite a few still sitting in dealer's inventories for years. Dan Konkle contributed a six-page article on his experiences participating in a three-day, 800 mile fund raiser for children that included four TSD rallies, three autocrosses, two poker runs plus a concours. No, they didn't win, but the event raised over \$30,000. Stan Light wrote about rebuilding early model rear wheel bearings; new ones were in short supply. All I can say, is thank goodness I have a late model! The CORSA Classifieds had shrunk to just over a page of cars; prices were creeping up at bit.

Since we'd combined the July and August issues of *Group Corvair Comments* there's not much new to report other than a note from Ward Bourgondien on how our cut-away Corvair powertrain had made it to the Florida CORSA Convention without using a drop of oil!

The August issue of the *CORSA Communiqué* was still anticipating the results of the CORSA convention so the articles were focused on people who had recently restored a Corvair. If you own an early model, there was a good article on repairing the turn signal switch by Ray Collins. Warren LeVeque wrote about auto crossing and ways a course design can be biased for or against a class of cars. For instance, a course that requires the cars to come to near complete stops give high powered cars an advantage. Narrow courses are biased against larger cars. Something I'd never given too much thought to. Only a half-page of cars for sale with nearly half of them either Lakewoods, Rampside, or Greenbriers.

Caption Contest

Do you remember last month's newsletter's closing picture? I asked for suggested captions and indeed, I got a few. In no particular order, here they are; vote for your favorite.

1. "Next time I'll get a hotel room."
2. "Where are my lucky Corvair socks?"



3. "Every time I drive it; it knocks my socks off"
4. "If I weren't such a cheapskate Corvair owner, I'd have gotten a hotel room".
5. "Have you ever tried sleeping in a Corvair trunk?"
6. "All I did was buy another Corvair and my wife kicked me out of the house."
7. "I can't afford a hotel room – all my money goes into my Corvair!"
8. "Life in the Fast Lane, me and my Corvair."

‘Vair Vendor

For Sale: '64 Corvair Dune Buggy. New lower price. Built in 2009, street legal, Maryland title, 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 600 miles on them. Fiberglass body was new old stock, a Berry "Mini 'T' 2", built in California by Berry in late '60s / early '70s. 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. This one needs to be saved! 150 Hp turbo! One of only 4,761 Spyder convertibles built in '64, the year that the rear suspension was upgraded with a traverse leaf spring and they went to a



164-cu. in. engine. Black, 4-speed, 3.55 positrac differential, tinted windshield. I was told that the engine was rebuilt but I don't believe that after checking it over when I got it home three years ago; it looks like it's had clutch replacement, but the engine appears to be largely untouched. (It is not currently running.) Has a straight body, all glass is nice, rust free doors, no rust trunk, some rust in the front floors, but the rear floor is great. The front bucket seats will need to be replaced. The battery box and part of the inner fender were cut out probably due to a battery leak. The Spyder dash, radio, black padded dash, and manual top are all nice. Good Maryland title in my name. I've got over \$2,800 invested, Old Car price guide for a #5 parts car '64 Spyder convertible is \$2,400. I'm asking \$1,550 or best offer. My loss is your gain. Bob Lewis, 301-246-4278, Nanjemoy, MD. (I've also got a nice '64 Spyder engine lid, \$150, OBO and a '65 coupe/convertible right door with hinges and vent window but no door glass, \$85, OBO.

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.



For Sale: Set of four 1965 13" wire wheel covers with three prong spinners in excellent condition plus matching set of six 13" x 5 1/2" steel rims. \$750 plus shipping. Don, 302-313-5552 or Don.lintvet@gmail.com



The eye-saver is a Corvair Corvair Sport Coupe with eight new standard safety features, including outside rearview mirror. Always check it before pulling out to pass.

Some of the most enthusiastic Corvair owners are people who thought driving was a bore

Take Trudy here, for instance—a girl who's outgrown the awkward stage in more ways than one. She found she had no patience with cars that are cumbersome to handle. Or have a habit of spinning their wheels in mud or snow. Or balk in front of hard-to-find parking places.

She was at that point of life that many sophisticated drivers come to eventually. She was ready for a Corvair. She quickly became hip to how Corvair's flat-cornering

suspension straightens out crooked roads. She dug its tenacious rear-engine traction. Wherever she went, she was a real swinger at the wheel of this nimble, easy-to-manuever machine.

Even so, she's still not as worldly wise as she likes to appear. Now she's got a schoolgirl crush on her Chevrolet dealer.

Chevrolet Division of General Motors, Detroit, Michigan.



CORVAIR—Unusual the Chevrolet way