



DRIPPY LEAKS & FLYIN" FANBELTS

The Monthly Newsletter of

Mid Maryland Corvair Club

Corsa Chapter 217

Website: [www.Corvair.org/chapters/chapter 217](http://www.Corvair.org/chapters/chapter%20217)

email: midmdcorvair@corvair.org

September 2020



This is a photo of the Glenn Corvair in the 2003 Carlisle Concours



Here is the Glenn Corvair at the 2003 Autocross
Bill Hubbell

New Member Profile – Q & A – Bill Hubbell

Q: Tell us about yourself

A: I am 66 years old, recently retired physician (41 years in Family Medicine). My wife also is recently retired (auditor and former nurse). We have been married 41 years. We just moved to Hagerstown, MD, this past April to be close to our daughter and grandson. Prior to that, we lived in Virginia Beach for 25 years, and before that, Seattle, and St Joseph, Michigan. I was born and raised in Michigan, received my undergraduate and medical education at the University of Michigan, which my wife also attended and is where we met.

Q: Who, what, when got you interested in Corvairs?

A: I was 16, just started driving, wanted a car. My older brother had abandoned his 1963 Corvair 2 door coupe in our family garage a few years earlier. It was partially disassembled and no longer in running condition. I asked my dad if I could have the car and he told me if I could get it in running again, I could have it. He pointed me to a Chilton's manual and his toolbox – I did the rest. This was around 1970.

Q: How many Corvairs have you owned, and how many do you currently own?

A: I have owned eleven, two of which I still have.

1. 1963 Monza 2 door coupe, 95-PG, Aqua – (1970-73)
2. 1965 Monza 4 door sedan, 95-4spd, Cypress Green (1973-80) – “Jenny”
3. 1961 Greenbrier 110-4spd, Green/White (1980-87) – “Arthur”
4. 1964 Monza Convertible, yellow/black top (1980-82)
5. 1964 Monza 2 door Coupe, 110-4spd, Daytona Blue (1995-98) – “Butt Ugly”
6. 1964 Monza 4 door sedan, 110-PG, Azure Aqua (1997-current) – “Alice”
7. 1964 Monza 4 door sedan, 110-PG w/CAC, Brown/Tan (1999-2016) – “Mr. Poop”
8. 1961 Monza 4 door sedan 95-PG, Ermine White (1998-2000) – “Whitey”
9. 1964 Monza Convertible 110-PG w/CAC, Meadow Green/White top (2000-current) “Glenn”
10. 1965 Monza Convertible, 110-PG, Red w/black top (2001-2002)
11. 1965 Monza Convertible 140-PG w/CAC, Evening Orchid/black top (2003-2017) – my son's car

Q: Are you now, or have you been, a member of other Corvair clubs?

A: I joined CORSA in 1976, and have also been a member of the following CORSA Chapters:

Detroit Area Corvair Club 1979-1982

West Michigan Corvair Club 1982-87

Corvanatics 1981-87

Tidewater Corvair Club 1995-current

Stock Corvair Group – founder and president, 2005-current

Q: Have you attended any CORSA conventions?

A: I have attended 19 CORSA conventions:

- | | | | |
|-----------------------|------------------------|------------------------|-------------------|
| 1. Detroit, 1979 | 7. Daytona Beach, 2000 | 13. Detroit, 2007 | 19. Chicago, 2019 |
| 2. Atlanta, 1980 | 8. Chicago, 2001 | 14. Jacksonville, 2009 | |
| 3. Syracuse, 1982 | 9. Carlisle, 2003 | 15. Tacoma, 2014 | |
| 4. Grand Rapids, 1986 | 10. Lexington, 2004 | 16. Knoxville, 2015 | |
| 5. Lake Placid, 1997 | 11. Portland, 2005 | 17. Independence, 2017 | |
| 6. St. Louis, 1998 | 12. Buffalo, 2006 | 18. Pittsburgh, 2018 | |

Q: What is your special field of Corvair interest?

A: I am interested in Stock Corvair research, preservation, and restoration, with a special interest in early model Corvairs.

Q: Have you held any offices in Corvair clubs?

A: Yes, as follows:

- I served on the CORSA BOD from 2004-2007, during most of which time I was also the CORSA Secretary.
- Founded the Stock Corvair Group in 2005 and continue to serve as SCG President
- Have served Tidewater Corvair Club in various capacities, including President, Vice President, and Activities Chairman

Q: Tell us about your current Corvair projects

A: I am currently finishing up the restoration of the John Glenn Corvair. This is a 1964 Corvair Monza Convertible, 110-PG with Factory AC, Meadow Green with white top and Fawn interior, originally owned by John H. Glenn, Jr., while still with the astronaut corps and living in Seabrook, Texas. He sold the car in 1966, and each subsequent owner passed along the titles, so I have documentation that this was, indeed, his car. I acquired the car in 2000 and am the 5th owner.

At the time I acquired it, the car was in sad shape – the interior mostly eaten by rats and exposure, the exterior repainted the wrong color, and the original engine was in baskets, partially disassembled.. The car had not been driven in nearly 20 years. I initially made the car roadworthy (new brakes, top, fresh engine, etc.) and then drove it as a beater for several years. It was a good running car, even if it did look like crap. In 2003, just for fun, I took the car to the Carlisle CORSA convention and entered it in Concours and the Autocross. The car now holds the CORSA record for the LOWEST concours score (65, I think), but it performed very well in autocross and would have trophied except for the fact that I also drove my other Corvair and could not technically compete in the same category in two different cars.

After several years of enjoying the car as a beater, I placed it in storage with the intent to restore it when I was able. Over the many years I had the car I was constantly researching it, and sourcing difficult to find parts. Finally, in 2017, with retirement looming, I decided I had to get serious about restoring it while I still had the money to do so. I stripped out the car in the fall of 2017, spent that winter stripping the undercoating, seam sealer, old paint off the body shell, and starting work on restoring the various parts I had removed. In the spring of 2018, I turned the body over to a restoration shop while I continued to restore everything else, including the original engine. It was a mad dash to get everything done before I retired and we moved in March of this year (2020), but I managed to get the car back together in time. Presently I am just finishing up some minor items, but the car has been returned to its original showroom appearance. I made the commitment to restore the car to pure factory Stock as much as possible, and I am comfortable that I have largely achieved that goal.

The car was to have been introduced to the public at the CORSA mini convention in Springfield this past June, but COVID-19 intervened, so the car awaits the return of car shows to make its debut. However, if you would like to see it, give me a call and we will work out a viewing.

Aside from finishing the Glenn car, I continue to research Stock Corvair projects of interest, and as I am now happily only an hour away from the Corvair Ranch, I look forward to many trips there to gather data.

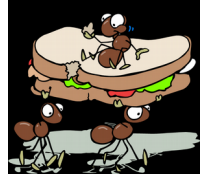
Restoring the Glenn car also has benefits to other members of the Corvair community, as it has energized the efforts to have certain parts reproduced that previously had been unavailable. Clark's Corvair had made (or is in the process of making) at least 5 new reproductions as a result of my efforts to restore this car, so I am very happy for that.

Q: Tell us about your other Corvair

A: My other Corvair ("Alice") is a 1964 110-PG Azure Aqua 4 door sedan that I acquired in 1997 as a beater at the Virginia Vair Fair. I restored it to Factory Stock over a period of several years and it has won numerous awards both in CORSA and AACA. It was one of the cars selected to be displayed in the Corvette Museum as a celebration of Corvair's 50th anniversary, and was also invited to be shown at the 2010 Hilton Head Island Concours d'Elegance for the same reason. I stopped showing the car after those events and now use it as my driver to local Corvair meetings or shows.

Welcome Bill to our club!

PIZZA PICNIC TIME



***PER OUR POLL, THE MAJORITY RESPONSE WAS IN AGREEMENT
TO HAVE THE PICNIC.***

***WE HAVE HAD A CHANGE IN VENUE. THE PARK WAS ALREADY BOOKED SO
WE HAVE DECIDED TO HAVE THE PICNIC AT THE MOATS HOUSE***

DATE: SATURDAY, SEPTEMBER 12, 2020

TIME: 1:00 PM TO WHENEVER

LOCATION: BOB & CARLETTA MOATS

2919 WARM SPRING RD., CHAMBERSBURG, PA 17202

PIZZA AND SODA WILL BE PROVIDED

PLATES, CUPS, NAPKINS, AND UTENSILS WILL BE PROVIDED

***I'VE HEARD HUMORS THAT THE COOKIE LADY (YOU KNOW WHO SHE IS)
WILL BE MAKING SOME CHOCOLATE CHIP COOKIES.***

IF YOU WOULD LIKE TO BRING SOMETHING, FEEL FREE. ANYTHING IS WELCOME.

WE WILL SOCIAL DISTANCE AND MASKS ARE

WELCOME IF ONE FEELS COMFORTABLE WITH THEM.

NO RAIN DATE. WE HAVE 2 GARAGES, A TENT, AND A HOUSE. PLENTY OF ROOM TO KEEP DRY.

YOU WILL NEED TO BRING CHAIRS FOR EVERYONE IN YOU PARTY.

BRING YOUR CORVAIRS, WE HAVE SPACE TO PARK THEM IN FRONT OF OUR PROPERTY.

WE'LL HAVE OUR OWN LITTLE CAR SHOW!!!

LOOKING FORWARD TO SEEING EVERYONE THERE!!!



Question Time: 1st question was

Are Corvair engines interference or non interference engines?

Answers:

- Non interference! Carl Obaugh
- Regarding the most recent question....I think the Corvair engine would be considered a Non Interference engine. I don't recall ever hearing of damaged valves due to a timing failure, mostly because the cam is direct drive to the crankshaft and there is no intermediate gear or timing belt. I could be very wrong and would not be surprised if it is actually an Interference engine so I anxiously await the answer. Andria Raine
- Interference engines have combustion chambers, piston tops, and valve lift that cause damage to all three if the camshaft drive is interrupted. This became an issue with the advent of cam drive by timing belts in the late 60's. My guess is that since the Corvair engine's cam drive is by gears this probably is not much of an issue, or at least if it happens bent valves and cracked pistons would be only a part of the damage. The if the defect was the crankshaft gear it would wreck the crank, and if the cam gear fell off the cam, it's bouncing around in the alloy crankcase would ruin it.

My guess is the most likely Corvair interference engine would be the 140. It has the highest compression ratio and the biggest valves, and thus the tightest combustion chamber. Recently on an episode of Roadkill on the Motor Trendchannel the cam gear in a big block Chevy engine came a drift and they were able to put it back on the side of the road. The engine started without any apparent interference issues, and it's wedge combustion chambers are the same type as on the Corvair. The most extreme interference issues I've seen were on many early VW diesels from timing belt failures. Not only were the valves bent (more like crushed) and pistons cracked, but camshafts and camshaft bearing caps broken and one time a lifted head which broke out the end head bolt bosses on the block. Again this is mostly conjecture on my part and I'm happy to be told I'm wrong. Bruce Culp

September's Question by Andria Raine

How many Corvair's have you owned in your lifetime.

Not how many were in the family.

Not how many parts cars they may have had.

Only count how many you have owned that were legally titled in you name.

My guess is many of us have had as many parts Corvair's that were never titled as we have had Corvair's that were titled

Ok, now it's your job to email me your answers. snope2@comcast.net. I look forward to getting your responses.

Financial Report from Bob Millard



Beginning balance was \$1,252.56. I received \$15 for dues and sent \$100 to the American Cancer Society in memory of Laura Wilhide. The current balance is \$1,167.56.

It's time to collect the dues. If you can not make it to the meeting, please mail your dues to:

Bob Millard, 20620 Guard Ct., Rohrsersville, MD 21779



Crab Soup Recipe by Julia Glendenning

Eastern Shore Way (My Dad's family (Dize) is from Rumbly MD)



Makes 10 (1 Cup) Servings

Takes 20 minutes

1 can (28 oz) tomatoes or 5 large tomatoes cut into small pieces

2 cups beef broth

1 cup carrots frozen

½ chopped fine onion

1 pound lump crab meat (If you pick the crabs yourself 5 large crabs is plenty – don't pick the claws save for later)

3 cups water

1 cup corn frozen

1 cup beans (lima or string) frozen

1 tbsp Old Bay

Place all ingredients, except crabmeat in 4 quart saucepan.

Bring to boil on medium. Reduce to low' cover and simmer 5 minutes.

Stir in crabmeat and claws (Yes with Old Bay on the claws)

Simmer 10 minutes

Serve each bowl with one claw on top.

Don't Forget To Mark Your Calendars



There is information on the Corvair Center Forum in a "Sticky" titled "Central Pa. Corvair Club "Corvair Day" show on September 19, 2020 "

There is no admission fee to tour the Museum but they do accept donations and there is a place to make it just inside the front door. I would encourage everyone to make a donation of at least \$5.00 because it is worth it. I donated \$20.00 for two of us when I visited a couple years ago and thought it was worth every cent.

Their normal hours are:

From December to April the museum is open Fridays from 10am-4pm

From May to November the museum is open Fridays, Saturdays and Sundays from 10am-4pm

Our event is scheduled for 9:00 A.M. until 3:00 P.M. Rain or Shine

Here is a link that should take you there. <http://corvaircenter.com/phorum/read.php?1,1079649>

Here is a link to the EMMR Website (Eastern Museum of Motor Racing) <http://emmr.org/> and a link to the page with their schedule. <http://emmr.org/schedule/>

Here is a link for the club's website: <http://www.centralpacorvairclub.org/>

Here is a link for the Registration Flyer on the club's

website: <http://static1.squarespace.com/static/545e267de4b04efe627bcf85/t/5f31dd391a23dc3fb3746098/1597103419392/Corvair+Day+Flyer+2020.pdf>

WHERE: Eastern Museum of Motor Racing 100 Baltimore Road, York Springs, PA 17372*GPS Address for Latimore Valley Fairgrounds (a part of EMMR) , 314 Latimore Valley Road, York Springs, PA 17372 REGISTRATION: 9am - 12pm Pre-Register by August 31, 2020 \$12 for Pre-Registration, \$15 At the Door

FEATURING: Bake Sale • Food: hamburgers, hot dogs, drinks, and much more • Silent Auction • 50/50 • Free Dash Plaques • Door Prizes

PROCEEDS: All proceeds from this event go to Salvation Army of Harrisburg, York, and Lancaster counties and Sgt. Mac Foundation.

Thank you, Andria for for all the information!!!!

Listing of Websites that have Car events:

Old Ride: <https://www.olderide.com/events/maryland.html>

Eventbrite: <https://www.eventbrite.com/d/md--frederick/car-shows/>

Maryland Car Show: <https://carshowradar.com/shows/md/>

Car Show & Cruise: chrome-

extension://ohfgljdgelakfkefopgklcohadegdpjf/http://carmacruise.com/wp-content/uploads/2020/04/May-20-CG.pdf

National Car Event Information: <https://journal.classiccars.com/category/car-culture/car-shows/>

Courtesy of the Car Show & Cruise

Guide <http://www.mdchevelleclub.com/events2.htm>

Thanks, Rick Sanford for the info



Bob McNamara
09/04



DeWitt & Caroline Powell
09/25

Thank you for all your help.

If you have any questions, comments, or want to add something to the newsletter, please email me. I've enjoyed putting this newsletter together this month.

President

Tom Rahochik
6913 Trout Drive
Frederick, MD 21701
cell: 240-285-5449
66vairman@comcast.net

Vice President / Treasurer

Bob Millard
20620 Guard Court
Rohrersville, MD 21779
Cell: 301-660-0453
bobmill217@hotmail.com

Secretary / Newsletter Editor

Carletta Moats
2919 Warm Spring Rd.
Chambersburg, Pa 17202
Phone: 717-504-8501
snope2@comcast.net