



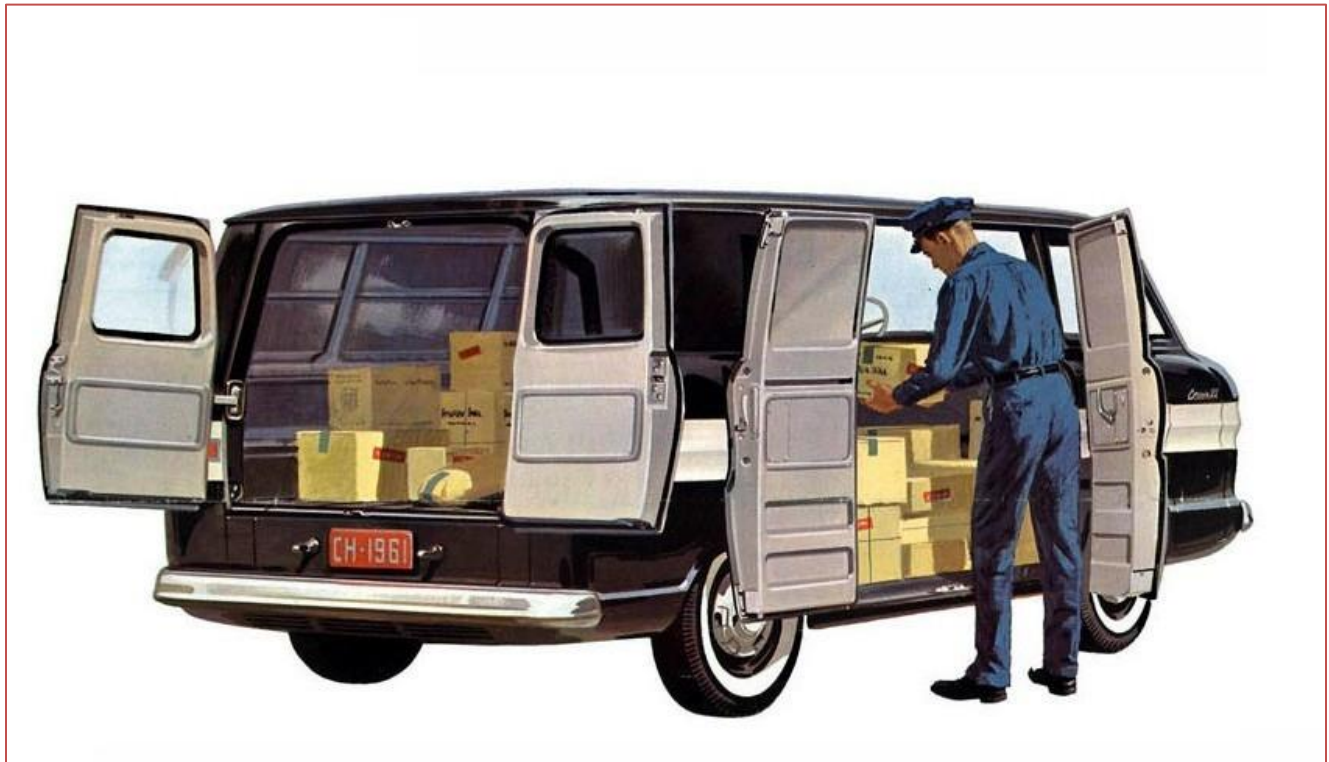
Group Corvair Comments

GROUP CORVAIR'S NEWSLETTER FOR THE NATIONAL CAPITAL AREA



VOLUME XLVIII, No. 11

November 2020



This Seems Appropriate to the Current Situation!

CALENDAR OF COMING EVENTS

Check with sponsors on all events for the foreseeable future!

November

17 -- **Group Corvair** Business Meeting, 7:30 p.m. Virtual meeting (Zoom); watch your inbox for info. I know we call these "business meetings" but in fact, they are more a social meeting to share news, views and almost anything else that is vaguely Corvair or even automotive in nature. Please join in for a socially distanced gathering of Corvair enthusiasts.

December

22 -- **Group Corvair** Business Meeting, 7:30 p.m. Normally we'd have a Christmas Gala event, but it looks like we're going to continue our Virtual meetings (Zoom); perhaps everyone can dress up for the occasion or we can sing Christmas carols! Watch your inbox for info.

January 2021

1 -- New Years Day. I bet you thought 2021 would never get here. Time to make your Corvair resolutions.

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From the Oval Garage

Bob Hall

First, an update on the garage auction. We've been asked to add some woodworking tools to the list, so we'll be putting photos of those items in with the garage photos. We now plan to do the auction in November. Everyone on the Group Corvair mailing list will get notification.

I hope all of you have been able to take advantage of our Indian Summer weather to work on projects before winter sets in. Good weather is especially important for those of us without a garage to do maintenance—in my case replacing valve cover gaskets, cleaning fuse holder clips, and general engine bay cleaning. It is also a critical time to enjoy a drive in our one-of-a-kind automobiles to view the fall colors. Does anyone know this couple and their 1964 convertible? Looks like they were having a perfect “top down day” in Delaware.



Jim Simpson, Jerry Yates, and I spent a Saturday in September, cleaning and sorting out the Frailey garage. As mentioned before, the Corvair Ranch bought Pete's Corvair parts earlier. Only some small parts are left, but a full complement of shop tools remain. We plan to post online photos and descriptions of the tools and remaining parts in late November. Anyone interested in buying will be able to make a bid before a final cutoff date. Depending on health concerns we may be able to do a tour of the shop and sale items via Zoom or Microsoft Teams prior to the final date. If you are on the newsletter email list, you will receive further updates.

At our September Zoom meeting we spent some time reminiscing about Marlboro and the cars and owners that raced. Byron LaMotte updated us on a car show and tour he organized, and Bob Walker talked about his progress renovating and assembling parts for his project. Jerry Yates and Jim Simpson continue to refine their 1966 Yenko clone (Yates) and 1966 Corsa turbo (Simpson). They will be ready to go when we CAN go again to car shows. We hope the Virginia Vair Fair and Rockville Antique and Classic Car Show will be held next year. Carol and I are looking forward to Hershey in 2021 because our youngest son and his wife bought a house less than ten miles away so it will be easy to attend the show for the whole weekend.

Let us know how your own projects are going and what, if any, help you may need keeping your Corvairs roadworthy.

(Editor's Note: Since we did the inventory of the Frailey garage, Barbara Frailey has asked us to include his wood working and model making shop. Stand by for a considerably expanded sale!)

Minutes of the October Virtual Meeting

Marolyn Simpson

The new normal for Group Corvair has become an online Zoom meeting. We signed on at 7:30 for our October 20 meeting with eight members participating. Bob Hall called the meeting to order at 7:35.

Jim Simpson gave the treasurer's report: There were no expenses nor income during the last month.

Jerry Yates made a motion to accept the minutes of the September meeting as they appeared in the newsletter. The motion was seconded by Barbara Torbert. The motion was approved.

Jim showed an article in the Hemmings Classic Car magazine that talked about one of the rarest Corvairs, the early production 1960 models that were equipped with a horn-slot in the left front fender. It's not clear exactly how many were made before they decided to close the slots (they'd fill with dirt, water and mud), but it's estimated that only six remain.

There was a discussion on the spreadsheet for the sale of Pete Frailey's tools. One of the questions was whether we should sell the tools as separate items or as a package. Bob H. suggested putting the pictures in a drop box or other on-line site so potential bidders would have higher resolution than the thumbnail pictures currently in the spreadsheet. We plan to put a reserve on each item before the bidding begins.

Bob H. suggested that the club make a donation to a Corsa charity from our club funds.

According to our bylaws, the election of officers is done at the December meeting. It is time to start thinking about officers for next year.

Bob Walker updated us on his restoration project including working on brake lines. His update was followed by a general discussion on repair stories as well as some horror stories. From there the conversation moved on to reminiscences of vintage cars.

Jim reported that he is working on digitizing all the Group Corvair newsletters. (This is completed and just how to make them available will be a topic at the next virtual meeting.)

The meeting ended at 9:00.

Forty, Thirty and Twenty Years Ago This Month

Jim Simpson

We were planning to keep meeting at the Skyline Restaurant on Suitland Rd in November 1980, according to the *Group Corvair Comments* newsletter. (The Skyline is now "Andrews Restaurant" in case you are wondering.)

We had our fifth annual flea market and swap meet scheduled to be held at Sport Chevrolet in Silver Spring. We had indoor spaces in their body shop and expected a large turnout of both local and national vendors. Our dues remained at \$6.00 but we'd adjusted their due date to match their CORSA membership renewals. We listed three cars – a pair of '63 Monza 2-doors and a '67 convertible -- along with a bunch of parts (interior, body, engines, etc.) in the Vair Vendor.

The November 1980 *CORSA Communiqué* was about CORSA and included the proposed CORSA By-Laws, CORSA Board meeting minutes, CORSA Insurance and how it covered club events, and the Financial Report. There was an entertaining article on Magie and Eldee Hutchins; a young couple who drag raced early model Corvairs. Both have set world records in their classes! In the CORSA Classifieds, there were lots of the “if only I'd known back then” cars and parts. How about a D-Production Yenko Stinger, fully restored race car for \$3500? Or a '62 Loadside – somewhat neglected – for \$250. Or even a '69 Porsche 911T for \$3500? Those were the days.

Does anyone remember meeting at the old Sear store on Wisconsin Avenue? Yes, we did meet there for a while according to the November 1990 issue of *Group Corvair Comments*. We were getting into full swing in our preparations for the 1991 CORSA International Convention. We staged a rally as a practice for the convention, Gary Segal from Baltimore had volunteered to manage the econo-run, Bill Cotrofeld was going to do a tech session on installing convertible tops, Jack Dempsey was searching for an autocross site and our first *CORSA Communiqué* convention article was to appear in the November *Communiqué*. Oh, yes, Marolyn and I somehow became the co-chairs for convention registration! Things were moving fast. Our Fall Flea Fair had been a success in spite of torrential rains early that morning. But as the rain cleared, people (and 22 Corvairs) came from as far away as Tidewater and everyone seemed to have a good time. There was only one car for sale, a '67 Monza with extra engine, heads, carbs; \$900.

For whatever the reason, the November 1990 *CORSA Communiqué* did not include our convention article. It seems that they were still reporting on the results of the Ontario, California convention. Apparently, there was a major controversy over allowing non-Corvairs in the rally and econo-run and allowing them to take trophies away from the Corvair entrants. There was a report on the 1990 Lime Rock meet. Like our Fall Flea Fair, it was rainy, but that didn't seem to keep people away. The article didn't mention the total turnout, but 48 drivers managed to make runs on the Lime Rock track. In the CORSA Classifieds, just as 10 years earlier, there was a '62 Loadside for sale. This one was originally a US Navy truck (serial 94-45592) for sale at \$995.

Guess what? I was still club president in November 2000 and newsletter editor. So, I had a free hand with the *Group Corvair Comments* and was able to ramble on and on in my columns. We had a new article titled “Why Corvairs?” which was essentially an interview of a club member (Ward Bourgondien in this case) and the how and why they got into Corvairs. I've seen a similar series in the Mid-Maryland club newsletter lately and perhaps we should re-introduce the idea. Five cars were listed in the 'Vair Vendor, ranging from a 1960 (\$200) to a '69 (140/4-speed for \$3500).

Unlike ten years earlier, there must not have been much controversy at the CORSA Convention – at least the November 2000 issue of the *CORSA Communiqué* wasn't chock-full of indignant letters to the editors about “water pumpers” in the rally. Mike McGowan, the *Communiqué* editor, wrote about the precipitous decline in CORSA Classified ads and attributing it to the influence of the Internet. In the Tech Topics, Bob Lucke provided some tips on curing hesitation due to insufficient carburetor accelerator pump volume. And for you street racers, Van Pershing wrote an article on how to get good heater performance even with headers installed on the engine. And sure enough, just as Mike McGowan had pointed out, there were only 15 ads for Corvairs for sale! But there were at least seven Rampseys and several Greenbriers for sale!

Group Corvair Archives

As noted in the minutes, I've been digitizing all the available Group Corvair newsletters. I've finished all the ones that I have, and Bob Walker contributed some that I was missing. (Thanks, Bob!) All told, we have 505 newsletters in PDF format. The collection is not complete – most of the gaps are in the very early days of Group Corvair as well as during my earlier days as a member in the mid-70s. If you have a collection from the 70s in particular, let me know and I'll compare our holdings.

While I was at it, I also scanned the membership lists with the earliest being July 1970. This is still something of a work in progress since during the 1980s membership lists were included with the newsletters and I haven't made a separate copy.

As an interim step, I've uploaded all of these newsletters and membership lists to my personal "Google Drive". We need to discuss how, and under what conditions, we want to make these available to the world. Where can we post them? Who do we want to give access to them – just club members? Members of CORSA? And are there any other materials we should put in a digital archive? I'd like to discuss this at our next meeting.

Jim Simpson, Editor

Getting to Know Our Members

Here's something else I'd like to discuss at our next meeting, a semi-regular column designed to get to know our members. This would be in the form of a "question and answer" section where our members would be able to tell us a little bit about themselves and how they got involved with Corvairs. This is NOT a new idea at all. If you peruse club newsletters from all over the country, whether they are car, amateur radio, or stamp collecting related, you'll frequently see something similar. In this case, the Mid-Maryland Corvair Club's newsletter prompted me to give this a try.

Here's a tentative list of questions that I borrowed from the Mid-Maryland club:

Q: Tell us about yourself:

Q: Who, what and when prompted you to become interested in Corvairs?

Q: How many Corvairs have you owned and what do you own now?

Q: What other Corvair or Automobile clubs do you belong to?

Q: Have you attended any CORSA conventions?

Q: Have you held, or are you interested in holding office in a Corvair club?

Q: Tell us about your current Corvair projects.

Let's talk about this during the next meeting.

Jim Simpson, Editor

Tech Topics

Wintertime Corvair Heater Odors.

Mike Dawson notes that when he first picked up his brand new '65 Corsa Coupe in February 1965, he noted the heater had a distinctive sent of hot paint and hot metal that he grew to love. But if your heater doesn't smell like that, here are his five things to check:

Raw Gas Smell: It's possible to get a brief startup smell of gasoline, but if it persists during driving and at a stop, this is a warning. Check immediately for a leak – carburetor inlet nut, fuel pump, and rubber hoses are all likely suspects. Find the leak and fix it; there are plenty of ignition sources in the engine compartment. Note also that you might get a gasoline smell from spilled gasoline in the filler compartment or a leaky fuel tank filler neck hose.

Burned Oil Smell: This is usually the smell of oil leaking from the push rod tube seals that are just above the exhaust manifolds. Other possibilities are from the engine top cover or a flywheel end main seal on an automatic equipped car. An early sign of a leak from these sources might be an oily haze on the windshield.

Leaking Crankcase Vapors: Mike points out that these are particularly annoying smells, worse than the burned oil smell above. This vapor, from ring blowby and hot oil in the crankcase, can get into the heater very easily because the entire engine vent system is in the heater air intake path. Check for plugged PCV vents, broken grommets, brittle hoses, and loose vent attachments.

Exhaust Gas: Not only nasty smelling while the chokes are on, but it is also **dangerous** because of the Carbon Monoxide (CO) from the combustion chamber. Sometimes the smell goes away as the chokes come off and the intake mixture becomes less rich, but the CO continues! Check the entire exhaust system, particularly the six exhaust packings between the heads and the exhaust “logs”. One way to find the leaks is with a stethoscope or rubber hose to your ear and listen to each packing with the engine running and the fan belt removed. Fix these leaks immediately; your life depends upon it.

Leaking Head Gaskets: Mike believes these are the worst smell of the bunch. It has a high content of unburned hydrocarbons that will make your eyes water. And, yes, it has plenty of CO as well. A burnt head gasket will have a “spit, spit, spit” sound while a loose head will make more of a “squeak, squeak, squeak” sound most noticeable as you accelerate. Both are the sounds of combustion gases escaping and making the head gasket act as a reed valve.

There are other possible smells – burning mouse nests, acid from an overcharging battery, and other mysterious matter kicked up from the road.

(This is a shortened and edited version of Mike Dawson’s original article in the November issue of *The Flat Six*, the newsletter of the Prairie Capital Corvair Association.)

‘Vair Vendor

Free: Two Powerglide Transaxles. One early (’61 Van) with probably a 3.55:1 differential, the other late (’65-’69) certainly with a 3.55:1 differential. Too good to throw away, but both are **FREE**. Contact Bob Lewis, 301-246-4278, Nanjemoy, MD

For Sale: Doing some garage cleaning: EM bumper brackets (8 of 10 plus 11 bumper bolts), no damage, some light rust; \$10. Clark’s late model brake shoes, full set, used for less than 50 miles; \$45. Used Clark’s single master brake cylinder from ’66 Corvair, working fine (recently replaced with a dual-master); \$35. Nearly new ’62-’63 Delco master brake cylinder for use with metallic brakes, part #5464275, needs secondary seal; \$40. 1 widened (7”) used late-model wheel; \$45. Pair of 110 hp heads, ’65 and later engine, casting #3878566, complete with valves, springs, etc., not used since refurbished; \$375. 2 new Clark’s rear brake hoses for late model; \$10 each. 2 new early model dipstick boots; \$4 each. Contact Bob Walker, bobrstn@gmail.com or 703-709-7246.

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

For Sale: Two Sets of 13" Custom Wheel Covers. Remember “Racing Covers”, “Moon Covers” or “Baby Moons”? From Pete Frailey’s estate, there’s a new-in-the-box set of spun aluminum “Racing/Moon Covers” including the original instruction sheet. Asking \$30 each, OBO. Proceeds go to Barbara Frailey.



Spun Aluminum "Racing/Moon Cover"

And I also have a set of "Baby Moon" covers, same price (\$30 each, OBO) for sale. Contact Jerry Yates, 301-262-8428 or yatesj@verizon.net.



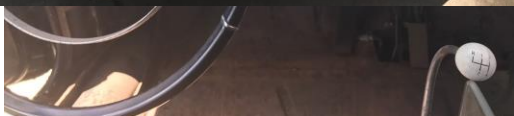
Baby Moon Cover

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 a

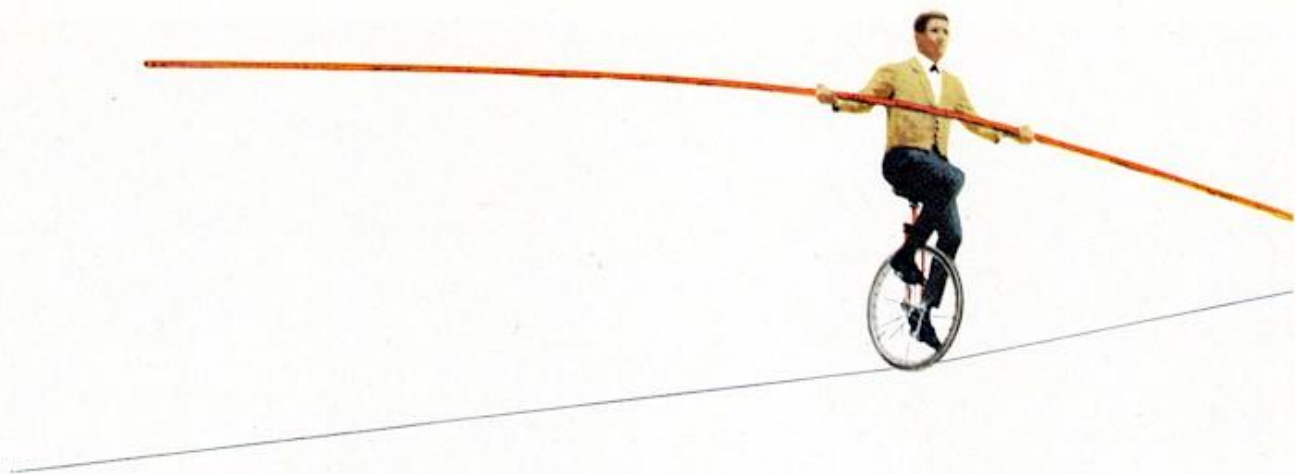


clutch replacement, but the engine appears to be largely untouched. (It is not currently running.) Has a straight body, all glass is nice, rust free doors, no rust trunk, some rust in the front floors, but the rear floor is great (rare on a convertible). The front bucket seats will need to be replaced. 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.



Wanted: Used to the point of being worn out, cast iron steering box. Particular year ('64-'69) is not important. I'm interested in the external parts – the box, side and end covers – so the internals are not important. Let me know what you have. (I only want one.) Jim Simpson, simpsonj@verizon.net, 240-232-2820. Thanks.



*A most
unusual car
for people who
enjoy the unusual*

Corvair's lively spirit appeals to a certain kind of person. Its agility pleases anyone who likes to drive, who wants more from a car than just bread-and-butter transportation.

Corvair's sporty way of handling shows up in its easy steering. The way it corners. The disdain it shows for ice, snow, or mud.

And Corvair is distinctive. It's a rear-engine car (the only one built in America), so there's less weight over the wheels that do the steering, more on the ones that need traction. Even the way it saves you money is special (for instance, the air-cooled engine has no radiator to go wrong, never requires antifreeze). And only one other American car (Corvette) gives you the road-gripping ride of 4-wheel independent suspension.

Do you like out of the ordinary things? If so, Corvair's for you. If not, drive Corvair anyway. Who knows, maybe you'll discover an exciting new facet of your personality.



Chevrolet Division of General Motors, Detroit, Michigan.

'66 CORVAIR *by Chevrolet*



'66 Corvair Monza Sport Coupe—Among the many standard new safety assists are two-speed electric windshield wipers for better vision in heavy rain.



Not Exactly the Corvair We Know and Love, But It Does Say “CORVAIR”

Found by Jerry Yates