



DRIPPY LEAKS & FLYIN" FANBELTS

The Monthly Newsletter of

Mid Maryland Corvair Club

Corsa Chapter 217

Website: www.Corvair.org/chapters/chapter 217

email: midmdcorvair@corvair.org

February 2021



From the President

As we enter the month of February, I hope everyone had a happy and safe Christmas and New Year. With only one snow storm to date on 12/17/20 and the road salt now gone due to several rain showers since then, it is the perfect time to get our Corvairs out for road trips.

Kandy and I took one sunny

forty degree day and drove beautiful back roads in the Gettysburg and Hanover, PA areas. And, with continued cold and clear days, I have been able to take local road trips. The virus still in battle with us, a Corvair road trip gives us peace of mind, a feeling of gratitude for our car hobby and people we have met and continue to meet along the way, and therapeutic down time to enjoy the open road. Happy Vairing!

P.S. Don't forget our Zoom club meeting on 02/10/21, Wednesday evening at 7 PM. Most importantly, don't forget your special significant other on 02/14/21, Valentine's Day!

Tom - Club President



Financial Report

Financial: No transactions in the past month, balance still \$1,352.18

Bob Millard

Q & A with Bob Millard

Q: Tell us about yourself

A: 62 years old, married, one daughter, lived in Maryland all my life. Worked in electronics for many years, then the wife and I started our own mortgage business. The financial crisis ended that after a few years. The only job I could get at the time was at the prison system south of Hagerstown. I plan on staying there a few more years.

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

A: My father had a cargo van for a short time in the 60's. Something about the vehicle with the engine in the back fascinated me. After that broke down he came home with a Greenbrier that was in rough condition. I was curious and disassembled a good portion of the engine before he could stop me. It sat for a few years before I found a parts car and swapped engines. At 16 years old, I drove the van for a short while then sold it for some unknown reason. In 1990 I saw an ad for CORSA, which I had not heard of. I joined and then received an invitation from the Mid Maryland club. I joined that too and have been a member ever since.

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

A: Have lost track of all the Corvairs I have had through the years. Things got a little out of control for awhile around 2000 and I remember counting 9 of them parked outside at one point. One that stands out was a cargo van painted (obviously with a brush) by the previous owner with the statement "Nader's Vandetta" (intentionally misspelled) on the side. I sold that to Ward Borgendien after sanding and painting it in primer. I did not consider it very road worthy but he drove it to the convention in Williamsburg without a problem.

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

A: Only Mid Maryland

Q: Have you attended any CORSA conventions?

A: Washington in 1991. I got the afternoon off from work one day so was able to go for a short time. Got to meet Cal Clark.

Went to Lake Placid in 1997 with the new wife and spent a few days. Had a good time.

Q: What is your special field of Corvair interest?

A: I like vans but prefer driving late coupes.

Q: Have you held any offices in Corvair clubs?

A: All

Q: Tell us about your current Corvair projects

A: 1968 coupe needs full restoration but is currently driveable.

1965 Green brier. Has been patiently waiting for me do something with it since 1996.

And anything else you would like to add.

Unfortunately my schedule at work recently changed. I am back to working the evening shift so I will not be able to attend meetings when they start up again. I will probably miss video meeting too since they will most likely be in the evenings.

I still find Corvairs unique and interesting and just plain fun to drive. I enjoy meeting people who feel likewise. I look forward to the day when I can finally give my Corvair projects the attention they deserve and can then show them off at shows and cruise-ins.



Insurance Info from Julia R Glendenning, FIC



When you name a beneficiary on an account (stock, mutual fund, insurance, etc.) it bypasses the estate. This will not just ensure your money will go where you want but it will avoid: probate court, delays, estate fees, and unfavorable taxes. Well, now you can do that with your **vehicles**.

Below is the page from the Motor Vehicle Administration (MVA) <https://mva.maryland.gov/about-mva/Pages/info/27300/27300-78T.aspx>

[https://securetransactions.mva.maryland.gov/emvastore/\(S\(d4efezvis1gesgivgavhd3z1\)\)/MustHave2.aspx](https://securetransactions.mva.maryland.gov/emvastore/(S(d4efezvis1gesgivgavhd3z1))/MustHave2.aspx)

Designating a Beneficiary on a Vehicle Title

A vehicle owner can designate a beneficiary to receive ownership of a Maryland titled vehicle upon their death. Since the designation is made prior to the death of the individual, the vehicle will not be considered part of the estate, therefore Letters of Administration will not be required for transfer.

Requirements and instructions:

- The vehicle must be solely owned and currently titled in Maryland
- Only one beneficiary can be named; which can be either an individual or a business entity
- A beneficiary must be designated prior to the death of the vehicle owner

- A beneficiary may be added, even if the vehicle is subject to a lien. When the vehicle is transferred to the beneficiary all liens must be satisfied, or a letter of permission from the lien holder must be provided to change ownership to the beneficiary
- The designation of a beneficiary does not affect the ownership of the vehicle until the death of the vehicle owner
- The owner of the vehicle may choose to delete or change the designation of a beneficiary or sell the vehicle at any time prior to their death without the consent of the beneficiary
- Once a beneficiary is designated, a corrected title will be delivered to the vehicle owner. All previously issued titles will be voided.
- No inspection is required if the beneficiary is an immediate family member (spouse, child, or parent of the deceased)
- The vehicle registration may be transferred if the vehicle is transferred to a member of the immediate family. All other transfers will require the purchase of new registration plates
- At the time the transaction is submitted for processing a death certificate must accompany the title. If the MVA has received notification of the vehicle owner's death from the Department of Health and Mental Hygiene the death certificate would not be required
- There is a fee to add, delete or change a beneficiary to a vehicle title record
- [Click here](#) to complete the beneficiary designation for your vehicle title

Here is the address of the form if the link doesn't work-[https://securetransactions.mva.maryland.gov/emvastore/\(S\(d4efezvis1gesgivgavhd3z1\)\)/MustHave2.aspx](https://securetransactions.mva.maryland.gov/emvastore/(S(d4efezvis1gesgivgavhd3z1))/MustHave2.aspx)

Information provided by Julia Glendenning

Reply to this email and let us know if you are interested in getting more information about:

- | | |
|---|---|
| <input type="checkbox"/> _Investments | <input type="checkbox"/> _Long-Term Care Insurance |
| <input type="checkbox"/> _Mutual Funds | <input type="checkbox"/> _Retirement Strategies |
| <input type="checkbox"/> _IRAs | <input type="checkbox"/> _Wealth Management Strategies |
| <input type="checkbox"/> _Life Insurance | <input type="checkbox"/> _Volunteering |
| <input type="checkbox"/> _Disability Income Insurance | <input type="checkbox"/> _Career Opportunities |
| <input type="checkbox"/> _Education Funding Options | <input type="checkbox"/> _Thrivent Choice |
| <input type="checkbox"/> _Grants & Member Benefits | <input type="checkbox"/> _Having us meet a person or organization by phone or virtually |

Julia R Glendenning, FIC

Insurance Professional

OP Supporting Terry Glendenning, BFA, CFP, RICP, FICF

East Region

Central Maryland Team

The highest compliment our clients can give our team is to recommend us to a friend. We appreciate your introductions!

Here is another little blurb for the newsletter...

Julia & Terry Glendenning work for a Christian not-for-profit financial services organization called Thrivent Financial. Because we are all stuck at home, because of COVID, they are hosting virtual workshops for their members and guests. So, if you like the zoom meeting and want to have more fun, you can sign up for a FREE LIVE virtual Zoom event.

1965 Greenbrier record sale at Mecum Auction

On January 14, 2021 this 8 door fully restored Greenbrier was estimated to sell for 35k to 45k. Under Mecum lot #T-214, it sold for a whopping 94K plus 10% buyer premium totaling \$103,400! Click on the below link to see the Mecum ad prior to the sale. Amazing!

www.mecum.com

Tom



Off the beating Path from Ron Moss

I came up with something kind of offbeat for the newsletter.

In a recent article in Hemmings, there was a thought provoking piece on the future of converting classic vehicles to Electric power. Parts of the article by Daniel Strohl are excerpted here.

Michael Bream owner of EV West of San Marcos California describes his company as a speed shop in the traditional sense in that it develops and builds high-performance cars and powertrains. It is the type of the powertrain, however, that is viewed as non-traditional, at least for now. EV West built The Electraliner, a Tesla powered streamliner that just set a class record of 229.383 mph at Bonneville, as a testbed for power control, heat dissipation, traction control, and other aspects of EV tech that the shop works into its conversion kits.

There are numerous other shops doing EV conversions as well - Revolt Systems recently introduced a Tesla-based longitudinal crate motor package for rear-drive cars. Michael confirms that the prototype was designed and built in the EV West shop. Michael also recognizes Sam Polyak for the first use of a longitudinally-installed Tesla motor. In 2017, Sam's New Jersey-based company, Polykup, mated a custom gear reduction to the Audi Quattro S5's AWD system and integrated a Tesla motor and battery system into the vehicle. Polyak began doing EV conversions with a junkyard Mazda MX-3 in 2013.

Another California company, Electric GT, has shown an EV crate motor designed to outwardly resemble a V8. Major OEMs, too, are joining the EV classic-car conversion scene. Later this year, Chevrolet Performance will begin selling the Electric Connect and Cruise package, which it previewed last fall in a 1977 K5 Blazer. The system uses the motor and other components from the brand's Bolt EV and could be used for other older vehicles.

EV West, meanwhile, is working with traditional performance shops to help them offer EV conversions. In many cases, an EV conversion makes a classic more powerful and faster, which should certainly appeal to car enthusiasts. The EV versions are likely to be far easier to maintain and more reliable, which may appeal to classic car veterans and newbies alike. For enthusiasts who might find EV conversions controversial, EV West has already engineered a solution. "Our kits are reversible, so there's no buyer's remorse," Michael says. "So far, nobody has asked us to reverse one. But if we did, you could then take the car to a concours and nobody would know there had ever been an EV motor in there."

Michael draws another parallel between EV conversions and high-performance ICE vehicles: "Like they did with muscle cars, we're basically taking a motor that can accelerate a 5,000-pound Tesla from 0-60 in under 4 seconds and putting it in much lighter cars. What if you take that motor and put it in a 2,800-lb Porsche 911? "EV West has done that many times. The shop offers conversion kits and batteries for classic air-cooled VW and Porsche models, along with the Toyota MR2 and the Factory Five 818 kit car. The kits include the motor, controller, regenerative braking, and other components, though some leave battery selection to the customer. "It's pretty much a plug and play drive unit that will get you 0-60 in about two seconds flat," he says about the 911 kit.

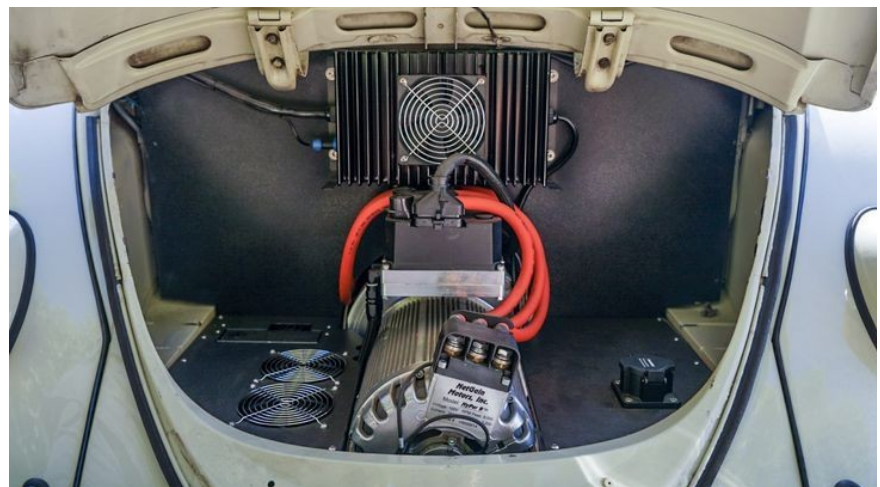
So what are your thoughts on seeing a Corvair EV. Would you consider having one built for you? I know Dale Graves has experienced an electric conversion on a car his dad built. Lets have discussion on this topic at our Zoom meeting.

Big news in Frederick - Harbor Freight has opened a new store in a portion of the old K-mart on the Golden Mile. Now those of us on the east side of South Mountain won't have to trek to Hagerstown to visit the big boy's toy store.

If you need more - here's something non Corvair or car related just kind of funny.

I was researching some coin values recently and now I'm getting advertising for various collector coin and money sellers on my browser. One ad that caught my attention was an offer for a \$100 trillion dollar bill from Zimbabwe - are you ready for this - for only \$446.78! If I had money to waste, I would consider buying one for the fun you could have with it. Something like offering it as payment for your coffee at Dunkin Donuts - asking if they can give you change for \$100 trillion dollar bill.

Ron



Happy Birthday To
Jeannette Ostroff 02/04
Debbie Maynard 02/13
Robb Jones 02/27

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