



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



March 2021



From Our President

Our normal club meeting time, 02/10/21 at 7 PM, myself and several of our club members, six to be exact, were successful in the test process of a zoom meeting. Many thanks to club member, Dianna Moy, for her computer experience assistance. We were able to discuss our Corvair projects, as well as, view a Corvair and comedy video. Once adjusted, all video and communication was clear and un-interrupted. If there were any club members that failed in the attempt to connect with us, please contact Dianna or myself for a possible solution. My next concern would be the agenda of these meetings combined with the low member number in attendance on zoom, versus, most likely, the higher number of our members without computer capabilities. With the Covid-19 vaccines around the corner, I believe it may be best that we await a time later in the year, when we may again, be able to physically attend our meetings at Fitzgerald Chevrolet. I have made the decision to schedule a second Zoom meeting on 03/10/21 at 7 PM, the night of our regular scheduled meetings, for further discussions and social interaction. Please use the original email sent to you by Dianna, again for connection to the Zoom meeting. Hope to see and hear from more of you on that date. Happy Vairing!

Tom - Club President



Financial Report

I received \$60 in dues so the current balance is \$1,412.18
If you still owe your dues, please mail payment to
Bob Millard, 20620 Guard Court, Rohrsersville, MD 21779



Q & A with Jeff Ostroff

Q: Tell us about yourself

A: I joined the US Navy at 17, retired 23 years later and went to work for the US Postal Service as a mail processing equipment mechanic. I retired from the PO at the end of 2018. I currently work part-time for Jeff at the Corvair Ranch.

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

A: My brother's first car was a 1962 Corvair 4door that he bought from a neighbor for \$25.00. 40 some years later, I was looking for a hobby car and found my 65 Monza convertible.

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

A: I currently own my 65 Monza and two 61 Lakewood station wagons- a white over red with Powerglide, and a white over green with four speed.

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

A: Member of CORSA and the Central PA Corvair Club

Q: Have you attended any CORSA conventions?

A: Was at the Pittsburgh, PA convention with my convertible, and spent a couple days at the last convention in Springfield, IL

Q: What is your special field of Corvair interest?

A: I like doing mechanical work (especially high performance modifications)

Q: Have you held any offices in Corvair clubs?

A: No

Q: Tell us about your current Corvair projects

A: My red wagon is in the painfully slow process of having body work done. The green wagon, that I just got in November, is in the process of being made drivable- so far, I have replaced the brake master cylinder and got the engine to start. It doesn't need much body work, but it does need floorboards



Food for thought - from an old article in Hemmings by Daniel Strohl

When did Corvair development stop? Before Richard Langworth's article on the topic in *Special Interest Autos* #68, April 1982, many people considered that date to be sometime in 1965, just before the second generation 'Vair was released. But with a bevy of documentation on a series of sketches, renderings and clays, all provided by Chuck Jordan who was a designer in Bill Mitchell's Style Center, Langworth makes the case for the continued development of the Corvair with an eye on revamping it in the early 1970s with some substantial changes. (Note: *Special Interest Autos Magazine* was a Hemmings publication that was replaced by *Hemmings Classic Cars Magazine*)

In this article, the author says that there were many clay mock-ups that were design exercises for a Third Generation Corvair that would replace both the Corvair and the Nova. The first of these emerged in May of 1965 not long after the introduction of the Second Generation in the fall of 1964. An important difference however would be that a 1970 Corvair would not be air cooled or perhaps not even rear engine. One of proposals sported a drivetrain with a water cooled transverse mounted overhead camshaft engine. A more likely engine was the "Iron Duke" four cylinder found in some Novas and later Chevy Monzas and Pontiac Sunbirds.

Three of the design exercises actually progressed to being pre-production versions ready to be submitted to management for approval. Pictures accompanying the article show many versions that ranged from just plain odd to really sharp. There are many design elements seen that find their way into actual production GM vehicles of the Seventies. The one pictured with this piece bears a lot of resemblance to the 1970-73 early Second Gen Camaro.

These concepts were stopped short when Ed Cole put a halt to the program in 1968. So you see that there was serious thought to extending the life of the Corvair beyond 1969! What do you think? Could a totally new car carrying the name Corvair be successful in the market place in 1970 given the negative publicity? Another thought - how long does a negative reputation last in the automotive marketplace? Current example - Lincoln has resurrected the name Corsair for one of its SUV's-- how many remember that Corsair was a model name for Edsels in 1958-60? There is still negative publicity regarding Edsels do you think that matters in this case?

Ron Moss

PRESS RELEASE: 2021 ORPHAN CAR TOUR



Plans finalized for 29th
Orphan Car Tour

The 2021 Orphan Car Tour, scheduled for Saturday, June 5, will follow a 60-mile circuitous path from Burkittsville, Maryland to Bluemont, Virginia. Along the way, participants will have the opportunity

to stop and visit a private collection of 25 cars (1908-1970), an operating grist mill, the Harpers Ferry National Historical Park, an antique auto repair and restoration shop, and several other places of interest. Upon arrival at Bluemont, participants will partake in a buffet dinner. The Tour's nickname this year is "A River Runs Through It", because of the route's several river crossings.

This year's tour is a replay of the 2020 tour which was canceled due to the pandemic. The 2021 event is contingent upon the continued improvement of the corona virus situation. That situation will be reviewed by Tour officials in mid-April, and a decision to go ahead or cancel will be made at that time.

This will be the 29th Orphan Car Tour, an event designed to encourage the driving enjoyment of antique "orphan" (discontinued-make) vehicles which are at least 25 years old. Each Tour takes place in a different location in the greater Washington-Baltimore area, usually rural, whose low-speed roads are old-car friendly. Participants follow printed directions and travel at their own pace. As many as 64 cars have been driven on past Tours, bearing nameplates that ranged from the familiar (Pontiac, Mercury, Plymouth) to the obscure (Moline-Knight, Flanders and Alvis). The oldest cars ever driven date back to 1912.

The Tour's six sponsors -- all local chapters or regions of national "orphan" car clubs -- are the Chesapeake Bay Chapter of the H-E-T Club, the DeSoto Owners Club of Maryland, the Keystone Region Chapter of the Studebaker Driver's Club (SDC), Mid- Atlantic Packards (a region of The Packard Club), the Potomac Region of the SDC, and The Potomac Ramblers (an affiliate of the AMO and AMCRC clubs).

Further details, a flyer and tour updates will be available by late March on the Tour's website at <http://www.orphancartour.org/>. Further information is available from Jon Battle at (540) 364-1770, or via e-mail at tourdirector@orphancartour.org

SUGGESTED CALENDAR LISTING: June 5, 2021 (Sat.): 29 th
Orphan Car Tour, Burkittsville, MD to Bluemont, VA . Limited to "orphan"
(discontinued-make) vehicles at least 25 years old. See website
<http://www.orphancartour.org/>

Further information: Jon Battle, (540) 364-1770 or
tourdirector@orphancartour.org

Thanks, Dick Kaetzel, for the info!





HAPPY BIRTHDAY TO

BILL SHERMAN 03/06
FRANK SCHLEIGH 03/30

Pressure Cooker Corn Beef & Cabbage

- 1 medium onion, cut into wedges
- 4 large red potatoes
- 1 pound fresh baby carrots
- 3 cups water
- 3 garlic cloves, minced
- 1 bay leaf
- 2 tablespoons sugar
- 2 tablespoons cider vinegar
- 1/2 teaspoon pepper
- 1 corned beef brisket with spice packet (2-1/2 to 3 pounds), cut in half
- 1 small head cabbage, cut into wedges



Directions: Place the onion, potatoes and carrots in a 6-qt. electric pressure cooker. Combine the water, garlic, bay leaf, sugar, vinegar, pepper and contents of spice packet; pour over vegetables. Top with brisket and cabbage. Lock lid; make sure vent is closed. Select manual setting; adjust pressure to high and set time for 70 minutes. When finished cooking, allow pressure to naturally release for 10 minutes, then quick-release any remaining pressure according to manufacturer's directions. Discard bay leaf before serving.

President

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