



Group Corvair Comments

GROUP CORVAIR'S NEWSLETTER FOR THE NATIONAL CAPITAL AREA



VOLUME XLIX, No. 8

August 2021



David Edsinger (#18) in Traffic at PittRace.
(See his report later in the newsletter.)

CALENDAR OF COMING EVENTS

August

14 – First State Corvair show; all day, Limestone Presbyterian Church, 3201 Limestone Road, Wilmington, DE.

14 – All-GM Show, 9 a.m. – 3 p.m., new location: Eagle Ridge Middle School, 42901 Waxpool Rd., Ashburn, VA. Dash plaques to first 100 registered. Open to all GM manufactured vehicles. \$15 pre-registration, \$20 day of show registration. Contact: Joe Padavano, 703-927-9196, email: Joe_padavano@rocketmail.com. Details: <http://clubs.hemmings.com/capitolcityrockets/events.html>

17 – **Group Corvair Meeting**, 7:30 p.m. Once more a Zoom meeting. With the uptick in Covid-19 cases, we're continuing to meet via the 'net. Look for details in your e-mail for connection information.

21 – FSK Antique Car Club 36th Rose Hill Manor Show, 8 a.m. – 2 p.m. (Rain date 8/22) \$15 entry fee, judging by other participants from other classes. Rick Sanford reports there will be a special Corvair class. Raffle tickets benefiting three charities. 1611 N. Market St., Frederick, MD.

September

18 – 42nd Annual Corvair Days, hosted by the Central Pennsylvania Corvair Club. Eastern Museum of Motor Racing, 100 Baltimore Rd., York Springs, PA. (It's on the Latimore Valley Fairgrounds, 314 Latimore Valley Rd, York Springs, PA.) Registration 9 – 12 a.m. Contact Dave Steigauf, 717-898-7927.

18 – 45th Edgar Rohr Memorial meet; Bull Run AACA, Manassas Museum, 9101 Prince William St., Manassas, VA. 11 AM to 3 PM. For information and flyer: <http://bullrunaaca.org/>

21 – **Group Corvair Meeting**, 7:30 p.m.

October

16 – Rockville Antique and Classic Car Show. The latest news is that the Mayor and City Council have decided that it is a "go". So now is the time to get your registration in while there's time for you and your car to be listed in the show program. Remember that Group Corvair is a sponsoring club, so we get a special spot for Corvairs along with a banner to identify the marque. Corvairs do get a lot of attention from spectators, so this is a terrific way to show off our cars, vans & Rampside/Loadsides. Check the Rockville City website to either register on-line or to download a registration form: <https://www.rockvillemd.gov/667/Antique-Classic-Car-Show>

19 – **Group Corvair Meeting**, 7:30 p.m.

November

16 – **Group Corvair Meeting**, 7:30 p.m.

(Important Note: All events are subject to change as the pandemic evolves so check with the sponsors before hitting the road!)

GROUP CORVAIR 2021 OFFICERS and Points of Contact

President: Bob Hall

4612 Franklin St., Kensington, MD 21037
301-493-8405 HallGrenn@aol.com

Vice President: (Vacant)

Secretary: Marolyn Simpson

3845 Wayson Road Davidsonville, MD 21035
301-262-0978 or 240-232-2820
m.simpson7@verizon.net

Treasurer: Jim Simpson

3845 Wayson Road Davidsonville, MD 21035
301-262-0978 or 240-232-2820 simpsonj@verizon.net

Newsletter Editor: Jim Simpson

3845 Wayson Road Davidsonville, MD 21035
301-262-0978 or 240-232-2820 simpsonj@verizon.net

Merchandise: Gus Torbert

5317 Crittenden Street Hyattsville, MD 20781
301-927-6029 barbara.torbert@hotmail.com

From the Oval Garage

Bob Hall

The good news so far this August is confirmation that the Rockville show is back on for October. A planning meeting will be held with sponsoring clubs in August, and we will keep you informed as things come together. I understand that four Corvairs have been registered so far. Other shows look like they will happen before October, but the Covid Delta variant that is sickening and killing people at an alarming, and rising, rate may affect attendance. Stay safe everyone.

Now that I have a two-speed wiper motor, windshield washer pump and two-speed wiper switch for my van, I am checking the wiring and connections under the dash. Functioning wipers also require cleaning and lubrication of the wiper arm linkage—no point in burning out a motor because of binding—especially on the road and in the rain. Of course, no job on a 50+ year old Greenbrier happens without lessons in patience and concentration. Access to the wiper arms is via panels under the dash on the 95 series and, so far, two of the sheet metal screws have just spun. Not unusual, but being under the dash, in the summer requires that patience and concentration mentioned above. And I'm still looking for a serviceable washer nozzle if anyone has one.

If you haven't already ordered the four volume Tech Guide on a Corvair shaped memory stick I recommend that you do so. The price is right, and the Guide is an invaluable resource. Mine arrived in good shape along with an extra blank 1 Gig USB stick (in blue) that I also ordered. My grandson loves looking at them but is disappointed that the "wheels" don't turn. Thanks to Corsa and Gerald Brown of Manning, South Carolina who is handling this for CORSA. This is just another example of why CORSA membership is so valuable. Have you paid this year's dues yet?

Please mark your calendar for our August Zoom meeting.

Minutes of the July Virtual Meeting

Marolyn Simpson

At 7:32 on July 20 seven Group Corvair members began logging into the Zoom virtual meeting. We started off with general conversation that included topics such as working on brakes and recent races. Bob Hall called the official meeting to order at 8:01.

Jim Simpson made a motion to accept the minutes of the June meeting as they appeared in the newsletter. Bob Walker seconded the motion. Jim gave the treasurer's report. There were no expenses and no income during the last month.

A topic under old business was the tech session that was held at Byron LaMotte's house in Oxford, MD on June 30. It was successful and everyone had an enjoyable time too.

Next was a discussion on the latest newsletter that highlighted the 1991 National Convention hosted by Group Corvair. Everyone enjoyed reminiscing about the "old days." There were comments on the lack of pictures and information on the Fitch Phoenix in the Communique from the '91 convention issue.

Under new business, Bob Hall reminded everyone about the meeting on August 10 for the Rockville show which once again is planned for the third Saturday in October (the 16th). Last year the show was cancelled because of the pandemic.

Byron is working on another rally that will be in August. The one last year was an immense success.

There was a discussion on several topics which included brake master cylinders and Jim reported on the steering box that he got from Dave Edsinger. There was also a discussion on the different spacing of the holes for the emblem on the deck lid in different years.

Bob H. showed a picture of the last Corvair (#6000) which brought a number of comments.

Suggestions for possible club activities included another tech session at Byron's home to work on a horn button, and a road trip to find bridges around Thurmont.

Bob H. said that Barbara Frailey had once again given her thanks to the club members for organizing the sale of Pete's tools.

There were some thoughts about trying to get the club together in person again.

Jim made a motion to adjourn, and Bob W. seconded it. The meeting was adjourned at 9:00.

Tech Session – Balancing and Synchronizing Carbs – Jim Simpson

As Bob Hall noted in last month's newsletter, we had a Tech Session! Byron LaMotte volunteered not only his garage but also both his Fitch Sprint and his Super Spyder tribute cars as guinea pigs. (In spite of its name, Byron's Super Spyder has a naturally aspirated engine.) Jerry Yates brought his Yenko Stinger clone and allowed us to tweak it as well. While we were at Byron's home and therefore if we broke anything on one of his cars, all he had to do is toss us out, but Jerry needed his car to get home again. Never-the-less, both of them were pretty brave to let us loose on their cars.

Beside Byron and Jerry, Bob Hall and Jim Simpson were there bringing tools and experience, if not actual expertise, to the event. (Diana Yates, Carol Hall and Marolyn Simpson came along, but decided that they'd rather spend the day touring St. Michaels.) We were guided by a combination of Corvair service manuals and an article from the April 2021 issue of *Rocky Mountain Corvairs* by Ken Schiffner. I think we had three Uni-Syn carburetor synchronizers at our disposal plus a vacuum gage with a "T" adapter to play with.

All three cars sported four carb "140" engines. (All were somewhat modified, so I'm not going to call them "140 Hp" engines.) First up was Byron's Fitch Sprint. The first thing we noticed was that it was idling using all four carburetors even though the secondaries were not built with idle circuits. So, the



Byron, Jerry, and Bob Before Breaking Anything



Super Spyder, Yenko Stinger, and Fitch Sprint at Doc's Sunset Grille

first order of business was to get the secondaries shut and balance the primaries. Uni-Syns make this pretty easy. We just backed off on the secondary idle screws until they were shut then tweaked the hot idle and mixture screws to get the primary carbs in balance. We checked the primaries at some higher speeds to make sure they were synchronized and then made a quick check to ensure the secondaries opened at the same time. When we were done, the idle seemed a lot smoother and a quick road check showed the engine was running just great with good power and cruised well. Then it was on to the Super Spyder tribute car. There wasn't quite as much to be done with it; the secondaries were closed at idle, and it just needed a minor tweak to balance the primaries.

Jerry's Yenko was a bit more interesting. In Jerry's terms, it has a 7/11 cam – opens early and closes late. In other words, it has an aggressive camshaft. That means idle is high – up around 1,000 rpm, and there's a lot of carburetor air flow even at idle and it's far from steady. To get the Uni-Syn to read the flow, we had to open its flow choke very wide and even then it was hard to read. But the carbs had been set up recently by the Corvair Ranch and we really didn't need to adjust anything.



Bob Hall in the Super Spyder



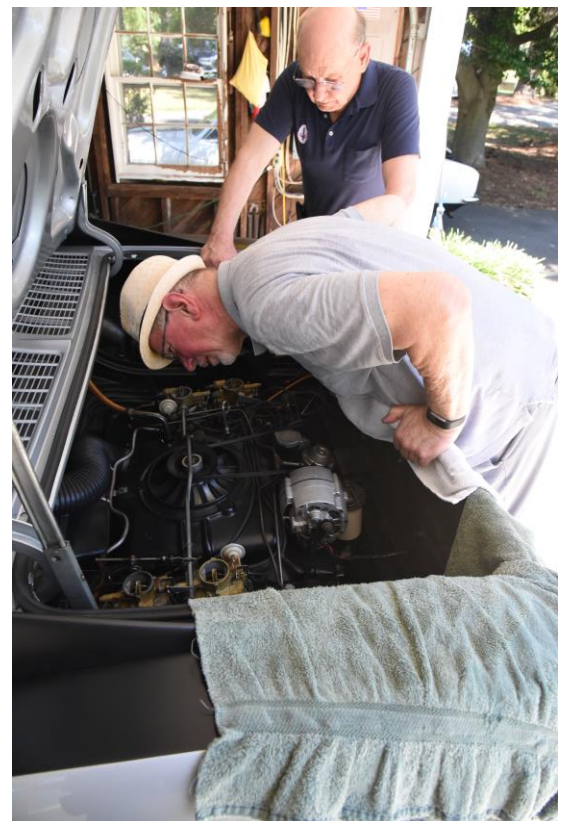
Super Spyder Wheel

Amazingly, we didn't break anything, shed any serious amount of blood, and as of the time I am writing this, all three cars seem to be running well.

Our tech session was not all work. Once we'd wrapped up the carburetor session, it was time for road testing the cars and getting some lunch. So, we took the three Corvairs (with people other than their owners driving) and drove to nearby Oxford, MD and Doc's Sunset Grille. Great food!

From all reports, the ladies did simply fine in St.

Michaels. They window shopped, found an ice cream store, checked out names and dates on gravestones in the Christ Church cemetery, and had a great lunch. When we got back to Byron's home after our lunch, we found them out by his pool, sitting in the shade, admiring the views along Island Creek.





Tech Tips

Jim Simpson

You know how hard it is to remove RTV (silicone) gasket sealer – the flexible “rubber” stuff. Well, it turns out that there’s a solution. **Permatex RTV Silicone Dissolver**, part number **80652**. According to the product description, *“This patented gel formula dissolves and completely removed RTV silicone residue in only a matter of minutes...letting the powerful chemical do the work for you. No grinding required. It’s also safe for use on aluminum and other surfaces such [as] metal or plastic.”* Sounds like great stuff to have in your toolbox. It comes in a 2.7 oz. tube and is supposed to work on all Permatex silicones including the “Right Stuff”, “Ultra series” and other RTV products.

One disclaimer, I have never used it so I can’t vouch for its effectiveness. But Permatex is a good brand name and since they manufacture literally tens of thousands of tons of RTV products a year, they should know what they’re doing. Apparently, it’s a bit hard to find. The on-line site listed by Permatex (RockAuto) shows it as being out of stock at present. I did find it at CARiD (www.carid.com) for \$5.01 but their shipping is exorbitant -- \$13!

My Back-to-Back racing weekends in Pittsburgh!

Dave Edsinger

The weekend of July 16 - 18, unfortunately brought heavy storms to the area. Luckily, I was able to get most of my sessions in between downpours but everything got wet and stayed wet. I was very happy with the car's performance and reliability, and since PittRace (Pittsburgh International Race Complex) is one of my favorite tracks - it was a very good weekend all around, except for.....

At the start of the feature race on Sunday, I had qualified 8th out of 50 or so cars, just as the green flag was displayed, the car developed the dreaded "death shake". By the time I got to start/finish, I had dropped back to 20th place, and spent the remainder of the race trying to get back through the field and ended finishing in 9th place.

Instead of leaving the car there for the following weekend, I ended up towing it home to work on it. I spent the interim 3 days chasing down parts and ended up adapting a steering damper from a 356 Porsche to the car. Then left again for the PVGP (Pittsburgh Vintage Gran Prix) at Schenley Park.

Although I have run the road course at PittRace 8 or 9 times, this was the first time running the infamous street race at Schenley Park. All the stories of stone walls, high granite curbing, sheer drops to the sides, trees, light poles, and

patched potholes are all true. This is truly a place, much like a hill climb, that the "red mist" or overdriving will get you in serious trouble in a hurry.

Saturday morning started with a 20-minute practice, just trying to learn and get the feel of the course. Saturday afternoon was qualifying, and I did feel a little funny trying to put down a good lap on a course that I only had 5 or 6 laps on, especially seeing how many experienced PVGP drivers went off course and came in on the wrecker with serious damage. However, I ended the day qualifying 14th out of 30 cars.

When I woke up Sunday morning, I was not feeling up to par and decided that being a spectator was a really good idea. So, we enjoyed the day watching the races with Jeff and Darlene.

I will probably go back next year, but plan to make a few changes to the car to make it better suited for Schenley Park.

Whether you spectate or drive, it's a great experience that everyone should enjoy! The people of Pittsburgh really appreciate the race and the cars and turn out in large numbers to spectate and tour the paddocks. The massive number of volunteers needed to make this event happen is truly amazing and they do a great job, raising lots of money for their charities.

P.S. Although the race car ran pretty much flawlessly, the tow vehicle ran out of rear brakes somewhere over the Allegheny Mountains. Huge thanks to Jeff Grahovac - Chevy Master tech extraordinaire - for coming to the rescue - again!!



Russ Rosenberberg in # 83 at PittRace

Vair Vendor

For Sale: 1965 Corvair Monza 4-door sedan, 140 hp/4-speed. Restoration completed in 1984 at which time it scored 92 points at the CORSA N.C. Concours. Less than 20,000 miles and garage kept ever since. Tinted glass, reclining Volvo front seats, under-dash AM/FM/CD with four speakers, Corsa instrument panel, recent gas tank replacement. Painted 1979 Corvette "Frost Beige" with black interior. The main issue is some cracking of the lacquer paint applied in 1984. There is a small oil leak near the oil cooler. This is a nice driving Corvair with good power. Located near Petersburg, VA. Asking \$7500. Wade Lanning, cell/text 804-586-1023. Email wblanning@comcast.net for a pdf file with more details and lots of pictures.





Matthew Little Automotive Photography

Dave Edsinger's Race Engine