



Group Corvair Comments

GROUP CORVAIR'S NEWSLETTER FOR THE NATIONAL CAPITAL AREA



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Advertising in the Jet Age! 1960

CALENDAR OF COMING EVENTS

November

16 – **Group Corvair Zoom Meeting**, 7:30 p.m. Details will be sent the weekend before.

18 – CORSA 2021 Annual Member Meeting, 9 pm, via Zoom. CORSA is sending the details to all members who have their email address on file with them.

December

16 – CORSA Meetup via Zoom. Check the CORSA web site for time and link details. The meetups are swinging more toward a technical session. If you miss the on-line session, they are being recorded and posted to the CORSA YouTube channel.

21 -- **Group Corvair Zoom Meeting**, 7:30 p.m. Details will be sent the weekend before. Note, we continue to evaluate the pandemic. It is possible that we may resume in-person meetings either in a restaurant or at a member's home.

January 2022

18 – **Group Corvair Meeting**, 7:30 p.m. We continue to evaluate the pandemic; location and time may change.

20 – CORSA meetup via Zoom. Check the CORSA web site for time and link details.

February

15 -- **Group Corvair Meeting**

July 2022

12 – 16 – CORSA International Convention, Peachtree City, GA. Host hotel is the Crowne Plaza Atlanta SW Peachtree City Hotel and Conference Center. Convention rates are \$119 + taxes; the hotel is taking reservations via IHG reservations at 877-227-6963. Use the Group Name: CORSA and the Group Code: TUS for these rates.

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From the Oval Garage

Bob Hall

Happy Thanksgiving Folks! I've been working on getting the Corvairs in my driveway ready for the winter—getting the oil hot and changing it, checking tire pressures, storing the wiper blades so they are usable in spring, and checking the car covers...etc. The Greenbrier's engine compartment is getting cleaned up and I hope to replace the engine top cover with one that has a new blower bearing before it gets too cold. The GB will probably get at least one drive before it hibernates.

The November Communique has an interesting article about the history of the Netherlands Corvair club. The Dutch seem to have been infected with Corvair fever the same way Americans were. While American muscle cars and Strassen Kreuzers are very popular in European car culture—the Swedes have a mammoth American car show every year with hundreds of American classics—Corvairs have been popular overseas since they were first introduced for their styling (especially EM styling which was copied by several European companies i.e. Simca, NSU, BMW and others) and the engineering. The fact that the annual road taxes on the smaller engined Corvairs were and are much lower than on a V8 powered muscle car is also an incentive for a car hobbyist.

This Dutch Auto Week Classics magazine cover highlights a comparison of the Corvair with the early Porsche 911s. It is very difficult to translate idiomatic car talk from one language into the idiom of another, but I would translate the top title to “Boxer Rear Engined Cars” or, more colloquially, “Boxer Butts.” The middle title asks why the Corvair wasn't longer lived and the lower asks if a Porsche in the hand is really worth 15 Corvairs in the Garage. And thanks to Rob Neighbour for his Swedish friend's help. If you disagree then let me know what your preferred translations are. Car clubs thrive on differing points of view.

Minutes of the October Virtual Meeting

Marolyn Simpson

Group Corvair members started logging into the October 19 meeting at 7:30 pm. Bob Walker gave us an update on his car while we were waiting for other members to log in. He is still having problems with the car, especially with the oil pump. (His first indication of an oiling problem was that the valve rocker arms weren't receiving any oil. It's still not clear what's going on.) Jim Simpson showed pictures of his car in the paint booth—it's not painted but at least it is in the paint booth. [Note: It's been moved in and out a couple of times since then.] Jim also talked about an article that Rick Sanford had sent him.

After additional members had logged in, Bob Hall started the official meeting. The minutes of the last meeting were approved as they appeared in the newsletter. Jim reported that there were no changes in the bank account. However, the state of Maryland has notified us that the club has regained its corporate status so we can now start working on updating our banking account information including adding other officers to the access list.

Bob said that before the meeting he had been sorting through his stash of Corvair parts. Jim said that he has also been going through parts. That led to a number of interesting stories of past experiences of working on Corvairs.

Bob H. has not seen anything about shows coming up. Jerry Yates said that he had been to a show in Bowie the past Sunday. Overall, shows have been few and far between this year; maybe next year will be better.

There was a discussion on Rampsides and their prices including a Jay Leno video on his Rampside.

There was a suggestion for a possible tech session for Bob Walker's car.

Bob H. made a motion to adjourn. Bob W. seconded it. The meeting was adjourned at 9:10.

On the Show Circuit

Greg Walthour attended the AACA Fall Hershey meet. Here's his report:

“Have you ever been to Fall Hershey? If not, put it on your Bucket List! I have been at least a dozen times for a day or two, but only to the swap meet/car corral. THIS year would be different! Last year, Fall Hershey was cancelled for the first time ever due to the pandemic... Two years ago, as I was driving the RedBrier up to Hershey to show it for the first time at that show, the further north I got, the dimmer the headlights got, and by the time I hit Thurmont MD, the RedBrier just stopped. Alternator failed, so she came home on a flatbed.

This year, I drove up on Wednesday evening, leaving Alexandria at 8pm, so my entire trip was in the dark! Lights worked great, especially when I had the opportunity to turn on the high beams! My sister, Hillary, went with me to Hershey for the day on Thursday. Free to get in, but \$20/day to park! Ouch... We brought our lunches in a roller cooler that also worked as a seat. Believe me, your feet will be aching by the end of each day! Six or seven miles a day, plus all the standing in between adds up. Looking here for Corvair parts is a little futile, but I did manage to find some black date coded 1966 seatbelts in very nice condition for a very reasonable price, an NOS horn button for a LM Corsa, and a cool 1964 Virginia Year of Issue license plate.

My favorite car for sale in the car corral was a Lincoln Zephyr.



Most expensive, this Ferrari for \$795k! Fall Hershey caters mostly to the Pre-War crowd, but you will see vehicles and flotsam and jetsam you will see no where else such as this



"Barn Find" 1928 LaSalle that was cut down into a pickup. I even bumped into two Corvair friends, one from the Philadelphia area and another from Oregon.



1928 LaSalle pickup conversion

The previous weekend my wife and I had taken the RedBrier to a Wings, Wheels, and Keels show in Topping VA, on the Rappahannock River in Middlesex County, and I overheard someone saying she liked the Coca-Cola van. I looked around and I guess she was talking about the RedBrier, so at Hershey I started looking for a reasonably priced Coca-Cola cooler as a prop. I found quite a few, but either the high price or poor condition kept me from making a purchase.

I did find a nice 7Up cooler, which is shaped a



little like a trapezoid, so I bought it!



The weather at Hershey this year was fantastic! Shorts and t-shirts, maybe a long-sleeved t-shirt in the morning. Sun came out around lunch time on Friday for about an hour, but the rest of those two days was overcast and breezy. Saturday for the show was a slightly different story. Awoke to heavy fog and arrived on the show field about 6:45 in the dark, drizzle started right after I finished wiping down the van, but the rest of the day was okay.

I was the fourth vehicle to arrive in my class, DPC, or Driver Participation Class. Rick Sanford formerly from Maryland, now residing in South Carolina, was also in

the same class with his red/black LM turbo coupe. There were at least half a dozen other Corvair's there in various classes. Most were clearly show cars and were rarely driven on the street. The nicest Corvair there to my eye was a '64 Spyder convertible in



Dark Green over tan top and interior, it was really very beautiful.

My son drove up in the Cummins for the day and my sister and cousin, Amy, from New Jersey also came. A friend of mine, also from New Jersey who owns a 1931 Franklin Sport Salon, actually won the raffle car! A 1974 Jeep Commando in green with a white soft top. He bought two tickets, one a few months ago, and another about a 1/2 hour before the drawing. All the memorabilia from this year's event featured a maroon EM coupe. Start making your plans to attend next year now! You will not be disappointed..."

Rick Sanford added: "There were many Corvairs on the (Hershey) Show Field competing for awards this year:

- '62 Monza Coupe
- '64 Greenbrier
- '64 Rampside
- '64 Spyder
- '65 Corsa Coupe (Rick's car)
- '65 Monza Coupe
- '65 Corsa Convertible
- '66 Monza 4-Door

Jerry Yates contributed this "show picture" from a recent show in Bowie, MD:



Tech Topics

Jim Simpson

Taking care of weatherstripping: According to the Steele Rubber Products website, if you want long life from your newly installed weather strips, you need to take care of them. (Steele is the major supplier of aftermarket and replacement weather strips for cars; I strongly suspect that they are the supplier for Clark's Corvair Parts.) They use an EPDM synthetic rubber which has much better resistance to heat, light and ozone than natural rubber products. (For more information on EPDM rubber, take a look at this Wikipedia article:

https://en.wikipedia.org/wiki/EPDM_rubber .)

But EPDM rubber is not invulnerable! According to Steele, it has very poor resistance to petroleum-based solvents and oils. So contrary to popular belief, you should NOT apply silicone spray, WD-40, Armor All, grease or any other lubricant or sealer. Some chemicals will not affect the rubber, but again according to Steele, they won't do anything to prolong the life of the weatherstripping.

Their recommendation is to just keep them clean using everyday dish soap and water. Clean and dry them and they'll last for years. For more information, check their website: <https://www.steelerubber.com> .

Checking Clutch Shafts and Discs: Mike Dawson in his "Preventive Maintenance Series" in the Prairie Capital Corvair Association *The Flat Six*, gives advice on checking clutch shafts and discs before installing them.

"When you are performing a clutch rehab, one of the checks that should always be made is to ensure the clutch shaft is perfectly straight and that the clutch disc turns true and slides easily on the clutch shaft splines. My usual way of checking has been to insert the shaft into the transaxle, slip the clutch disc onto the shaft splines and turn the differential by hand using the side gears. The end of the shaft should not wobble, and the disc should only have a slight wave as it turns. If either has excessive movement or the disc does not slide easily, you may not be able to get the clutch to disengage without using the entire pedal travel or the transmission may grind going into reverse plus generally shifting hard. And you can also get excessive wear in the pilot bushing from shaft wobble.

The shafts get bent when the engine is removed while leaving the transaxle in the car or, when the transaxle is removed with the engine still in the car. The clutch shaft will usually hang up in the pilot bushing and the shaft pulls out of the transaxle for its full length as one component is pulled away. If alignment is not perfect while doing this or something slips, you can get a bent shaft that is hard to see. Then there is the guy who may have grabbed a shaft from the shop floor thirty years ago and used it for a pry bar. The shafts will bend, and they are hard to check rolling them on the counter. I have found two that were bad enough to cause shifting issues so a check while it's out is important.



During a recent clutch job, I needed to check the shaft, but I did not have an assembled transaxle to use as noted above. The solution for easy checking took less than an hour to assemble and worked perfectly. There are 5 different clutch shafts used over the years so I built an adjustable lathe setup (spun by fingers) that will accept the shaft at the two original lathe machining

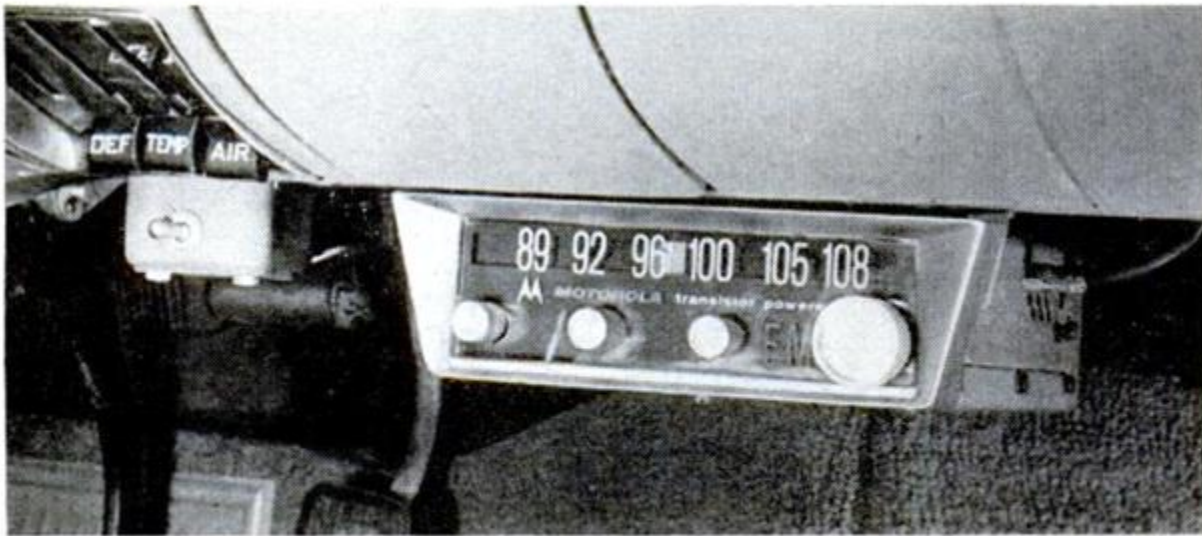
points. Threaded rods with 45-degree points sanded on to them and positioned exactly the same distance from the base provide a perfect check. I can now quickly check shafts that I am servicing as well as those in inventory. If you need one checked, give me a call."



From Other Newsletters

(Lehigh Valley Corvair Club, PA, "the fifth wheel," Oct 2021)

FM CAR RADIO is powered by three transistors and seven tubes. It's the first to be mass-produced in this country. The Motorola FM-900 is designed for mounting under the dash, has its own speaker, and operates independently of the AM set. It can be used in any 12-volt U. S. car built since 1955 or any 12-volt vehicle having negative-ground ignition, including boats and foreign cars. \$125. Motorola, 4245 W. Augusta Blvd., Chicago.



108 POPULAR SCIENCE APRIL 1960

(Based upon inflation, that \$150 FM radio would now cost about \$1,308! I just bought an aftermarket AM/FM radio with a CD player that can drive 4 speakers plus interface with a smart phone for \$30. Jim Simpson)

Clark's Corvair Parts®

Our catalog lists over 15,000 parts for your Corvair. We carry engine parts, body panels, upholstery and much more! There are 1,000's of reproduced items available, pages of technical information and lots of other helpful hints.



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With These Features:
6-cylinder engine, 2-speed transmission, inside rear mirror, speed brake, wipers and washers, backup lights, seat belts, heavy duty rear springs, right and left floor locks.

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\$1889

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CAMPER SPECIAL
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Equipment
- Custom Appear-
ance
- Custom Chrome
- Police heater and
defroster
- Tinted windshield
glass
- Electric 2-speed
wipers & washers
- Left and right
side door lock
- Left and right
mirrors

- Big 6-cylinder engine "292" with these features:
- Radio
- 750x16 6-ply front
tires
- 750x16 8-ply rear
tires
- H. D. rear shocks
- Heavy rear
springs

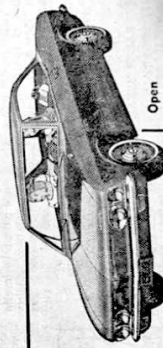
OPEN ROAD
8 1/2' CAMPER



Delivered Price
\$1335

Full 7 feet wide inside, range and
thermostatically controlled oven,
blow-dryer, 100-watt radio, 10
1/2 20-gallon water tank, 110 and
12 volt combination lighting, 5 gal-
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Delivered Price
\$1965

110 H.P. engine, 4-speed transmission, folding
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Ad from Stoddard-Frink Chevrolet, Albany, Oregon. It's not clear if the 1965 Corvair was a left-over, a trade-in, or a demonstrator.

Contributed by Bob Hall