



Group Corvair Comments

GROUP CORVAIR'S NEWSLETTER FOR THE NATIONAL CAPITAL AREA



VOLUME XLIX, No. 12

December 2021



CALENDAR OF COMING EVENTS

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 You Tube 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.

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
MarolynSimpson1@gmail.com

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

From the Oval Garage

Bob Hall

Merry Christmas, Happy Kwanza, and a belated Happy Hanukkah. I was unable to “attend” our November Group Corvair Zoom meeting because I had no internet service at the Grand Canyon, but I hope everyone had a safe and happy Thanksgiving. The picture of the Dutch Auto Week cover I mentioned last month didn't make it into that newsletter so I've included it below for those of you who may want to try to decipher it yourselves. I tried to get the articles to translate as well, but I haven't had any luck so far.

Carol and I were in Los Angeles and Arizona for half of November, and we got to enjoy one of the regular Friday night cruise-ins at the oldest Bob's Big Boy in Burbank/Toluca Lake. Most of the cars were typical big-engined hot rods with no Corvairs while we were there, although one car owner did say that there had been a nice turbo Corsa earlier that didn't stay. For those interested, here is the beautiful 1956 Bel Air and its owner and daughter who graciously showed my son how to access the gas cap on a '56 Chevy..... She had decided not to add power steering to her car and knew immediately what I





meant when I repeated the old driver's ed rule of "slow car, fast wheel."

Parts inventory and sorting continues in my basement, and I hope to replace the bushings on the Greenbriers front and rear sway bars/stabilizers if the weather cooperates. I hope you can take a break from your shopping and holiday schedules to join us at our December club Zoom meeting with an update on your current project.

Minutes of the November Virtual Meeting

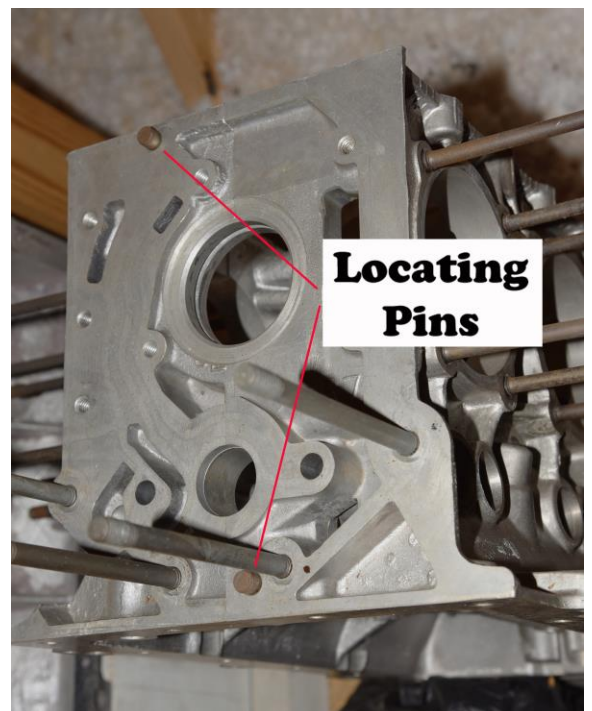
Marolyn Simpson

On the evening of November 16 Jim Simpson opened the Zoom program just before 7:30 and found Bob Walker already waiting to be admitted to the Group Corvair meeting. Jim admitted him and while we were waiting for others to join us, we had a conversation about cars in general.

While we were waiting, Bob announced that his car is now fixed. (If you recall, there was no oil getting to the rocker arms. After investigation, he found that the distributor/oil pump drive wasn't properly engaging with the drive gear on the crankshaft.) He had inspected everything he could think of on the car and then when he pulled out a spare engine block to compare, he noticed that it was missing an alignment pin on the engine. This allowed the rear housing to shift just enough to keep the distributor/oil pump shaft from being properly aligned. Since he didn't have one of these pins on hand, his solution was to make a new one himself from a 3/8" bolt shank. Problem solved.

While we were still waiting for others to join us there was further conversation on fuel pumps including setting up an electric fuel pump. Jim is working on electronic controls based upon an article in the Dutch Corvair club newsletter.

While we continued to wait for others to join us the conversation moved on to discussing Ron Fedorczak's '67 Corvair problem—backfiring. There was a suggestion that the club might do a tech session at Ron's house to help him with the problem.



The next topic for discussion was on grease. Since it was becoming apparent that no other members were going to join in the conversation, we brought the "meeting" to a close about 8:15.

Mike Coale Keeps Building His Collection

Barn find Van!



So, What's Going on With My Car?

Jim Simpson

As some of you know, Marolyn and I decided to take advantage of the break in car shows caused by the pandemic and take care of some minor, yet annoying, issues with the finish of our '66 Corsa. We "finished" the restoration of our Corvair in 1997, just in time to take it to the Lake Placid CORSA International Convention. We entered it in the concours and did much better than we expected, winning a "Gold" award and promotion to "Senior Division."

Over the subsequent 24 years, we've driven it to another four CORSA conventions, the Hemmings Motor News New England Concours d'Elegance and numerous other shows. The car has shown well, continuing to take gold awards, and being selected as the cover car for Richard Lentinello's "Corvair Style" book. But as you might expect, those road miles have had their toll on the paint. And I haven't always been as careful as I should have been while working on the car. While we have had some minor touch-up work done, we felt it was time to have a more complete job done.

While driving around our local area, we noticed a shop "Rehab Customs" just down the road. We stopped by and chatted with them and took a look at the work they did. They certainly seemed to know their business and were acquainted with the people that had done the original restoration paint work on our car. So, we decided to give them a chance at refinishing our car.

I stripped almost all the exterior trim on the car and took it in to them in late April. (I left the window trim and gutter moldings for them to remove and replace.) In the months since then, they've worked on it between other jobs, but progress has been slow. One of the first key issues was paint. When we restored the car, we chose to use DuPont's "Chroma-base" paint in a color that matched the original Chevrolet Marina Blue. In the last 24 years, the automobile paint world has evolved tremendously. They've eliminated the old organic solvent-based paints in favor of water-base materials. Compounding that, DuPont has spun off its automobile paint division. These changes forced a reformulation of colors, metallic content and other issues that made matching the paint very hard. After considerable searching, they finally found a company that still could supply the original DuPont paint – at a price!

Work on the car has been intermittent, but it looks like they are doing a very thorough job. They have dug into areas that are likely to rust and cleaned and prepped them. Similarly, they've corrected a number of flaws left by Fisher Body – ripples in the leading between panels, minor dimples here and there, and issues just related to the fact that it's a 55+ year old car. And now it looks as if they are about to reach the goal line – actual painting of the car.



Tech Topics

Jim Simpson

Rust Removal: Now why would anyone with a Corvair worry about rust removal? Silly question, I know, this is a perennial issue for anyone who is working on anything made of iron or steel. Every so often, I take a look at the commercial products out there to see if there are any worth having on hand. Well, it turns out there are several on the market that are worth your attention. I'm not going to list them all here, but "Rust 911" looks like a winner. For details on this and some others, take a look at:

<https://www.cnet.com/roadshow/news/best-rust-remover/>

From Other Media

Generator & Distributor, Vintage Chevrolet Club of America, December 2021: Rick Sanford's 1965 red Corsa coupe is featured in a two-page center spread. He acquired the car about 25 years ago and spent much of that time in a slow, but steady, restoration of the car. Since then, he's shown it at two CORSA International Conventions and progressed from a Silver to a Gold and Senior Division award.

The Flat Six, Prairie Capital Corvair Association, December 2012: While not really Corvair related, if you are interested in rare automobile options, particularly Chevrolet options, take a look at this:



Liquid Tire Chain

Posted by David Synder, via Eva McGuire

Rare 1969 Chevrolet option called Liquid Tire Chain. Available under UPC code V75, around 2,600 Chevrolets were ordered with this one-year only option. A control on the instrument panel activated a pair of aerosol canisters mounted above the rear tires that contained a chemical compound labeled Liquid Tire Chain Traction Improver. Inside the canisters was a space-age polymer ready to coat the rear tires and turn slip into grip. Press the button and an evaporating solvent left a traction-improving chemical compound on the tires that resulted in instant winter traction, even on ice



Hemmings Daily, “Carspotting,” December 6, 2021: Looks like this '65 Corsa needs a lot of love, Philadelphia, 1974.



Vair Vendor

For Sale: Five Clark's reproduction real wire wheels. Four used with Maxxis 185/80-13 tires and one new in the box. Four early model adapters, two knockoffs, and a lead hammer. One of the used wheels and one adapter has damaged teeth and notches. A 17-page PDF file with more details and many pictures available. Asking \$3500/OBO, located near Petersburg, VA. Contact Wade Lanning at wblanning@comcast.com or call/text 804-586-1023.



For Sale: Miscellaneous late-model parts for sale. Bob Lewis continues to clean house and has found some late-model parts including a trunk & engine lid, coupe rear glass, front and rear vent grills, rear bottom grill, rear brake drums, various year hubcaps and some other “stuff.” Best fair offer! Come take a look (Nanjemoy, MD). Bob Lewis, 301-246-4278, rtl1936@gmail.com.

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.



Clark's Corvair Parts® 400 Mohawk Trail, Shelburne Falls, MA 01370
(413)625-9776 www.corvair.com email: clarks@corvair.com

