



Group Corvair Comments

GROUP CORVAIR'S NEWSLETTER FOR THE NATIONAL CAPITAL AREA



VOLUME L, No. 2

February 2022



What's Wrong with this Picture?

See Bob Hall's article later in this newsletter.

CALENDAR OF COMING EVENTS

February

15 -- **Group Corvair Meeting**, 7:30 p.m. It's going to be a Zoom meeting! Details will be sent to all members.

17 – **CORSA Monthly Meeting**. 9 p.m. This month it is a history and tour of Clark's Corvair Parts by the founder, Cal Clark. Use this link to register for the Zoom meeting. (You need to pre-register, and they'll send you the meeting link.)

https://www.corvair.org/index.php?option=com_civicrm&task=civicrm/mailling/url&u=453&qid=330712

March

15 -- **Group Corvair Meeting**

April

19 -- Group Corvair Meeting

May

17 – 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

As I write this the start of meteorological spring is less than four weeks away—March 1st—so better weather is on the way. I've got two boxes of scrap parts (mostly fuel pumps and starters) ready to recycle so I've got a start on spring cleaning, but there is much more to be done.

My wife and I have penciled in the dates for this year's Corvair convention near Atlanta beginning July 12th (special hotel rates begin the 10th) and we're looking into travel options. I'm much more optimistic that the 2022 convention will actually take place because of the progress that has been made in both treatment and control of the latest Covid variant. If you haven't already done so, check out the CORSA web site for more information. We're really looking forward to seeing a bunch of Corvairs and Corvair people again.

Our monthly Zoom virtual meetings have made it easier for club members and associates to attend and "attendance" has grown. Jim Simpson will send the login information before the February meeting on the 15th so look for his email. All you need is a smart phone or computer to join us and bring the club up to date on your current project. Even when we are able to safely meet in person--in the near future we hope--we will keep the Zoom meeting connection as an option.

Minutes of the January Virtual Meeting

Marolyn Simpson

Nine members of Group Corvair started logging into the January 18 Zoom meeting at 7:30 pm. There was general conversation while we were waiting for everyone to get online which included a discussion of the sale of one of Dave Edsinger's Stingers. All attendees reported that they have so far avoided getting sick with Covid.

Bob Hall, president, started the "official" meeting at 7:50. Jim Simpson made a motion to accept the minutes of the December meeting as they appeared in the newsletter. Bob Hall seconded the motion. The motion passed.

There was a discussion on diverse topics which included comments on carburetors on various types of machines, ranging from snow blowers to Corvairs, and online auctions. Recently there have been several Corvairs on the auctions. Bob H. is considering doing some additional painting on his Greenbrier, so he was interested in how long PPG paint lasts. The consensus was that it should last well if stored in a well-sealed, coated can where it will not freeze.

Another topic of discussion was on garages and various ways to heat them. Bob H. then suggested that we could do a Zoom tech session if someone needs help with a project. He also asked if club members would want to get together to work on a project. There were no immediate takers on the suggestion.

Bob Walker brought us up to date on his project car. Although he has made some progress, he is still having some problems with it.

The meeting ended at 9:03 pm.

In Praise of Corvair Mechanics

Bob Hall

(Editor's Note: "What's Wrong with this Picture?" from the front page. Yes, that is a spare tire under the engine and yes, the engine is resting on that spare tire – not exactly a normal way to park a Corvair! Read on to see just how this came to be.)

By 1970 I was getting more than a little leery of having Chevrolet dealers service my Corvair. This was before I was aware of any Corvair specialists in our area. I wasn't equipped to do more than tune ups or oil changes at the time and so, when my throwout bearing's squeal got to be too loud to ignore, I went to my local Chevy dealer, where three generations of my family had been buying cars, to get a clutch job. Their service department wasn't exactly excited to see me drive in for service, but they assured me that, as they had sold the third most Corvairs on the East Coast, their expert was up to the job. So, I dropped the car off and went to get some breakfast. When I returned, I was allowed to go into the shop to "see how it was done" as I had known the service manager since I was a teenager.

What I saw was very unsettling. My '68 Mona was up in the air on floor hoists with the engine hanging down held only by the rear mount. The transaxle was also hanging from the front mounts. I still don't know how the Corvair "expert" had managed to pry the engine and transaxle far enough apart to separate them, but he was in the process of installing the clutch and flywheel and throwout bearing. He had disconnected the shifter and accelerator mechanisms, ground straps and electrical connections. He used a tall screw jack and a lot of "body language" to shift the power pack back together.

Although I had yet to learn how to do my own clutch job, I knew how it was supposed to be done because the first clutch had been replaced under warranty in Germany at less than 2,000 miles because of a defective pressure plate. The German mechanic had been enormously proud of his first Corvair clutch job at Opel Kannenberg, the local GM dealer. He came out to meet me to explain, in detail, how he had followed the proper procedure by dropping the whole powerpack and separating them on the shop floor. He was really impressed with the Corvair as opposed to the giant "strassenkreuzer" American cars he saw on the highway.

About six months after the local Chevy Corvair "expert" replaced my clutch I was driving at 75 following a friend eastbound on I-70 outside Cambridge, Ohio when there was a VERY loud "BANG" and deafening grinding sound as the rear engine mount let go and that wonderful skid plate at the back sacrificed itself to protect the engine rear housing from the pavement. One of the two rear mount bolts was broken – most likely when the engine was hanging during the clutch job – and the other bolt had slowly been stripped of its threads until it let go.

As it was a Sunday, my friend took me to look for a local Corvair guy that the tow truck company told me about, but he only had early model parts. When I went back to meet the tow truck there was a note offering to buy my car: "Have good engine, need good body." The Monza was carefully towed to the Cambridge Chevy dealer where it was repaired the



following Monday – by the same Corvair guy I had met Sunday. A new rear mount, some engine-to-frame ground straps and spliced wiring and I was on my way again. I’ve lost his name, but I believe he was Robert Stottsberry. Robert, if you are still out there, many thanks.

Tech Topics

Jim Simpson

Check those Fiber Oil Filter Washers! From the Prairie Capital Corvair Association, *The Flat Six*, Mike Dawson noted a problem with the fiber washer under the vertical oil filter bolt on his air-conditioned sedan. (Note that air conditioned Corvairs use a 90-degree adapter to move the oil filter out of the way of the a/c pulley.) Pieces of the washer were sticking out all around the bolt head. He realized that the washer had been in place for at least four years; it wasn’t changed when he changed oil filters. He later checked several other owner’s cars and found similar problems.

He pointed out that all the washers were made of a **red** fiber material and possibly were all from the same source. And of course, all of these were on a/c cars with the 90-degree adapters – the shop manual specifies a 20 lb-ft torque on the bolt. But the bottom line is to check the fiber washer to be sure it’s holding together and change it periodically.

Corvairs at Auction

Ruben Ezekiel is a business owner in Miami, Florida who has a passion for Corvairs. According to an interview with him reported in *GM Authority*, he’s collected over 100 in the past three years. As of the date of the article (January 8), he owned 68 including Yenko Stingers YS-37, 43, and 50. He states that, depending on their condition, he does what is needed to restore them.

Recently he put 28 of his Corvairs up for auction with Mecum Auctions for their Kissimmee 2022, Jan 6-16 auctions. As of February 4, 18 have been sold with the remainder listed as “The Bid Goes On”. (You have to register with Mecum to get access to the actual results; I do not have an account with them.) But even without an account you can look over the cars – they even have short videos. I sampled a few and the cars all look good at least at first glance. What did amaze me was the apparent low mileage on several – less than 10,000 miles on a few. I say apparent; there’s no indication if that was the mileage since new, restored, or??? And without a close-up inspection, particularly of the underside, it is hard to judge their actual condition. That said, there seemed to be some nice cars on the auction block.

I’ve provided three links below. The first is *GM Authority* and their interview with Mr. Ezekiel. The next is to the Mecum Auction site; that should give you pictures of the cars in the “LOTS” tab, but also take a look at the “VIDEOS” tab. Finally, there’s a link to the *Hemmings Motor News* website with their commentary.

<https://gmauthority.com/blog/2022/01/an-interview-with-the-chevy-corvair-miami-collection-owner/>

<https://www.mecum.com/auctions/kissimmee-2022/collections/miami-corvair-collection/>

<https://www.hemmings.com/stories/2022/01/25/chevrolet-corvair-prices-mecum-kissimmee-2022>

Vair Vendor

For Sale: Pair of steel automobile ramps, \$40. Bob Hall, 301 213 9852, HallGrenn@aol.com



For Sale: (\$500 Price Reduction!) 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 \$3000/OBO (\$500 price reduction), located near Petersburg, VA. Contact Wade Lanning at wblanning@comcast.com or call/text 804-586-1023.

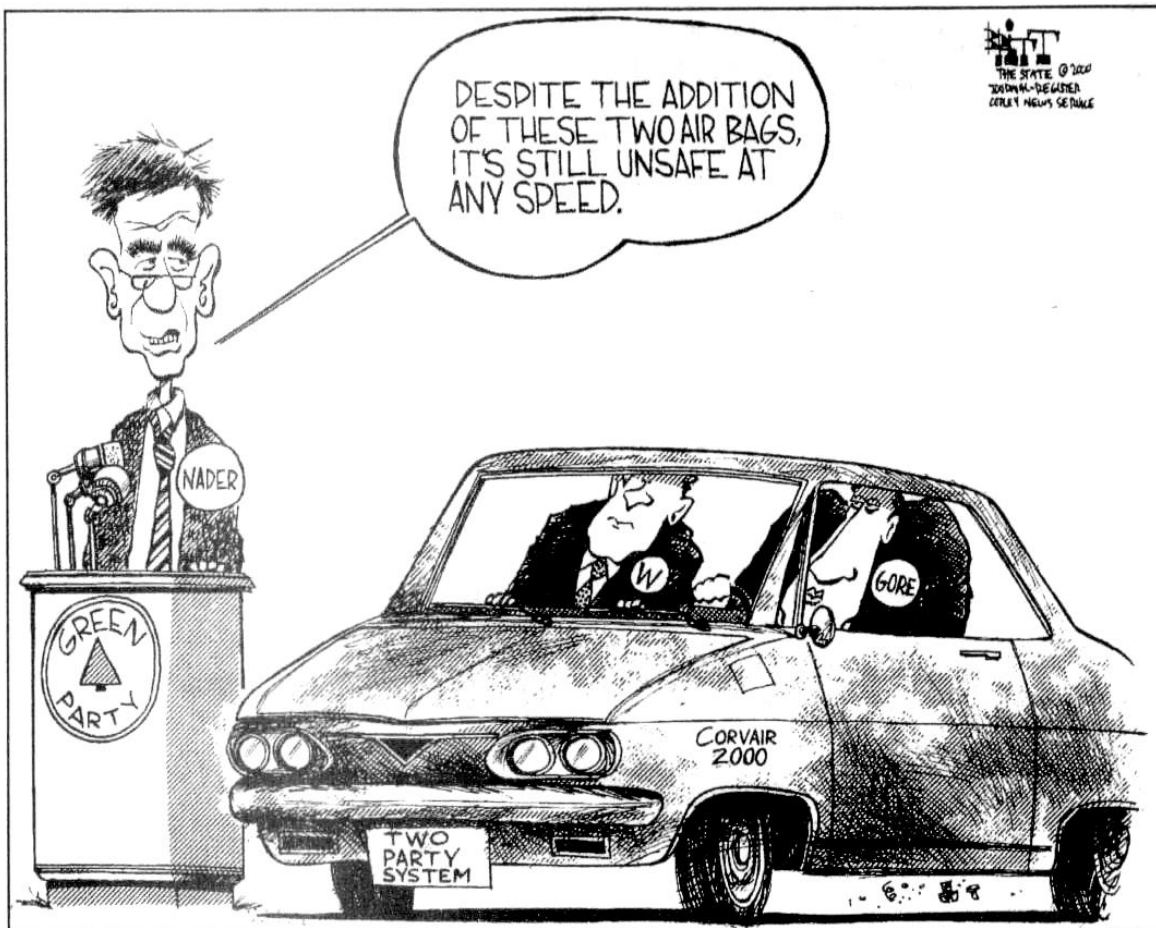


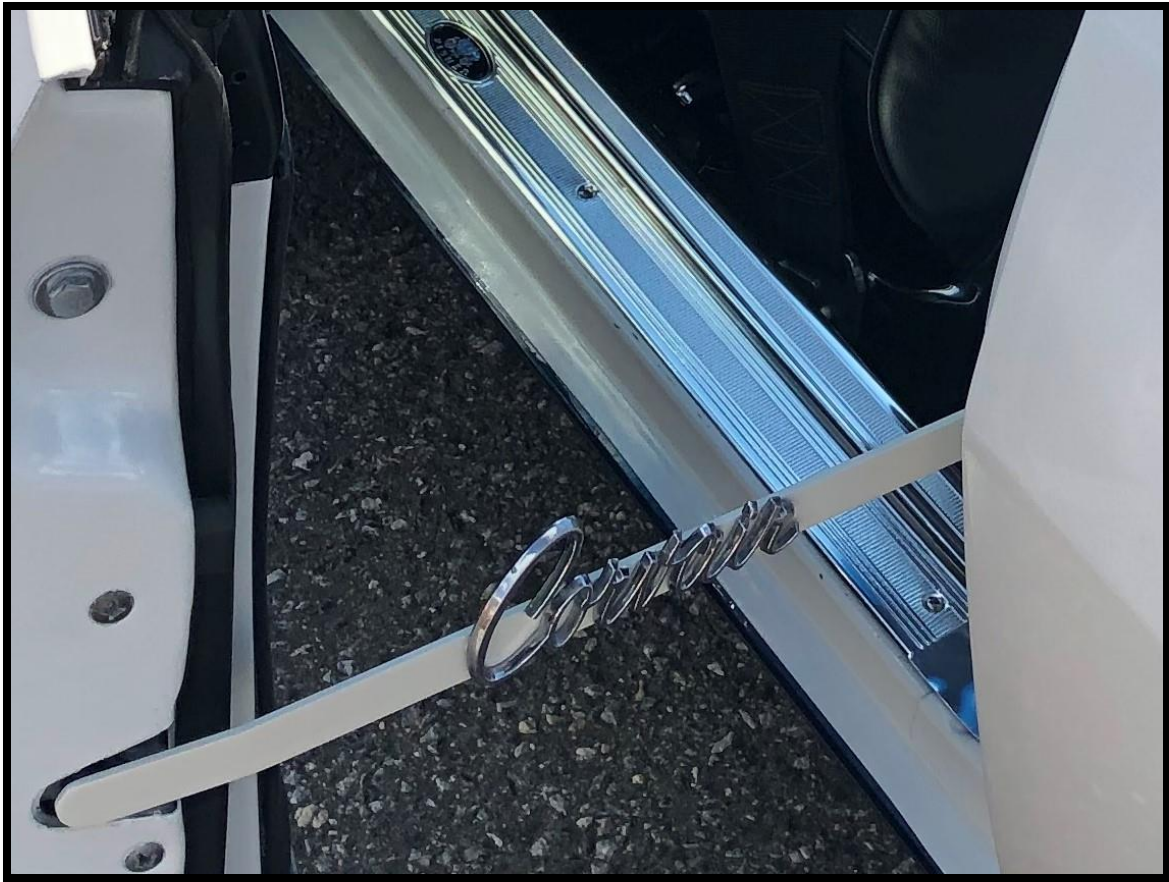
Clark's Corvair Parts®

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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Jerry Yates uses his custom-made bracket to hold the door open at car shows. It props the door open for easy viewing of the interior without any worries of the door swinging wide.