



Group Corvair Comments

GROUP CORVAIR'S NEWSLETTER FOR THE NATIONAL CAPITAL AREA



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April 2022



Rick & Brenda Sanford on Tour
(AACA Tour of the Gulf Coast between Biloxi, MS and Mobile, AL)

CALENDAR OF COMING EVENTS

April

19 -- **Group Corvair Meeting.** It looks like we're still in the virtual mode, so I'll be sending the Zoom meeting information. Plan on getting on-line by 7:30 p.m.

22 – 23 – Springfest 2022 Helen, Georgia. For information: <https://corvairspringfest.com/>

May

15 – Corvair Ranch Biannual Open House. 11 a.m. – whenever. 1079 Bon-Ox Rd., Gettysburg, PA. Hotdogs, hamburgers, apple pie and Corvairs! If you want any parts, preorder them by May 8 – Jeff will only sell pre-ordered parts during the open house.

17 – **Group Corvair Meeting.** Keep an eye on this space; we may have a “real” meeting someday!

June

21 – **Group Corvair Meeting.**

July

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.

19 – **Group Corvair Meeting.**

24 – Reisterstown 18th Annual All-Vehicle Show, 10 – 3, Reisterstown Regional Park, 401 Mitchel Drive. For more information: <http://www.freestateregionvcca.org/18th-annual-car-show.html>

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From the Oval Garage

Bob Hall

Well April started a lot wetter and windier—it destroyed a two-year-old car cover--than I would have liked, but there are plenty of inside projects with which to keep busy. And Clark’s got a new car cover to me in two days via FEDEX ground. April can’t be rainy all month and there are more car get togethers than last year to visit so things are looking up. The Corvair Ranch will have their 2022 Open House on May 15th from 11:00 am until “later that day rain or shine” and they’ll be happy to have you pre-order parts for pickup.

I had an online discussion with a Corvair guy about gasoline grades after he said that Corvairs didn’t need premium fuel because they would run fine on regular because “most Vairs are 8.5 (compression) at best, 91 octane is more than needed.” I pointed out that GM recommended premium fuel on page 32 of all the Owner’s Guides I had (1963, 1964, 1965, 1966 and 1968) and that with the exception of the original 80 HP with a manual transmission and the later 95 HP engines regular was not recommended. My 95 HP Greenbrier will sometimes ping on 87 octane fuel so I use 89 or premium. My 110s and a 140 absolutely had to have premium in stock form. In the past premium also gave you a better mix of additives that helped keep exhaust valves and the fuel system cleaner, so I’ve always used 91 or 93 octane and felt the extra cost was more than worth the money. Corvair owners have had a reputation for being very “cost conscious”—at least in the past, but I wonder how many of you use regular gas or have adjusted your Corvairs to avoid the cost of premium today? *(Editor’s Note: Look for “Top Tier” gasolines to ensure a full mis of detergents and additives in modern gasoline.)*

I hope your projects are going well and that the rest of April will provide beautiful weather for a drive in your Corvairs. Stay safe.

Minutes of the March Virtual Meeting

Marolyn Simpson

On March 15, 2022, Group Corvair held its monthly meeting with seven members in attendance. At 7:35 Bob Hall, president, called the meeting to order. Minutes from the last meeting were approved as they appeared in the newsletter.

Jim Simpson gave the treasurer's report. Bank deposits for the last month were from dues. Jim received acknowledgement from Corsa for our chapter payment. We still need to file the Maryland tax report. (Done!)

Don Hibbard has invited the club to his house. We have been waiting for the weather to warm up before we decide on a date and time for him to host us. We narrowed down the date to possibly sometime in May.

In upcoming events, the Corsa meeting, scheduled for Thursday, March 17, will be Larry Claypool talking about brakes. Members were encouraged to "attend" this virtual presentation.

Bob H reported that Mike Coale says he is done collecting Corvairs. He has gone from 19 down to 10.

Bob H., Jim, and Jerry Yates are considering converting to an electric fuel pump. There was a general discussion on electric fuel pumps. One recommendation was to ensure there was a way to bypass any protective cutouts such as a low oil pressure switch to ensure a "limp-home" mode.

Jim reported on the last Corsa virtual meeting where Cal Clark did a presentation on the production of repro parts. Dave Proctor then talked about casting parts using foam forms, sand molds, and molten aluminum. There are YouTube videos demonstrating this technique.

There was a general discussion on car engines and their problems such as the cam, gaskets, and various seals. We also discussed repainting Corsa dashes – Jerry Yates has done an excellent job in refinishing his.

Now that the weather is warming there are several events in the works. We still want to tour Mike Coale's shop and take a look at several Corvairs he is currently working on. There are also several shows coming up, but we do not have specific information on them yet.

Jerry said that while on Facebook he saw some 14-inch wire wheel covers that had never been out of the box—a very rare find. They were for sale for \$1,200.

Jim moved to adjourn the meeting at 9:05. It was approved.

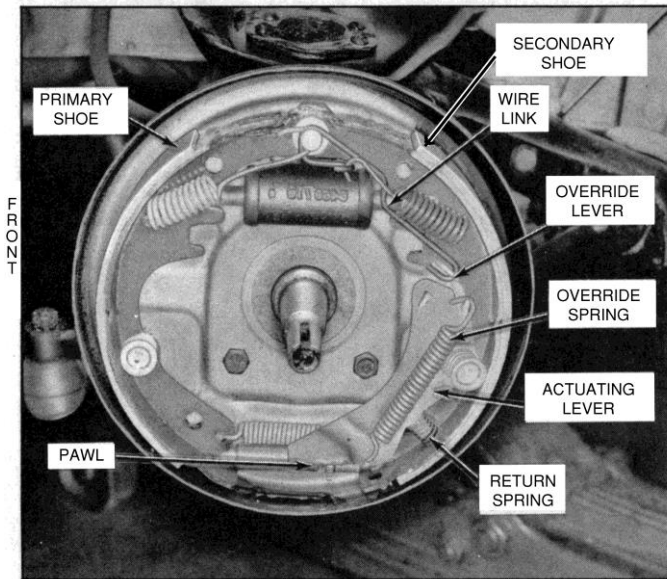
Tech Tips

Jim Simpson

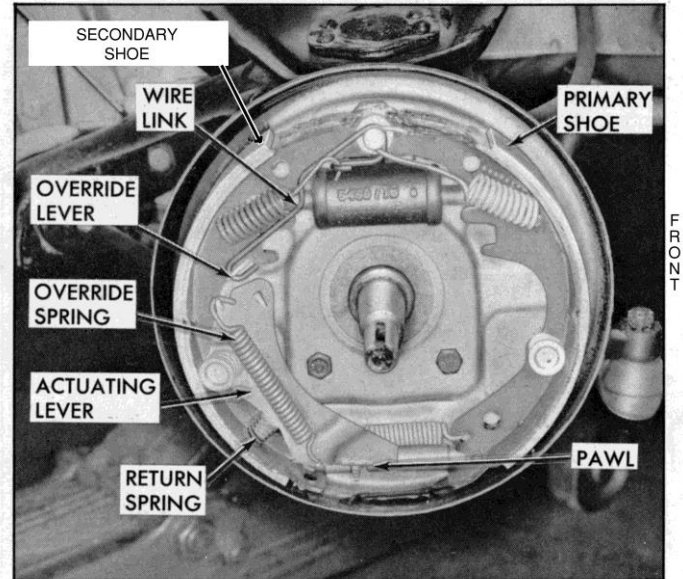
I watched Larry Claypool's presentation on the CORSA Meet-up last month. He did an excellent job in showing the evolution of the Corvair brakes as they changed sizes and added self-adjusters over the years. (You can watch it on the CORSA YouTube channel; just log onto the CORSA website www.corsa.org and find the "CORSA on Social Media" link.)

I had two major takeaways. First was "RTFM", or in polite company, "read the fine manual". In this case, it's the Chevrolet shop manual; read it carefully. Don't just look at the pictures! For instance, figure 1 on the first page of the "BRAKES" section provides an excellent illustration of the installed brakes. It labels the various components including the "Primary Shoe". One common mistake that Larry has observed on the many cars he's worked on is that many shade tree mechanics use this illustration to assemble brakes on both sides of the car not realizing that the opposite sides are mirror images of each other. It isn't until you get several pages in, under step 6 of installing brakes in the late-model shop manual, where – if you've been reading – you find that it notes the difference between sides. In that step, there's a parenthetical note that says, "Secure the primary brake shoe (short lining – faces forward) ...". That's where you learn that a) there are two different sizes (lengths) of the brake shoes and b) that the short one always faces toward the front of the car. Larry said he had seen all sorts of errors with this – primary (short) shoes in the back, pairs of primary shoes on one wheel with the longer, secondary, or trailing shoes on the

opposite side. (Also note that the “primary shoe” is not only shorter, but also normally a bit thinner than the “secondary shoe”.) So remember “RTFM”.



**Left (Driver Side) Front Brake
(As Show in Shop Manual)**



Right (Passenger Side) Front Brake

Note that in both pictures above, the front of the car is toward the OUTSIDE of the page

The second takeaway was the importance of properly fitting the brakes to the car. Replacing brakes is not just a matter of slapping in a new set of brake shoes. Larry has found a fantastic resource -- Scott Bethke and his shop ***Brake Materials and Parts*** in Fort Wayne, Indiana. (Web site: <https://www.brakematerialsandparts.com>) Toward the end of his presentation, Larry takes us on a visit to this shop. Watch this visit for a masterclass on fitting brakes. Scott and his shop do nothing but brakes. They understand brake lining materials, fit, finish and tolerances. They have clients from all over the nation having him rebuild brakes for everything from vintage Maseratis to Japanese microcars. Scott explained just how he turns brake drums and arc grinds the shoes to fit. When he's done, you have brakes that work better than they did when the car came out of the factory. The bottom line is that you really should find an old-line brake shop that knows how to properly turn the drums (you rarely need to take much off – if done properly, the drums should last nearly forever) and arc grind the shoe linings so they fit with the right clearances in the right places.

Bet You Haven't Seen One of These Before!

Michael Coale keeps acquiring rare and unusual Corvair parts. Recently, he received this:

Any guesses as to just what it is?

Yes, it's a body part. It's a New Old Stock (N.O.S.) left front wheel arch for his blue van which he is restoring.

I'm amazed. N.O.S. body parts for any Corvair are pretty rare, but a wheel arch for a van? Wow!



Vair Vendor

Wanted: Late-model factory tinted driver's side vent window. Michael Coale, (443) 994-2559.

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



Yet another Corvair-Related Prototype



Found on the Internet by Jerry Yates

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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