



Group Corvair Comments

GROUP CORVAIR'S NEWSLETTER FOR THE NATIONAL CAPITAL AREA



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Refreshing the Paint (Jim & Marolyn's Corsa)

CALENDAR OF COMING EVENTS

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.** Yes, another Zoom meeting @ 7:30 p.m. Watch your email for link information.

19 – CORSA Meet-Up. Carl Kelsen, in Melbourne, Victoria, Australia, will be telling us about the challenges of owning a Corvair in Australia and giving us a tour of his garage. 9 p.m.

https://us02web.zoom.us/j/zoom/register/tZMtduyorT0jEtal-BRbwUUQA35WZM0Meo_2 to register.

June

19 – Sully Antique Car Show, 10 a.m. – 3:30 p.m. Sully Historic Site, Chantilly, VA. Pre-registration \$10 must be received by June 15 in order to be placed in class, \$20 at gate. For info: www.gwcmodela.com/events.asp.

21 – **Group Corvair Meeting.** Details to be decided, we're still working on getting back to in-person meetings.

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.freestaterregionvcca.org/18th-annual-car-show.html>

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From the Oval Garage

Bob Hall

Carol and I got back from a trip to visit our oldest son in LA to a beautiful, soft spring day here at home that reminded me that despite the rust-free cars, bountiful sunshine, and jacaranda trees in bloom nothing beats a spring day “back east”. I made a real effort to find some Corvairs while we were in southern California but had no luck. Our son sees them frequently and teases me with photos all the time. This '64 was used in a film recently.

I've been cleaning engine sheet metal lately to prep for painting (and thinking that my time must be worth as much as having everything powder coated). I'll be ready for the next swap meet with my extra pieces. If anyone has first-hand experience with the durability of powder coated engine sheet metal, please let me know. Does the powder coating hold up for the pieces around the cylinder heads and exhaust manifolds?



The good news is that Jim and Marolyn's Corsa is in the final stages of being painted after about a year in the shop. For those of us who have known how much work Jim and Marolyn put into the car's restoration a couple of decades ago it has been an anxious time. Jim will have more detailed information to share.

Mike Coale has been adding to his collection of Corvairs after having picked up more FCs and parts from another Group Corvair alum. He's threatening to invite us to his shop this summer after he gets more of his new acquisitions squared away.

And finally, the photo (blue Corsa convertible at right) is owned by Odd Johansson from Sweden. He posted it on the Facebook page for Corvair Europa. It would pair perfectly with Jim and Marolyn's Corsa coupe.



Minutes of the April Virtual Meeting

Marolyn Simpson

The virtual Group Corvair meeting was held on Tuesday, April 19. Six members started logging in at 7:35 pm. Jim Simpson started off the conversation by bringing everyone up to date on the progress of his car's refurbishment—not a lot of progress but there should be some “real soon now.”

Bob Walker has been driving his car some, but he is still having problems with the transmission and brakes. This was followed by a discussion on brakes that was related to the article in the April newsletter. The discussion then turned to a comparison between drum brakes and disk brakes.

Club members have been looking forward to a spring outing. Don Hibbard has invited us to his house when the weather warms up, so a May meeting there is a possibility.

Several club members are planning to attend the Corvair Ranch open house on Sunday, May 15.

Jim gave the treasurer's report. He has filed the corporate tax return, but the process of adding additional names to the account is still in progress.

Gary Segal is getting rid of his Corvair parts. The sale was advertised on Facebook. [Note: The sale has taken place since our last meeting.]

The meeting ended at 8:40 pm.

Tech Tips

Jim Simpson

Here's a quick tip that I picked up from the May 2022 issue of the Corvair Minnesota Newsletter *Leaky Seal*. Fran Schmidt, their Tech Editor, suggested that if you are going to be working on your Corvair's carburetors a lot, change the screws to TORX head screws. These are vastly better than the original slot-head screws. While they are not stock, they have the advantage of having a head that would retain the driver even if it is a bit out of alignment.

The covers on Rochester H carbs take 10x32 screws according to the *CORSA Corvair Technical Guide*. It says there are two lengths but doesn't say how long they are. Looking at the shop manual suggests they are pretty short. McMaster-Carr sells boxes of 100 10x32 – 1/2" long TORX Alloy Steel



TORX Screw and Driver



Bunged up (that's a technical term) Slotted Screws

Socket Head Screws for \$12.99 plus shipping. It takes 8 screws per carburetor, so that would be enough for a dozen carburetors assuming you could use ½” long screws in all the holes.

A little digression into screw design here. I hate slot-head screws. They came out of the blacksmith days of manufacturing and haven’t been improved since then. Unless you have a screwdriver that exactly fits the slot – when have you found one that does? – the screwdriver slips out at the least provocation and the slot gets progressively distorted and less able to hold the screwdriver blade. This is called “cam out”. Phillips head screws are almost as bad; they became popular when General Motors adopted them in 1936 for its Cadillac line. They had the advantage of self-centering the driver, which is great on an assembly line, but they still have serious “cam out” problem. (Try taking one out when it’s rusted in place!)

The Japanese improved on the Phillips design with their *Japanese Industrial Standard* (JIS) design. It looks a lot like a Phillips with the cruciform slot, but the actual shape of the slot is subtly different. If you have the **correct JIS screwdrivers**, these screws will withstand much more torque than a Phillips. Unfortunately, a standard Phillips screwdriver looks about the same and will sort of fit, but it will likely cam out the screw as soon as you start applying significant torque and ruin the screw you are trying to remove. (I have a set of JIS screwdrivers that I use on Japanese made equipment, and yes, they do work well.)

The real solution here is to go with a design that is essentially impervious to cam out problems. That’s where TORX head (and similar designs) come into the picture. The drivers are self-centering, they lock positively to the screw, and they allow very high torque to be used if needed.

So, if you are not worried about remaining stock and you are planning on removing a screw once it’s installed, go with a socket head design such as a TORX head.

Around and About

Jim Simpson

I don’t have any in-depth articles this month, but people have been sending me photos from here and there. I thought about just putting them in the newsletter and letting you guess what/where/when, but then relented and decided a few captions or explanations might be worthwhile. Enjoy.

From **Rick Sanford** at the Helen show. He took third in class which tells me that there were some petty great cars there. The blue & white convertible below took best of show.



From the **Michael Coale** collection. While he's said that he's trying to shrink his collection, Corvairs seem to be continuing to arrive. Some are in pretty sad condition. But they remind me of the scene in the movie *Doc Hollywood* where the local mechanic is looking over Michael J. Fox's ("Dr. Ben Stone") just T-boned Porsche 356 and saying, "I can fix that". These might present a bit of a challenge. But there are good parts to salvage.



Bob Hall's well used CORSA



Mike has been helping clean out a Corvair "collection". Some of the haul seem salvageable such as the van and Rampside above. But the wrecks on the right may not contribute much more than some scrap metal ready for recycling.



I wonder if the radio works?



Celebrating the Corvair Museum.

A year ago, we decided to take advantage of the pandemic forced shutdown of car shows and take care of nicks, dings and other flaws that have accumulated since we had it painted in 1997. It's taken a little (!) longer than we expected, but it looks like we're on the home stretch.



Masking and detailing before paint.



Just about ready for paint.

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



- For Sale:** **60-61 Corvair distributor**, used, complete, includes points, condenser, rotor, cap \$75
- EM bumper brackets:** 8 of 10 brackets, not bent or other damage with some surface rust, 11 bumper bolts included. \$10
- 2 new **EM dipstick boots** \$3.00ea
- Nearly new **Delco single brake master cylinder for 62-63 Corvair with metallic brakes, part #5464275**, needs secondary seal \$35
- 2 **Clark's fan belts C5790** \$12
- Clark's Viton crankshaft seals** Front bellhousing seal \$8
Rear housing seal \$6
- 1 used **widened stock 13inch steel wheel, 7 in wide, 5 lug, for 65 – 69 Corvair** \$18
- 2 new **Clark's rear brake hoses for 65 – 69 Corvair** \$20
- Pair of **110 heads for 65 - 69 Corvair**, good condition, complete with valves, springs, etc., not used since last refurb, casting #3878566 \$250
- GM AM car radio with faceplate for 65-69 Corvair**, not working \$20
- Tune-up parts; New **WIX fuel filter** 3/8 inlet/outlet \$2.50
New **Fram G15 fuel filter** 3/8 inlet/outlet \$2.50
New **Borg Warner tune-up set for inline 6cyl GM**, includes Ch-615 plug wires A-120Vpoint set and G-120A condenser \$7.50
- Shipping is extra. Contact Bob at bobrstn@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
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Light at the end of the tunnel! It's out of the paint booth.