



Group Corvair Comments

GROUP CORVAIR'S NEWSLETTER FOR THE NATIONAL CAPITAL AREA



VOLUME L, No. 6

June 2022



Some People Get to Go to All the Shows

Jerry Yates' Stinger Clone

CALENDAR OF COMING EVENTS

June

16 – CORSA Meet-Up, 9 p.m. Check the CORSA website for more information.

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.gwcmodeleda.com/events.asp.

21 – **Group Corvair Meeting.** We'll have a Zoom meeting, either to discuss the plans for our first in-person meeting since the beginning of the pandemic or to have a regular meeting in case we decide against the in-person meeting. In any case, it will be a 7:30 p.m. and you should get the Zoom link information the weekend before.

25 – **Group Corvair In-Person Meeting.** Don Hibbard has kindly invited us to his home for an in-person meeting and cookout. 1 p.m., 21110 New Hampshire Ave., Brinklow, MD. This is in south-central Howard County. We'll be making final arrangements – foods, drink, etc., during the Zoom meeting on the 21st.

July

2 – Independence Day Parade, Classic Motor Museum, St. Michaels, MD. Registration \$40, <https://checkout.square.site/merchant/AWPEZ0XGAEM7T/checkout/4OTU6KJY3BVMVQE5QVJRFUX> or call 410-746-8979.

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>

August

16 – **Group Corvair Meeting.**

September

10 – All GM Show 2022, hosted by the Maryland Camaro Club. Walkersville Volunteer Fire Department Fair Grounds, 79 W. Frederick St., Walkersville, MD. Registration starts at 8:30, all cars must be on the field by 10:30. Information: www.mdcamaroclub.com/all-gm-show

17 – Corvair Day, hosted by the Central PA Corvair Club. 9 – 3 (rain or shine), Eastern Museum of Motor Racing, 100 Baltimore Rd. York Springs, PA. Contact Joe Darinsig JoeDarinsig@yahoo.com or phone: 717-668-4414.

20 – **Group Corvair Meeting.**

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From the Oval Garage

Bob Hall

We are trying to take advantage of Don Hibbard's kind offer at our May meeting to host an in-person late afternoon get together at his home in NE Montgomery County on June 25th. Jim sent an email to club members earlier asking us to RSVP for planning so please let us know if you can attend.

Jerry Yates and I helped Jim and Marolyn reassemble the interior on their 1966 Corsa recently. Putting the pieces back on a fully restored and recently painted car is very rewarding—like a blow against entropy and decay (rust).



'66 Chevrolet "Electrovair"

You can get the same feeling cleaning, rebuilding and painting almost any part, but when you have the chance to add the final pieces to a complete car to restore it to (better than) showroom condition that is a real high. The Corsa should be show ready shortly—now we just need a venue.

I rewatched some of Jack Leno's show as well as an old Wheeler Dealer episode concerning electric cars and especially electric conversions of older, gas powered ones. I've only driven a Toyota Prius in electric mode so I'm not that enthusiastic—yet, but I understand Tesla's and other all electric cars aren't just fast, but also fun to drive. There are a few electric conversion Corvairs running around now—not counting GM's Electrovair sedans—so maybe there is one in my/our future. Funny what you think of when you're under a 1964 Greenbrier, degreasing, cleaning and lubing the linkage to a clutch.

We had a good turnout at our May Zoom meeting. Hope to “see” all of you at the June meeting.

Minutes of the May Virtual Meeting

Marolyn Simpson

On May 17, 11 members of Group Corvair started logging into the Zoom virtual meeting at 7:30. While we were waiting for everyone to log in there was a general discussion of Gary Segal's Corvair parts sale.

Bob Hall, president, called the meeting to order. The minutes of the April meeting were approved as they appeared in the latest newsletter.

Jim Simpson gave the treasurer's report. The report was followed by a long discussion on getting another signature on the bank account as well as the banking regulations. One possibility to resolve this issue would be to close out the current account and open a new account.

Jerry Yates reported on his May 15th trip to the Corvair Ranch in Gettysburg, PA, for their biannual open house. He and Bob Walker represented Group Corvair. It was Bob's first visit to the Ranch. The weather was iffy in the morning, but it turned out well since the rain held off until late in the day. Over 30 cars and their owners participated in the festivities which included food and door prizes.

Bob H. introduced the subject of powder coating of engine sheet metal and its resistance to engine heat. A discussion followed which didn't actually resolve the question, but it was noted that many people have had their engine shrouding powder coated and it seems to stand up well.

Jim S. gave a report on the progress of his car that is in the shop for touch-up repainting and minor body work. If all goes well it is scheduled to come home on May 18 [Note: The car actually came home on May 19.]

There was a discussion on the tech tip on screws that was in the last newsletter.

Byron LaMotte reported on his experience at a recent cars and coffee. Among the interesting cars there were a pair of Pulse autocycles. These are actually four-wheelers, with the main wheels front and rear and a pair of outriggers, and intended to solve the gasoline crisis. (For more information: <https://silodrome.com/pulse-autocycle/>)



Don Hibbard has been experiencing a problem starting his Corvair. The problem may be the point plate, or it could be a grounding problem. There is a possible tech session in the future to find a solution.

Saturday, June 25 was chosen as the date to meet at Don Hibbard's house in south-central Howard County, MD. The meeting, which would take the place of our regular third Tuesday of the month meeting, is planned to start at 1:00 pm. Bob H. offered to provide burgers to grill, and Jerry volunteered to bring the coleslaw. Everyone else can bring something to share with the group. If it rains, we can move inside or into the garage.

Phil Richardson informed us that his car is almost finished—possibly another week to go.

Byron has once again put together a rally—this time for September 10. Watch the newsletter for more information about it.

Bob H. has been working on various projects on his van, but it is not ready for prime time yet.

There was general conversation on car-related topics, some of which included Corvairs.

We signed off the Zoom meeting at 9:20 pm.

Tech Tips

Jim Simpson

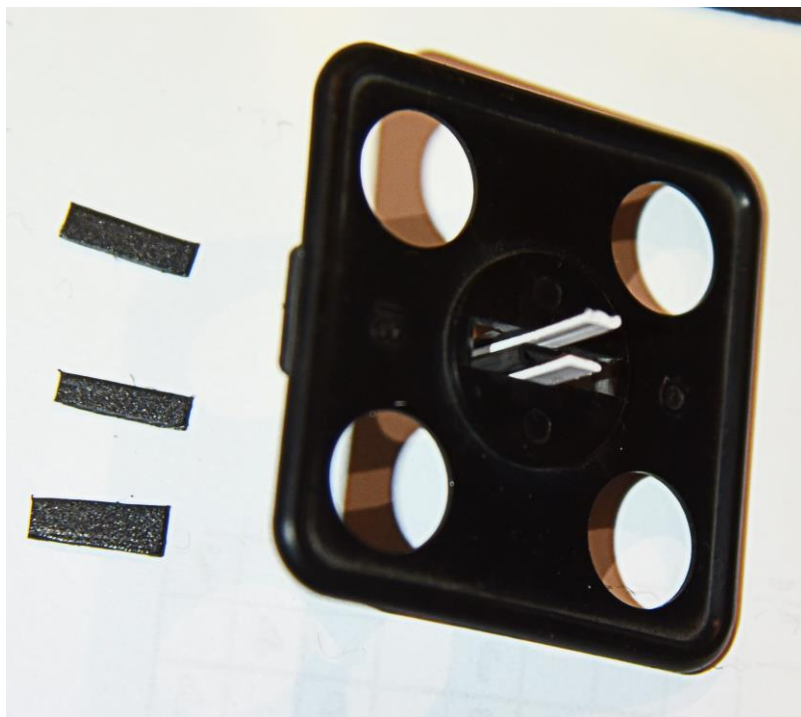
TORX and other Socket Head Screws: As a quick follow-up to last month's tip on using TORX-head screws on carburetors, I got some feed-back from Seth Emerson out in California. He agreed with the general idea but wanted to point out that all forms of socket head screws can (and will) collect water and if they are standard steel, will rust. The obvious solution is to use stainless steel screws; McMaster Carr sells them in boxes of 50 (10x32 – ½") for \$16.19. That's enough for six carburetors – one 140 Hp and one 110 Hp engine.

Problems with the Plastic Hood Insulation Retainers Falling Out? All the late-model cars came with a large pad of fiberglass attached under the engine hood. While many of these pads became oil soaked and otherwise damaged and have long since been tossed, Clark's does offer a replacement. Or you may still have an original. These pads are held in place by 2" square plastic retainers. The problem with them is that they tend to pop loose

and drop into the engine compartment, occasionally falling into the fan. (Luckily none are positioned directly above the fan.) According to Clark's Corvair Parts, the '65's retainers were metal. Many '65 owners were worried that the metal retainers could cause significant damage to the fan, and apparently Chevrolet agreed, and from '66 through '69, they were all plastic retainers.

In any case, these plastic retainers pop out with alarming regularity. Here's my solution. Find a piece of black plastic about 1/32" of an inch thick. I used an old DVD case; it was made of a flexible black plastic and just the right thickness. Cut several small shims, about 1/8" wide and 1/2" long. (You'll need two per retainer.)

Take a look at the retainer and you will see that the center has sort of a script "W" shape. As shown in the photo, insert one shim in each side of the "W". (I used white shims in the photo just so you could see them a bit better. Black plastic shims are virtually invisible unless you look very closely.) Slide the shims down flush with the face of the retainer and then pop the retainer into place – you'll hear a satisfying "snap" as it goes in. You don't have to worry about gluing the shims to hold them in place, they can't go sideways since they're held in alignment by the holes in the hood and there's plenty of pressure to keep them from just dropping out.



Installing New Carpet: Jerry Yates and I had the "pleasure" of installing a new set of carpets in my Corsa. I purchased a set of molded carpets from Clarks and in general, they fit quite well. There's a lot of trimming involved and some somewhat nerve-racking hole cutting required for things like the gear shift and gas pedal.

All that work can be done with a good, sharp box cutter or X-Acto knife. But that still leaves a number of small, round holes for things like the seatbelt anchors and seat mount bolts to be made. Knives work o.k., but unless you spend a lot of time to trim all the stray bits of material, the carpet threads tend to wrap themselves around the bolt as you screw it in place.



Three trial holes in a carpet scrap. The irregular one was an experiment.

Jerry had read about using a soldering iron to melt holes in the carpet. Since these carpets are all synthetic materials (nylon or something similar), they will melt easily. I have a small Weller soldering iron and we had some scraps of carpet to experiment with, so we gave it a try.

It works great! With the able assistance of my wife, Marolyn, to hold onto the hot soldering iron while Jerry and I scrambled around inside the car, we made very quick work of creating all the needed holes. We plugged the soldering iron in on a long extension cord and left it in Marolyn's care. (We didn't want to sit on it accidentally or worse, have it fall onto the carpet.) We used a sharp awl to locate the various holes and then just touched the hot, sharp center of the soldering iron to the spot. The carpet melted almost instantly to the diameter of the iron's tip. If we needed a larger hole, we created it just by wiggling the iron around using the underlying hole as a guide. Once done, there are no stray threads or anything to unravel to worry about. Other than the smell of the melted/burning plastic, I can't think of a much better way to make holes in carpets.

And yes, you really do want an assistant whose sole job it is to hang on to the soldering iron while you are locating the next hole; a hot soldering iron accidentally rolling on to that nice new carpet will cause havoc in an instant.

And thanks again, Jerry, for the assistance and the suggestion.

Bob Walker's Garage, Latest Activity 2022

Bob Walker

When we last left Bob's Garage in Sept 2021, the 66 Corsa coupe 140 was running with the rebuilt drivetrain installed, front and rear suspensions rebuilt, and the dual master and brake line replacement installed. We just need a few adjustments to valves and suspension alignment to be on-the-road.

Or so I thought. I started hearing a squeak from the engine on the left side. My guess was a valve train problem and I was correct. At least one rocker arm and ball were dry, and in general, very little oil was being pumped to the rocker arms. The problem was apparently the lifters, NOS GM High Performance lifters purchased in the 1970s for the next engine rebuild, 40 years later. Almost all the GM lifters internal parts were stuck together, so replace all lifters with Melling lifters. Note-the GM lifters were fine when installed. The rocker arms, balls and pushrods were undamaged and so were re-used.

Eventually the engine was back together and running fine. Oil was getting to the rockers ok, but I checked the oil pressure with a mechanical gauge anyway. The pressure appeared low, 30 psi at 1500 rpm, instead of about 40 psi. I removed the distributor to check the pump drive and found gold-colored metal chips all over the inside of the rear housing. Remove the rear housing and found the steel distributor shaft had been shaving metal from the bronze drive gear on the crank. There must be a cause but it was not immediately obvious.

After measuring everything related to the distributor drive and staring at the built 140 and a spare case, I realized that the apparently unused hole in the back of the case of the built 140 should have a steel locating pin in it to line up with a hole in the rear housing! The lack of this pin allowed the housing to be slightly misaligned causing excessive wear on the bronze gear and the distributor shaft bushing and lower shaft holes.

Having spent about 3 weeks chasing the distributor gear problem, I was ready to be done with it. I replaced the rear housing, the alignment pin (generously supplied by Dave Edsinger), bronze crank gear, oil pump, rebuilt distributor (bushing and gear) and new gaskets and seals. Prime the oil system, reset the ignition timing and we're ready to go!

Well not quite, again. The carbs had deposits from the ethanol fuel, so have to be rebuilt and the left valve cover leaks (one end is bent) so have to replace. After another iteration with the rear housing and distributor and tuning the engine, the engine runs but has a miss and shakes. Review the usual suspects, carbs, plugs, plug wires, timing and don't find a problem.

Hook up a vacuum gauge to each primary carb. At idle, the pointer on the left gauge oscillates 1 to 6 inches vacuum and the right, +/- 2 inches vacuum. Check for air leaks and other typical problems. Finally, readjust all the valves cold. Two valves on the left side were tight by more than 1/2 turn and a couple of valves on the right bank were tighter than they should be. At idle, both gauges have much steadier readings and the engine is noticeably smoother.

Now to adjust the suspension alignment to nominal driving settings and break in the new engine. HA!



Out and About

From the **Michael Coale** collection. Based upon the photos Mike keeps sending me, I no longer believe that he's really serious about shrinking his Corvair collection. Here's one of his latest acquisitions:



This is a '67 Monza, 4-speed, 110 Hp that he picked up from the back of the Corvair Ranch lot. It was a well-optioned car with seatbelt retractors, bumper guards, clock, oil-bath air cleaner, both trunk and engine compartment lights and even the original "Protect-O-Plate". He's installed a new gas tank and has it running.

And do you remember the vans he picked up last month? While going through the stash of parts that came with them, he came across this '65 FC 110 Hp engine. Digging further, he found the correct oil filter & alternator adapter.



Note that the boss for the oil filler tube (just above the hole for the fuel pump) isn't bored out as it would be on a car engine.

On the next page are a couple pictures of the last van from his salvage operation. And as he put it, this is his "great white whale" from Moby Dick. He just couldn't leave it there. He says the VIN from this van says it's a '61, it must have been a very early one. It has the rear oil filler plus a 1960 fan and distributor. He's going to run all the numbers he can find and then, I assume, give it a final resting place. My comment was "a little rubbing compound and maybe a couple new headlights..."



On the home front, Marolyn and I got our Corsa back from the painter – finally! Or perhaps I shouldn't say "finally" because the painter wants it back for a second pass at buffing and polishing after the paint has had a bit of



time to cure. He wanted us to take it home, put all the exterior trim on, and look it over to identify those spots that need a bit more attention. It should go back to him “real soon now”; hopefully it won’t take too long to finish...

Marolyn and I installed all the external trim, including a NOS 1966 Turbo rear deck emblem. For years, I’d had a Clark’s reproduction emblem on there. It was o.k. from 6’, but the reproductions just don’t have quite the sharpness and definition that the originals had. While I had a NOS emblem in my collection (thanks to Ward Bourgondien and Lee Hamilton), I never installed it. When we restored the car back in the mid-1990s, we used a new engine cover from the Yenko Stinger “cast-offs” that Mike Harrison had collected. (Yenko removed the original steel engine covers and installed lighter weight fiberglass ones. They had just stacked the originals in their warehouse.) The only problem with using one of these virtually new covers is that they had been drilled to suit the pin spacing on 140 hp engine emblems and the spacing for the turbo emblems is different! So we’d sawed off the pins on a Clark’s reproduction emblem and used double sided tape to hold it in place. It worked for 25 years, but we decided it was time to put a “real” one on and had the deck lid modified.



Jerry Yates and Bob Hall came over on separate days to assist with the interior. As noted in the *Tech Tips* above, Jerry was the expert on carpets. We spent most of a day fitting and trimming the new carpets to fit. The hardest part was working around the gas pedal. If you are planning on installing new carpets yourself, figure on dropping the belly pan and removing the entire gas pedal assembly along with the gear shift (if it’s a manual). I really don’t see any other way of doing it. And his tip of using a hot soldering iron to melt holes for the needed bolt holes was a brilliant suggestion.

Jerry did point out that the front vent kick panels didn’t seem to be fitting quite right. And he was correct. At the top, these plastic panels should fit into a “groove” formed by the dash panel and door pinch weld. Mine didn’t. As it turned out, they never had. There just wasn’t the needed gap, something I attribute to a lack of quality control at the Fisher Body plant when they assembled my car. It was fixable with a little “persuasion” with a prybar (aka – screwdriver).



Bob worked with me on door panels. At least these didn’t require any crawling around under the car to fit although there was a lot of “fiddly” adjustments to make. That and handling the 3M seam sealer we used to hold the new water-resistant liners took a while. The new clips that hold the cardboard panel backers to the door were a bit stiffer than the originals. We could bend them to fit, but ended up using the old ones; they were in fine condition and just seemed to be easier to use.

Marolyn and I took care of the rear panels and the door sill trim. The rear sill trim was interesting. I used reproduction sill plates below the doors and other than it being a bit thinner and easier to scratch and dent than the original pieces, it fit just fine with all the screw holes aligning properly. The rear extensions were something else. I have originals; ones that we’d polished up so they look pretty decent. Over the 54 years (and counting) that I’ve owned the car, I’ve had them in and out a few times. And I’d always noticed that they didn’t seem to fit quite right.

This time I took my time to see just what the issue was. I'm not sure if it was a Fisher Body or trim design problem, but there simply wasn't enough room between the end of the door sills and the back of the body/floor pan for them to fit! Essentially they were about 1/2" too long. The guy on the assembly line had stuffed them in there with the front end tucked under the sill plates. If you look at the rear trim plates, you'll see they neck down to fit under the sill plates. Mine were pushed an extra 1/2" forward under the sill plates. And of course the screw holes were drilled to far forward to match, about 1/2" from where they should have been. Again, if you look, you'll see cutouts in the pinchweld where the screws should go.

The solution was to trim the rear end of the trim plates to allow them to fit properly and drill new mounting holes. The back ends of the trim plates are completely concealed by the rear seat anyway. And now they fit like they should have at the factory. I need to take a look at other '66 coupes to see if they have the same problem, but I suspect that my car got some faulty trim pieces and of course no one on the assembly line is going to trim them to fit properly.



Vair Vendor

Free to a Good Home: Bob Winokur has sold his white '66 Monza but still has a selection of parts and manuals. Most are free to a Group Corvair member who can make good use of them: *Corvair Basics*, *Chilton Corvair Maintenance*, *How to Keep Your Corvair Alive* – Richard Fitch, Chevrolet Chassis Shop Manual with '66 supplement, Corvair Parts and Accessories Book, 12 older Wix oil filters, 5 older Clark's oil filters, 7 air filters (2 of which are Delco brand), 4 bulb headlight set, high output heater blower motor, numerous gasoline filters, rotors, Delco light lenses, taillight lenses and rings, spark plugs, fuel pump, carburetor cap, gas gauge, ignition coil, vent widow moulding (rechromed) with vent glass.

He also has some things **for sale**:

Set of 4, 14" new Monza hubcaps	\$40
1 new 14" wire wheel hubcap with spinner	\$50
4 new spinners for wire wheels hubcaps	\$50
1 1966 refinished Maryland license plate, never put on car	\$25

Contact Bob Winokur, kkarbob@aol.com, text: 240-274-8623

Free to a Good Home: Late model coupe carpet set, black, molded and padded. Cut for manual transmission. Used, but in VG condition; this was one of Clark's early reproduction sets that does not exactly match the original. I used it in my Corsa and there is no noticeable wear. Jim Simpson, simpsonj@verizon.net or 240-232-2820.

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

For Sale: 60-61 Corvair distributor, used, complete, includes points, condenser, rotor, cap	\$75
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
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 <u>inline</u> 6cyl GM, includes Ch-615 plug wires	
A-120Vpoint set and G-120A condenser	\$7.50
'68 – '69 Corvair Interior Parts:	
2 dash pads, black, clean, VG condition	\$125 ea.
2 padded radio surrounds, black, complete, includes padded ash-tray	
VG Condition	\$35 ea.
2 pair padded door trim pillar trim, VG condition	\$45 pair
2 pair door arm rests, black, excellent condition	\$55 pair
2 pair sun-visors, black, VG condition, complete except vanity	
mirror missing from one visor, mounting plate still attached.	\$ 45 pair
Monza door and rear side panel sets, black, cardboard intact, good condition	
1 left side set, 2 right side sets	\$75 set
Front shoulder harness set, driver & passenger, black, complete including retractors and mounting bolts.	
Webbing in good condition but could use some additional cleaning. NOTE: Period correct for shows, but not recommended for general use due to age.	\$75

Shipping is extra. Contact Bob Walker 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.



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