



Group Corvair Comments

GROUP CORVAIR'S NEWSLETTER FOR THE NATIONAL CAPITAL AREA



VOLUME L, No. 7

July 2022



Grill Master Bob Flipping Burgers

CALENDAR OF COMING EVENTS

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.
- 12 – **Group Corvair Meeting.** **NOTE – THIS IS A CHANGE!** We're having our Zoom meeting a week earlier than planned due to a conflict. Yes, yet another Zoom meeting but we are looking at getting back into in-person meetings. It all depends on the Covid infection rates and our comfort in eating in a restaurant.

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>

August

13 – First State Corvair Club Show, Limestone Presbyterian Church, 3201 Limestone Rd., Wilmington, Delaware. 9 a.m. – 3 p.m., rain or shine. Contact: Michael Slotwinski, 302-377-5268.

13 – All-GM Show 2022, hosted by Capital City Rockets chapter of the Oldsmobile Club of America. 9 a.m. – 2 p.m., Eagle Ridge Middle School, 42901 Waxpool Rd, Ashburn, VA. Pre-registration \$15, day of show \$20. Webpage: www.capitolcityrockets.com, Facebook: <http://www.facebook.com/groups/182528611830267>

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

10 – Oxford Community Center Road Rally. Proceeds benefit the Oxford Community Center. Entry fee \$125, includes continental breakfast and lunch for driver and navigator. Assemble @ 8 a.m., flag out at 9 a.m. 78 miles of scenic roads. www.oxfordcc.org and click on “Road Rally” for information; 60 cars max.

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.

17 – 46th Edgar Rohr Memorial Car Meet, Manassas Museum, 9101 Prince William St., Manassas, VA. 11 a.m. – 3 p.m., registration starts at 8 a.m. Pre-registration \$20, day of show \$25. Registration: Jim & Sally Batchelder, 703-339-2064, info: Gene Gilkey, 703-830-5313.

20 – **Group Corvair Meeting.**

October

15 – Rockville Antique and Classic Car Show, 8:30 a.m. – 3:30 p.m. Preregistration is HIGHLY recommended; go to <https://rockvillemd.gov/667/Antique-Classic-Car-Show> for information and to register. This is one of the best shows in the Washington D.C. area. Group Corvair is a sponsor, and we have a premier spot for Corvairs reserved on the field.

18 – **Group Corvair Meeting.**

GROUP CORVAIR 2022 OFFICERS and Points of Contact

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From the Oval Garage

Bob Hall

Group Corvair had a great turnout for our June afternoon and evening get together hosted by Don Hibbard in the Brinklow area (northern Montgomery County). We discussed all things Corvair, and automotive in general, and got to visit his 12-car garage and its contents. In addition to Don's sweet 1963 Corvair convertible, Rob Neighbor brought his beautiful 1967 Monza convertible.



Other prime examples of automotive history included an early 50s Studebaker, a 1955 Plymouth, a 1937 Pontiac with a straight eight, a 1954 Chevrolet two door BelAir, a 1954 Oldsmobile Super 88 convertible (that I got to drive, with my wife, back to its home garage nearby), and an Austin Healey "bug eyed" Sprite. The owners of the Sprite and Olds even have an AMC built Army "deuce

and a half" with a 1 ½ ton trailer.

We grilled beef and vegetable burgers, Nathan's hot dogs and a couple of Impossible Burgers. Attendees brought side dishes—potato salad, coleslaw (Jerry Yates's special recipe), macaroni and cheese, a fruit salad and more.—and no one went hungry. Group Corvair sends a **big "thank you"** to Don for hosting the event.

Other good news is that there will be a Rockville Antique and Classic Car Show on October 15th—the first since 2019. Jim and Marolyn and Carol and I attended the planning meeting at the end of June and area car clubs were well represented. Mark your calendars and sign up online to bring a car and/or car parts.

One topic I will bring up at our July meeting is Group Corvair merchandise. As some of you know at least two people are advertising tee shirts with our Group Corvair logo that Jerry Yates designed decades ago on the Facebook Group Corvair site. Facebook has, so far, refused to ban these two vendors, but we'll be following up our complaints. I think it's time to offer a legitimate alternative to the pirate offerings and, with Jerry's permission, sell our own, authentic, Group Corvair products. Let us know what you think at our July Zoom meeting.

Minutes of the June Virtual Meeting

Marolyn Simpson

Although we were planning to have an in-person cookout/business meeting in June, we decided to have a Zoom meeting in addition so we could plan the details before the cookout. At 7:30 on June 21 six members of Group Corvair started logging into the meeting. Bob Hall called the meeting to order at 7:40.

The meeting began with the Facebook controversy about the use of the Group Corvair logo. Apparently, some outside individuals are using our logo and selling T-shirts. Bob H. and Jerry Yates are looking into taking further action.

The minutes of the last meeting were approved as they appeared in the newsletter. Jim Simpson reported that there were no expenses and no income during the last month.

The Rockville Antique and Classic Car Show is still planned for October 15, the third Saturday of the month. There will be a planning meeting of car club representatives on Tuesday, June 28 at the Rockville Civic Center Park. [Note: The meeting took place on June 28 as planned. See article in the newsletter.]

Jim reported on the Sully show that took place on Father's Day, June 19. [See article in "Out and About" below.]

Jim had a question for the participants regarding brake hose washers that led to a discussion of best sources for brake parts. See the "Tech Tips" section for more information.

Don Hibbard had extended an invitation to the club to meet at his house for a meeting/cookout several months ago and we finally decided on the date of Saturday, June 25. We had originally planned on 1:00 pm for the start time but because of a scheduling conflict that time was moved to 4:00 pm. Bob said he would bring hamburgers and hot dogs for grilling and some drinks; Jerry would bring coleslaw and a chocolate cake; Jim would bring buns and a side dish. Don would provide the venue, the grill, paper products, drinks, and condiments. Anyone else planning to attend could bring a side dish of their choice.

Bob Walker has been doing more work on his car. He put a new backup light on it but then couldn't get the car into reverse. However, on the whole the car is running well.

Jerry announced that the First State club in Delaware will have its show on Saturday, August 13.

There was a discussion on tech topics which included ground straps (fixed Don Hibbard's ignition problem) and the best viscosity oil for Corvairs.

We logged off at 8:58 pm.

Rockville Planning Meeting

Marolyn Simpson

On Tuesday, June 28, Bob and Carol Hall and Jim and I attended the spring planning meeting for the 2022 Rockville Antique and Classic Car Show. The show has been canceled the last two years because of Covid-19 so there is considerable pent up anticipation this year. The show is planned to take place on its usual third Saturday in October, which is October 15 (with no rain date). As usual it will be at the Rockville Civic Center Park (603 Edmonston Drive, Rockville, MD). Registration for the show began on July 1 and is available online at (<https://rockvillemd.gov/667/Antique-Classic-Car-Show>), by mail, or in person at Rockville City Hall. The preregistration cutoff to be included in the printed book is September 11 with a fee of \$10. After September 11, the registration fee jumps to \$20. (Note that there is a handling fee for on-line registration payments.) There will be registration on the day of the show (\$20) but payment will be by cash or check only. (We discourage on-the-day registration because it slows things considerably. We can only afford to spend 20 seconds with each car otherwise it causes considerable backups!)

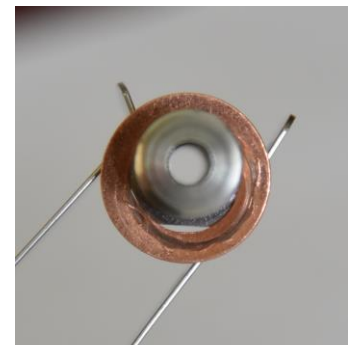
For the past few years there has been a show within the show. These have ranged from 100 Years of GM to racing vehicles to Italian exotics. This year the BMW club stepped up and volunteered to put on a show of BMW "M series" performance cars. Next year, the tentative plan will be all the years of Corvettes.

Tech Tips

Jim Simpson

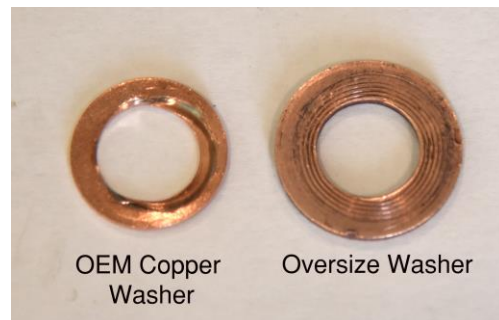
Brake Hose Washers: Chevrolet uses a copper washer to seal the connection between the brake hose and brake slave cylinder on the 1960 – 1968 Corvairs. (In 1969, Chevrolet changed the brake hose design apparently eliminating the need for this seal.) The OEM size – which is what Clark's Corvair Parts sells – is 11/16" (0.688") outside diameter. The inside diameter (7/16" (0.438")) is large enough to clear the threads on the brake hose.

Unfortunately, this is a rather loose fit. And if you are using the "competition brake hoses" as I do, there's an adapter involved with an undercut section at the base of the threads which allows the OEM washer to slip to the side. There's enough slop (about 0.080") that the washer can fail to seal. (I don't have any standard brake hoses on hand, so I can't comment on how much, if any, slop there is with them.) That can be a real problem and it is hard to keep the washer centered while tightening. You only get one chance; do it wrong and you'll have a leak, and the washer is not reusable.



Note the Loose Fit

In my collection of parts that I've accumulated over the years, I found that I had one oversize washer that solves the problem. It has the same inside diameter as the OEM washers so it can potentially slip to one side, but is 0.8" in outside diameter. Why is that important? It turns out that when they machined the brake cylinders, the hose mounting surface was cut to 0.8" in diameter! These larger washers drop right into place and become almost perfectly self-centering. (You still need to hold them against the inner surface, but that's trivially easy.)



Where to find these washers was the question that I raised during our last club meeting. No one knew, although Bob Hall did suggest I check with Wagner Brakes, but I had no luck with their on-line catalog. I did some more digging on the internet and found nothing under listings for '60s vintage Chevrolets that looked promising. And the local FLAPS (friendly local auto parts stores) are generally clueless unless you can give them a specific application. But then I turned to NAPA, my "go-to" store for finding generic parts. Their on-line catalog lists a copper washer 0.8" in outside diameter and 0.045" inside diameter.

Bingo, just the part I needed – their part number NAPA UP3878 at \$1.69 each. (Now I must actually buy some and make sure, but I'm confident they'll do the job.)

Bob Walker's Garage, Part 3

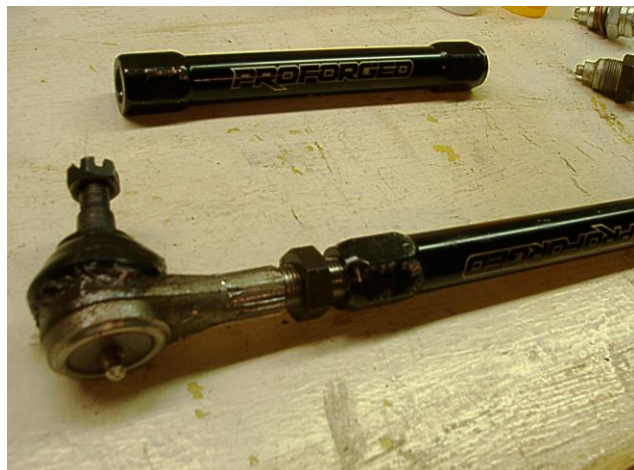
Bob Walker

The Corsa has been pretty much back together since resolving a couple of issues with the newly rebuilt engine. It has been drivable for a while now. The engine is running well so all that we need to do is to tweak the alignment so the car tracks straight.

At least that's what I thought. As I was adjusting the tie-rods to set the front toe-in, both inner tie-rod ends jammed in the tie-rod link and would not move even though I applied considerable force. An unusual problem to add to the others I have had, but relatively easy to fix. So I purchased replacement tie-rods and ends, and finished the alignment.

One last check before driving the Corsa, do all the lights work? All except the backup lights work so I take the car out for a short test drive. All seems ok, except the steering wheel is slightly off center. Just have to fix/replace the backup light switch. A new switch arrives from Clark's and I swap out the old one. Now can't shift into reverse! Add another washer to space the switch out and reverse and the lights work so I'll finesse this later. For now it's time to put some miles on the car. *(More on the backup light switch problem in next month's newsletter.)*

The whole process has taken over 2 years from May 2020 when the Corsa went on jack stands for the front suspension removal, through March 2021 when the completely rebuilt drivetrain went back in the car. Work on the brakes, the suspension still had to be finished, as well as some teething problems with the engine which took a while to resolve. Now it's time to drive it.



Tie Rod End Jammed in Tie Rod

Was it worth the time, money, and hassle with problems? The goal was to upgrade the major mechanical parts of the car to a reliable condition so only routine maintenance will be required in the future, and to improve performance. Replacing critical 50+ year old parts and systems was well worth the cost for the confidence in the relative reliability.

I didn't do it all myself. I had a lot of help, advice, and moral support from Group Corvair and NVCC members and others. I gained a lot of practical experience and knowledge that can't be obtained any other way. I found that little patience and common sense goes a long way to avoiding unnecessary problems. THE END.

Out and About

Bob Winokur and Rick Sanford both sent me this link. (Thanks!) <https://insider.hagerty.com/trends/offbeat-american-are-corvairs-still-under-the-radar/> Nice to know that Corvair prices are on the upswing.

You probably remember last month's note regarding **Mike Coale's acquisition of a '67 Monza 4-speed**? Well, he reports that it's "done". All new brakes, new fuel system from the gas tank to the carburetors, engine cleaned up and resealed, new dual exhaust, and vintage 1967 Maryland tags.



Note the Angled Chrome Dual Exhaust



This is a well optioned car. Note the bumper guards and the heavy duty air cleaner. Obviously there's a fair amount of body and paint work

needed, but there are few signs of serious rust and everything seems to be straight outside of a few miscellaneous bumps and bruises.

And congratulations to **Rob Neighbour and his trophy** for "Best Convertible" at the Cars and Pride Invitational, held in Frederick, MD, the same day as Group Corvair's first in-person meeting (cookout) in two years. Rob took his car to the show, brought it to the cookout, and then went back to the show's banquet to receive his award! Busy day for sure.



And finally **Marolyn and I** made it to our first show in two years, the **Sully Plantation Father's Day show**. It was great weather for a change with low humidity and moderate temperatures. Including our car, we counted three Corvairs (where were you NVCC?), including a '65 4-door. The owner of the 4-door was relatively new to Corvairs and we recruited him to CORSA and a local club. (He lives in Virginia, so NVCC should gain a new member shortly.) The crowds were friendly and curious and we received many great comments on our car – including a very firm offer to buy it!

Vair Vendor

For Sale: Group Corvair has four copies of *Corvair Basics*, both the book and CD, for sale. Amazon lists this set for \$75, Clarks will sell them for \$29.10, and CORSA has them for \$25 a pair. Get the set from us for only \$15! Or we'll split them up and you can get either the book or the CD for \$10. (Of course, we can't undercut the CORSA special – join CORSA as a new member and get the set for free.) Contact Jim Simpson, simpsonj@verizon.net or phone 240-232-2820.

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 molding (rechromed) with vent glass.

Bob 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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