



Group Corvair Comments

GROUP CORVAIR'S NEWSLETTER FOR THE NATIONAL CAPITAL AREA



VOLUME L, No. 9

September 2022



At the 2022 CORSA Convention

CALENDAR OF COMING EVENTS

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.
- 27 – **Group Corvair Meeting.** 7:30 p.m. **NOTE THE CHANGED DATE! Due to a conflict, we've moved it one week later. And yes, it will be another Zoom meeting.**

October

- 9 – Tentative “in person” Group Corvair meet at Andrew Dan’s home in Silver Spring, MD. Details to come.
- 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.**
- 22 – Potomac Day Classic Car Show, 9 a.m. – 3 p.m. 10220 River Road, Potomac, MD. \$20 registration fee, cars must be in place by 9:30 a.m. Questions: Jennifer@potomacpizza.com, 301-299-2170.

November

- 15 – **Group Corvair Meeting.**

December

- 20 – **Group Corvair Meeting.**

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From the Oval Garage

Bob Hall

I’m always a little sad to see summer wind down, but autumn, like spring, is a very productive time for projects—especially for shade tree mechanics like me. Nuts and bolts seem to loosen so much easier at 75 degrees than they do at 95. And eye strain caused by moving from under a car into bright sunlight is greatly reduced.

Jerry Yates and his wife Diana took his Yenko Stage II Stinger clone to Greenbelt Plaza for a car show and came home with another trophy. I had the honor to drive it last month and it was much quicker than any Corvair I’ve ever owned. A real sweet ride.

I have been researching CORSA's insurance coverage in line with Rob Neighbour and Andrew Dan's offer to host a get together at Andrew's home with the goal of attracting a few other Corvair club members. I wasn't able to get an outline together in time for their suggested date in October, but once we've got the basic protection in place for the hosts and Group Corvair we'll go to the next step. If any Group Corvair member would like further information or would like to suggest ideas please let me know in the next few weeks—winter is coming.

I have been corresponding with some European Corvair club members, but I haven't suggested any linkage to Group Corvair yet. Some of the Corvair owners "over there" have been involved with our car for 40+ years!

Have you registered for the Rockville Antique and Classic Car Show on October 15th? 32 car clubs are signed up and Group Corvair has a prime spot (near the food and porta johns) so sign up now at specialevents@rockvillemd.gov.

I hope to "see" all of you at our next Zoom meeting at the end of September.

Minutes of the August Virtual Meeting

Marolyn Simpson

The monthly Zoom meeting for Group Corvair took place on August 16 with 10 members participating. Bob Hall called the meeting to order at 7:35 pm. The minutes of the last meeting were approved as they appeared in the newsletter. Jim Simpson gave the treasurer's report. The balance in the account has not changed this last month.

In old business there was a discussion on copper washers for brake cylinders as described in last month's newsletter.

Although it was written up in the last newsletter, we had a short report on the First State Corvair Club Show that was held on August 13 in Wilmington, DE. We had great weather, and the food was good. Also, Group Corvair took first and second place in the late closed class.

Bob H. heard from a European Corvair owner who had been impressed with the survivor car (Marlene and Paul Passini's '62 Monza wagon) that was pictured on the front of last month's newsletter. Bob has been working on making connections with European Corvair enthusiasts.

There was a discussion on radio antenna bezels, including how to identify them. Jim recently got a good rear antenna bezel from the Ranch.

Jerry Yates reported that he and his son had attended the NASCAR race at Richmond on Sunday, August 14. He said it was a good show and they had really enjoyed it.

Mike Harrison Jr. joined us for the meeting and announced that he is selling his father's house in Gaithersburg. While a lot of stuff has been moved, there are still a lot of Corvair parts in the house, so he is planning to have a sale to clean the remainders. Jim offered to send out information on the sale to his contact list. Mike is keeping his dad's V8 car. [Note: The sale took place on Sunday, August 28. See the article in the newsletter.]

Speaking of cleaning out basements, Bob said one of his recent projects was cleaning out a 30 square foot section in his basement.

There was a pep talk about the Rockville car show that will be on Saturday, October 15. Since Group Corvair is a sponsoring club, we would like to have a good showing of Corvairs. Pre-registration is highly recommended. The special show within the show will be sponsored by the BMW club this year.

Mike Coale still wants to invite the club up to see his shop. Right now, we're looking at a late October date.

Rob Neighbour reported on his recent visit he and Andrew took to the GM Heritage Center. Among other noteworthy cars there were two Corvairs and the electro-Vair. Rob also told us about all the museums he and Andrew took in while in the Detroit area.

Several other Corvair topics were discussed. These included the wiring for the rear taillights, and electric fuel pumps.

The meeting was adjourned at 8:45.

Georgia, On Our Minds

Text by Eileen Clegg, photos by Ron Fedorczak



After a pandemic caused postponement of the 50th Corsa International Convention, Corvair enthusiasts were eager to convene in Peach Tree City, GA for the momentous event. Among the hundreds registered for the five-day gathering were three members: **Mark Corbin, Ron Fedorczak and Larry Claypool, who remarkably, were also celebrating their 50th Corsa Convention. Congratulations!** Looking forward to their 51st in Wisconsin Dells, 2023.

Peach Tree City, Georgia, a planned community with over one hundred miles of golf cart paths, was an ideal setting for a sprawling convention that demanded spacious outdoors/indoors areas: space for meet ups, car washes, overnight parking, vendors, parts swap, Concours event, Welcome party, banquet and all the other activities associated with the convention. The majority of events took place, or started and ended, at the Crown Plaza. A beautiful, verdant setting featuring a small lake with a resident family of green herons seen from the hotel's pool area.

The conventioners were treated to a leafy canopy that provided much needed shade from the hot Georgia sun. SHADE was the Wordle of the day. Even though rainstorms were forecasted for most days, they did not materialize. Only one brief evening storm dampened the week, but not people's spirits.

Before the convention started, we toured Senoia, an historic mid 1800s GA town. Driving around we delighted in the varied styles of architecture from wooden cabins, brick churches, clapboard cottages, Victorian homes, that represented the different eras and history of the South. This town is a destination location for film makers. More than 20 films have been shot here, among them: Driving Miss Daisy, Fried Green Tomatoes, and the TV series The Walking Dead. Want a tour of the filming locations, it's all said and done for a price. Very appealing location.



Registration went smoothly thanks to detailed planning executed by cheerful Corsa volunteers. Georgia hospitality was spread everywhere from the Hospitality room with its offering of Georgia peaches, pecans and peanuts complete with beer in the refrigerator to simply asking the Host clubs for directions to places to eat locally. Those who wanted a break from the heat, meet up with a friend, attend Bingo or the Wine/Cheese tasting group could do so at Hospitality.

Tuesday evening, 250 people boarded busses for the Welcome party. Our destination was a private airplane hangar at a nearby airfield where we encountered restored WW2 US fighter planes, a mock- up Japanese fighter replication, and a Corvair powered airplane flown in just for the event. Also on display was a land speed Corvair race car. The owner explained his recorded 146 mph on the salt flats. He hopes to exceed that speed in the future. Clay Grant cooked his famous BBQ with sides and peach cobbler to feed 250 hungry folks. Down home and delicious. Music from the 40s completed the evening.

The Concours was held in the parking lot of a PTC recreational area under tall pines and shade trees. A Corvair once owned by astronaut John Glenn was on display. Dozens of competing cars shined in all their glory.



The John Glenn Corvair

Misdirection can send people off course and the Rally had its problems too! Signs were too small, directions stated L when it should have been R or vice a versa or were missing altogether; participants had to get creative. Regardless of the glitches, everyone had a great run!

July 15th was the looked forward to, prized thrill day of the convention, The Autocross. No, it was not in the hotel parking lot, but at the famous Atlanta Motor Speedway (AMS) in the inner lot just off the main race track. The quick reflexes and driving skills produced some remarkable clocked times. During and after the Autocross, for a \$10 charitable donation, you could actually drive on the AMS racetrack. Dozens of drivers donned their helmets and took off for the steep pitch of the track, exceeding 100 miles per hour for 3 or 4 laps. Looking up at the stands, imagining thousands of screaming fans cheering you on completed the dream. What a thrill! Ron and I were too timid to test the rental car on the upper track, so we drove the lower lane going into the Pit. Still exciting for us.

Friday's banquet came all too quickly. Hundreds of Corsa members attended. Larry Claypool went from table to table announcing roll call, recognized the long-distance attendees from Australia, and read the Hard Luck competition entry stories. He is a Convention icon. Sam Memmolo, a TV automotive show celebrity MC'd the banquet. Sam was exceedingly professional, humorous, engaging, and knowledgeable.



Oh, the Econo Run and Rally provided some new challenges. At the last minute the ER organizers had to find another gas station to run the event from, the original station manager changed his mind. Emergency! The committee located a substitute station, and the event took off. You could get 106 octane there if you needed it. At the conclusion of the Econo Run the gas station had pumped an extra \$300+ for the participants. A win/ win for all.



The Gold and Bill Mitchell awards went to Evelyn Bruce's 66 Monza convertible -99 points. Gorgeous. Art Armstrong's 65? Monza convertible and Chris Laws notable green Rampside took silver in Concours. Georgia was well represented as winners in these classes. Hometown advantage.

Ron attended every convention event taking hundreds of pictures. For me, the most relaxing fun day is the People's Choice car display. Thanks to Mike Gassmann, the Convention coordinator, Corsa did have a large ad in the Peach



Tree City magazine about the event. That brought out some local residents. The music was blaring songs from the 60s, food trucks provided yummy foods and drinks. Everyone was in good spirits and displaying their recent awards on their dashboards.

Until next year, 2023, at the Dells in Wisconsin, Happy Corvair Trails to You!

P.S. Ron and I added a few days before and after the convention to tour some of the Civil Rights museums and historic sight in Alabama. Alabama was my 47th State and I want to complete all 50 by next year. Arkansas, Mississippi this October, and Minnesota in 2023.

Breakfast that morning was in a French cafe on Main Street where their specialty was making crepes. Simply divine!

Later that day we toured the Summer White House of FDR, Warm Springs, GA. A far cry from the more formal family home in the Hudson River Valley. This was a simple 4 room wooden white cottage tucked into a sloping hillside. Very unpretentious. I could feel his presence and realized the benefits I now enjoy from the enactment of his policies. Bought 2 - 4" "silver" dimes for my grandson's pirate chest. The March of Dimes originated with the Roosevelt's.

After the conclusion of the convention on Sunday we drove to Montgomery, Alabama. There we toured The Legacy Museum, presenting a graphic history of enslavement, and racial inequality, told through first hand recollections, stories, films, statues, and newspaper accounts. Upon entering the museum one is immediately immersed in the harrowing journey of the slave trade. A floor to ceiling, wall to wall projection screen depicts waves crashing over the bow of an unidentified ship sailing toward the horizon of the unknown and foreboding future. This story of enslavement from its beginnings in Africa and exported to the World, is emotionally potent and disturbing. The history is told through the eyes and hearts of those directly impacted. Jars of earth with the name, date and place of lynchings line a wall, newspaper ads pleading for any hint of separated family members are listed, stories of incarceration, beatings etc. are told. A museum guide gave me a packet of tissues to wipe away my tears.

The National Memorial for Peace and Justice, near the previous museum, depicts the history and known chronology of the numerous lynchings of Black people in the 800 US counties from the 1870 s until 1950 that experienced this dark stain on our collective history. Marylanders conducted 23 of those lynchings.

The most powerful image is that each county is represented by a hanging rectangular brick red pendant(s) listing the name(s) if known and date of the lynching. Profoundly moving. A place of silence, a scared place to remember each one of the victims humanity.

We ended the day with a drive to Selma, along the march route to Montgomery that John Lewis and others peacefully walked to demand Voting Rights for Blacks in March of 1965. Once the marchers crossed the Edmund Pettus Bridge and were in another county, the police brutally attacked them, leaving many with scars they would carry for a lifetime. John Lewis thought he would die that Bloody Sunday. The Voting Rights Act was signed into law by President L. B. Johnson on August 6, 1965, of the same year.

This sojourn was a necessary and sobering lesson in our country's shared and collective history.

Our final convention adventure was trying to return our rental car at the Atlanta airport. We encountered difficulty with following the driving directions to the Avis Car Return, so we stopped into a couple of gas station/convenience stores. At the second one we hit pay dirt! An airport police officer was in the store; I sought the person out. A very tall, in command officer gave me directions, and I left to rejoin Ron in the car. As I was entering the vehicle, the officer caught up with us and told us to follow him, he was going that way too. We were probably the only Corsa attendees who had a police escort OUT OF TOWN!

Eileen Clegg and Ron Fedorczak

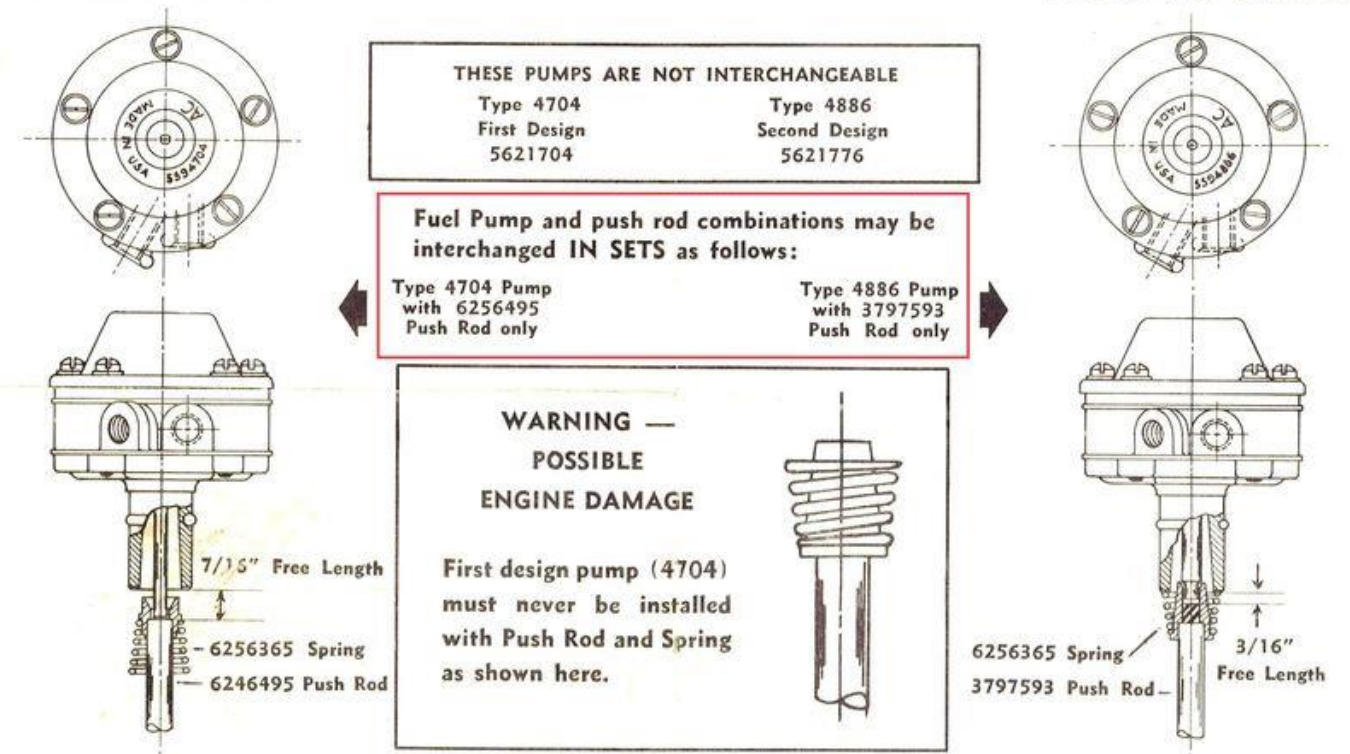
Tech Tips

Jim Simpson

Early & Late Fuel Pumps. From Jerry Yates: It's pretty well known, but the first design 60-61 and later 62-69 fuel pumps can't be interchanged without using the correct, matching, fuel pump push rod. I'm not sure how many 60-61 fuel pumps are still in circulation, but here's the official AC Fuel Pump Installation instruction sheet:

FUEL PUMP Installation Instructions

1960 and 1961 CORVAIR



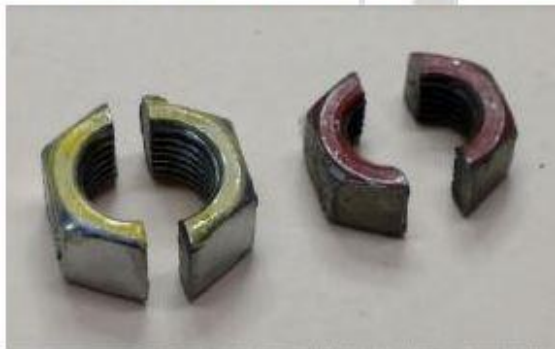
Working with studs? This is a tip that came to use by way of *The Connecting Rod*, the newsletter of Corvair Atlanta. Thomas Brobst put together a series of tech tips that were republished in Chicagoland MG Club newsletter *Driveline*. Here's one that is universal:



Just the Tip Tip #8

Hello, again, MG people, British car people and readers of all flavors. Welcome to another episode of *Just the Tip* (cue the soap opera organ). Previously on JtT we saw how our intrepid hero made a useful tool by cutting a bolt in half. This week he will show you how to make something useful by cutting a nut in half. Who knows what he'll cut in half next week....maybe a woman? Either way, his band saw will get a lot of use.

Over the few weeks I've been putting my engine back together. Are you aware of all the studs that need to be removed and installed when rebuilding an engine? There are 11 studs that attach the head to the block, six for the intake/exhaust manifold, three more for the thermostat housing, four for the rocker shaft assembly,...studs everywhere!! They can be a pain to remove without damaging them. And even after they are removed and cleaned and the associated tapped holes are all cleaned out the studs still don't always go back in with just finger pressure like I wish. So....what to do? Yes, you could go buy a stud remover/installer. I know. But that's too easy. And I'd be concerned about



thread damage when removing really tight or corroded studs. So, what this camper did is take an appropriately sized nut and....come on, all together now.... cut it in half! That's right! Now I can nestle the two halves onto the threads of the stud and clamp them tightly with a vise- grip and ...voila!...I can turn the tightest stud with ease. It makes an incredibly tight grip and does absolutely no damage to the threads. In fact, I've used the same method to actually restore

loosen up on the vise-grip pressure a bit and turn the half-nut set around the threads of a bolt or stud a few times to restore the damaged area. Works great! Check out the pics. One pic shows two sets of half-nuts I made for my MG, 5/16-24 and 3/8-24. I even color coded them! The other shows one set in action. Give it a try!

That's it for this episode of *Just the Tip*. Feel free to share some of your garage...or household...tips. I would love to hear from you. thomas.brobst@gmail.com



Out and About

Mike Harrison Jr. Cleaning House: Mike finally decided to sell his father's home in Gaithersburg. Even after all the years since Mike Sr. passed away, there was still a sizeable stash of Corvair parts stored there – engine blocks, cylinder heads, suspension parts, V8 car bits and much more. Mike held an open house on Sunday, 28 August; everything had to go because he was going to closing on the house on the following Tuesday.

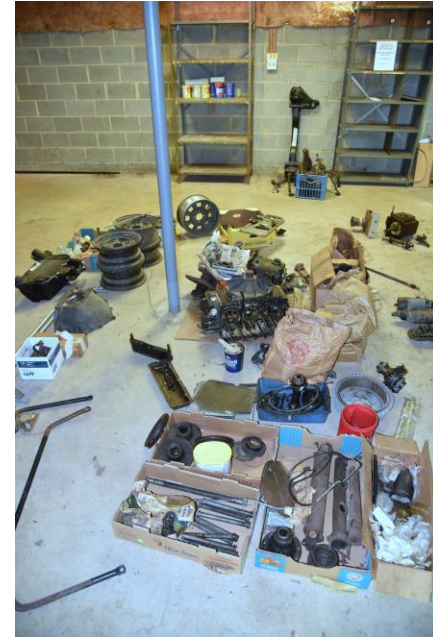
People arrived early to latch onto the bargains. By the time Marolyn & I arrived, we were just in time to watch a Fitch Sprint roof, with a sunroof, being loaded up. We wandered around the garage and basement to check out just what else was there, but like a lot of other Corvair owners, I really don't need a lot more spares. But there were



some fascinating pieces. How about three sets of V8 front and rear sway bars? Each from a different maker, including one set that I could identify as an original Crown set. After-market short (fast) steering arms? There were at least three sets there, with one set so short I can't imagine just how the car would handle on the road. Perhaps useful on a dedicated autocross car?

One box of what looked like just odd bits of machined metal fascinated me. Upon

closer examination, it turned out they were all Kent-Moore "J" tools. Kent-Moore produced all the special purpose tools you see in the Corvair Shop Manual; take a look at the end of any of the sections and you'll see a picture showing tools labeled such as "J-5133" (Powerglide clutch spring compressor). They made literally thousands of different tools over the years. I picked out four, more or less at random, mostly based on how "interesting" they looked. As it turned out, half of them were indeed Corvair related – a J-83453 tool to remove upper a-arm bushings and a J-21843 set that is used to install the drive spindles on late-rear hubs. Not sure that I'll ever need them, but... On the other hand, a couple other tools had nothing to do with Corvairs; one was designed to remove harmonic balancers on early '60s Chevrolet and Studebaker engines, the other was for work on either Turboglide or Turbo-Hydramatic automatic transmissions. It seems Mike Sr. picked up Kent-Moore tools at flea markets whenever he saw them. I "kinda-sorta" wish I'd picked up more of them, but generally you can do most jobs on Corvairs without them and I'm pretty sure that most of the collection were for other cars.



Running with the Big Dogs at Laguna Seca: Hagerty published this article on another happy Corvair racer:

<https://www.hagerty.com/media/car-profiles/this-200-hp-corvair-runs-with-the-big-dogs-at-laguna-seca/>

1960 Chevy Corvair Coupe Speciale: Here's another link to a Corvair in the news, this one a one-of-a-kind 1960 Corvair rebodied



by the famous Italian autobody design firm

Pininfarina. Personally, I think it's a very pretty car and would have been a great step between the original 1960 design and the 1965 second generation. Check it out:

<https://gmauthority.com/blog/2022/08/one-of-one-1960-chevy-corvair-coupe-speciale-offered-in-monterey/>



Vair Vendor

Wanted: Complete 140 hp Powerglide transmission. Usually, the governor is marked with orange paint or a pink stripe. Contact: Mike Coale, (443) 994-2559

For Sale: Going fast! Group Corvair is down to just two copies of *Corvair Basics*, both the book and CD, for sale; we'll beat the Amazon, Clarks, and CORSA prices. 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. Contact Jim Simpson, simpsonj@verizon.net or phone 240-232-2820.

For Sale: Turbo parts (early model unless stated as late model)

Stock turbocharger – doesn't turn, needs rebuild, choke tubes removed	\$125
2 Compressor housings – clean, part #3840830, 3831691	\$125ea
2 turbine housings, rusty, one has 2 broken studs	\$25ea
2 Turbo clamps	\$20ea
2 Carter YH carbs	
63-64 body # 0-1580, loose lever	\$75
65-66 body # 0-1769, stuck throttle, no choke cover or passage plug	\$65
2 Carter carb rebuild kits, Carter Zip-Kits 902-215A & 902-224 both opened	\$35
Carter carb needle valves -used, Gross Jet – used short time	\$15
AC fuel filter – used	\$15
Turbo gaskets and rebuild parts – not complete, new	\$35
“Turbo-Charged” rear deck lid emblem	\$25
AC Air Filter element A200GW, GM#6420796 – NOS	\$50
Air Filter Housing – good chrome, very good condition	\$120
PCV tube [
Fuel line [– good chrome, very good condition	\$45
Oil line [
Exhaust heat shield - good chrome, very good condition	\$50
Air cleaner support bracket – very good condition, cleaned, repainted black	\$55
Turbo support bracket – very good condition, cleaned, repainted black	\$25
Muffler support bracket – very good condition, cleaned, repainted black	\$15
Cross-over tube- good chrome, very good condition	\$35

Miscellaneous Parts:

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 Borg Warner tune-up set 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 ashtray	
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.

Corvair Ranch

1079 Bon-Ox Road
Gettysburg, PA 17325
717-625-2805

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
(413)625-9776 www.corvair.com email: clarks@corvair.com



“Separated at Birth,” a Near Twin of Jim & Marolyn’s ’66 Corsa