



Group Corvair Comments

GROUP CORVAIR'S NEWSLETTER FOR THE NATIONAL CAPITAL AREA



VOLUME L, No. 10

October 2022



People's choice is always interesting. Half the cars at the show were awarded trophies including the rat-rod above. Corvairs get no respect!

Trophy Quality?



At a recent car show

CALENDAR OF COMING EVENTS

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. Preregistration is open until 5 p.m. on the 11th. 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. **IF YOU ARE SHOWING A CAR, BE THERE AS EARLY AS YOU CAN; THE LINES GET LONG AND THE GATES ARE CLOSED AT 11 A.M. SHARP!**
- 18 – **Group Corvair Meeting.** Yes, we are going to try “in-person” meetings again “real soon now.” But for the moment, plan on this being another virtual meeting on Zoom. 7:30 p.m. Jim Simpson will send Zoom details the weekend before.
- 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.** Maybe a meeting at a restaurant?

December

20 – **Group Corvair Meeting.**

GROUP CORVAIR 2022 OFFICERS and Points of Contact

President: Bob Hall

4612 Franklin St., Kensington, MD 20895
301-493-8405 HallGrenn@aol.com

Vice President: (Vacant)

Secretary: Marolyn Simpson

3845 Wayson Road Davidsonville, MD 21035
301-262-0978 or 240-232-2820
MarolynSimpson1@gmail.com

Treasurer: Jim Simpson

3845 Wayson Road Davidsonville, MD 21035
301-262-0978 or 240-232-2820 simpsonj@verizon.net

Newsletter Editor: Jim Simpson

3845 Wayson Road Davidsonville, MD 21035
301-262-0978 or 240-232-2820 simpsonj@verizon.net

Merchandise: Gus Torbert

5317 Crittenden Street Hyattsville, MD 20781
301-927-6029

From the Oval Garage

Bob Hall

I'm not sure where September went, but at least the Rockville car show is only a couple of weeks away on Saturday, October 15th from 11 in the morning to 3:30 in the afternoon at 603 Edmonston Drive in Rockville. Check <https://www.rockvillemd.gov> for details. There is still time to register and show your Corvair. And if you aren't able to bring a car please still attend. We will be in a prime location near the food and porta johns. Hurricane Ian's remnants are keeping things too wet to work much outside as I write, but the job of cleaning out and organizing the basement continues. Anyone need a used starter or generator?

I'm almost done researching the insurance underwriting requirements for a Group Corvair sponsored get-together based on my own home liability insurance and CORSA's requirements. Generally, we can invite Group Corvair people over to a member's home for, say, a tech session. If we want to invite people outside our club's community, we need to find a large enough venue, provide all the typical services (food, bathrooms etc.) and advise CORSA in advance to ensure we meet their liability insurance underwriting requirements. These precautions protect the club, club officers and the owner of the property that hosts our event. I will have a written draft checklist available at our October zoom meeting. If anyone would like to comment before then please email me at hallgrenn@aol.com.

Speaking of zoom meetings some of us have been talking about restarting our monthly face-to-face meetings at a restaurant. The major drawback to in person gatherings is the distance some club members would have to drive which has deterred some members from regular attendance in the past. I would propose starting with a hybrid of a zoom meeting for club business that more members and guests could easily attend followed by a monthly dinner meeting for in person club discussion. Maximum member involvement is the goal.

Please let us know your thoughts via email. Jim has listed club officers' email addresses below.

Minutes of the September Virtual Meeting

Marolyn Simpson

The Group Corvair monthly Zoom meeting took place on Tuesday, September 27. The five participants started logging in a 7:30 pm. Bob Hall started the meeting at 7:40 pm. Byron LaMotte made a motion to accept the minutes from the last meeting as they appeared in the August newsletter. Bob Walker seconded the motion; the motion passed.

Jim Simpson gave the treasurer's report. Income during the last month was from dues and the sale of a copy of the *Corvair Basics* book. There were no expenses for the month.

Rob Neighbour has invited the club to Andrew Dan's home for a meeting and cookout. He would also like to include other area clubs such as Northern Virginia, and Mid-Maryland. Bob H. is working on getting insurance coverage from Corsa for the event. Because of the time it will take for the insurance this event will probably not take place until next spring.

Bob H. has been reaching out to several European Corvair clubs and owners. His latest contacts have been in Germany and Lithuania.

Byron brought up the topic of electrifying Corvairs. He thought this would be a great project; he was aware of the GM "Electrovairs" from the 1960s but the new technology available would make it a much more practical vehicle. Jim Simpson mentioned the tech school project he had seen at the 2017 Liberty, MO CORSA Convention. They were using Mark One Electric Company, Inc., components. A discussion on electric cars in general, not just Corvairs, followed.

Jim reported that he had had a call from Ron Fedorczak who is having some problems with his Corvairs, basically not running right and stalling out. There were several possibilities discussed including having a tech session at Ron's house.

Byron had recently had a problem with his Super Spyder and took it to the Ranch. He was happy to report that the problem was fixed.

There was a general discussion about Corvairs with very high mileage—some as high as 300,000 miles.

Jim reported on the September 17 trip to York Springs, PA to attend Corvair Day hosted by the Central PA Corvair Club. The weather was good and there was a good turnout of cars. [Note: See "**Out and About**", below.]

Jim also reported on a local car show in Davidsonville on September 24. Jim and Jerry Yates were the only Corvairs in the show of about 150 cars. Almost none of the cars were restored antiques and classics. Only show participants (not spectators) voted a people's choice ballot. Trophies were handed out for the top 75 cars and neither Jerry nor Jim received a trophy. However, the rattiest rat rod they had ever seen did win a trophy.

The last discussion of the evening was on electronic fuel injection. In particular, there was a very clean installation on a late model shown at the "Corvair Day" meeting in PA.

The meeting ended at 8:35 pm.

Tech Tips

Jim Simpson

Let's rebuild a Steering Box. I'm in the process of rebuilding my Corsa's steering box; it has a minor weep that annoys me. While the shop manual is comprehensive, it turns out there are a few tips and tricks out there. This one by Mark Welte came from the latest issue (October 2022) of the *Mid-Continent Corvair Association Newsletter*. Note that Mark included this link in his article: <https://www.camaros.net/attachments/corvair-gm-steering-box-rebuild-pdf.278946/> This is a step-by-step guide with lots of good pictures.

One note, Mark recommends the John Deere "Corn Head Grease." And if you check the internet, there are lots of recommendations for using it in classic car recirculating ball steering boxes such as used on the Corvair. It's a NLGI grade "0" grease; it has the consistency of "brown mustard" or "very soft". Note that it doesn't actually pour, so you might have to spend some time ensuring it is packed into all the wear areas. "Bob the oil guy" recommends a NLGI grade "00" grease; this is a thick, pourable, fluid described as being like applesauce. Either will work, but if you have a poor seal on the steering box, you might want to use the "Corn Head Grease." John Deere says this grease stays solid until it's stirred by the gears move and then it flows. That said, I'm going to try the "00" grade pourable fluid grease (Champion "00" brand); it should ensure all the wear points stay lubricated. We'll see.

Steering Box Rebuilt Tips

by Mark Welte

I recently rebuilt the steering box for my '65 Corsa convertible, and previously rebuilt one for my '65 Corsa coupe. Based on these experiences below are some tips and lessons-learned.

For instructions I use two references:

- 1965 Corvair Chassis Shop Manual, pages 9-4 to 9-8

- Article: Taming the Wild – Corvair Steering Box Rebuild by Jerry Rotert <https://www.camaros.net/attachments/corvair-gm-steering-box-rebuild-pdf.278946/>

The original GM steering box lube is no longer made. Based on my research and others' experience I use John Deere Corn Head Grease for steering box lube. It is rated NLGI grade 0, specifically for low-speed gearboxes, designed to flow well and also stick to gears – perfect for steering boxes. One tube pretty much fills a steering box, but may want two tubes just in case.

I recommend Clark's rebuild kit _with bearing races_. Replace both sets of bearings and races. It is best to install new bearing on new races.

Definitely replace the long Pitman shaft bushing -- this is where most of the wear is. Use Kroil (or other quality penetrating oil) will make pressing out the long Pitman shaft bushing much easier. The replacement bushing is oversize (to compensate for possible shaft wear) and must be reamed to size -- I use a brake hone for this. If your Pitman shaft has little wear, a good bit of reaming will be needed. Important: Check _often_ while reaming so you don't inadvertently remove too much material.

Do NOT replace the short bushing in the top cover -- there is usually very little wear here. The bushing is in a blind hole and difficult to remove. Additionally, the replacement bushing is NOT oversize. In my experience, after going thru the trouble to install a new short bushing, the fit wasn't any different than the old one!

During reassembly, note the Shop Manual instructs to use Permatex No. 2 or similar on the cover bolts, lash adjuster screw, and large worm shaft adjuster nut to prevent leakage of lubricant.



Out and About

Jim Simpson

Corvair Day: As mentioned in the minutes, Marolyn and I make the trek up to the Corvair Day meeting in York Springs, PA. The weather was perfect! Our 95 mile drive up there was uneventful with the only problem finding the actual site of the meet. It was held at the Eastern Museum of Motor Racing which is just off US-15 as you approach York Springs. The only problem is that the street address doesn't actually get you there using your GPS. The Central PA Corvair Club did supply a "GPS" address, but that really didn't do much better. We did find our way there eventually after wandering our way through the Latimore Valley Fairgrounds. I guess you just have to know where it is to get there.

By my count, there were 44 Corvairs on display at the meet. Half of these cars received awards, and all were well deserved. At the risk of overlooking some really great cars, a couple should be mentioned. Parked right next to our Corsa was Bill Hubbell's '64 Monza Convertible with air conditioning; this had been Marine Colonel, NASA Astronaut, US Senator John Glenn's car. Bill did a magnificent restoration.

Another car that caught my attention since I'm something of a techno-geek was Randy Thompson's fuel injection conversion. He's using a system built by PMO. This company makes a three-barrel "state of the art" throttle body carburetor designed to be essentially a nearly bolt-on replacement for the vintage Weber three-barrel carburetors used on Porsche 911. From what I've read, these are extremely well engineered and manufactured, and they provide excellent customer support. With a suitable adapter, they can be fitted to Corvairs. Randy's car is an outstanding example.



A Very Clean Fuel Injection Conversion – Randy Thompson's Late Model

We did bring home a trophy of our own, one of the 10 awarded to the “show class” cars. And to cap it all off, our trip home was equally uneventful, something to be grateful for when you are driving a 56-year-old car!

Davidsonville: Our next show was somewhat closer to home, just 3 miles down the road from us at a church here in Davidsonville, MD. This was a much more typical car show – show whatever you’re proud of. As you might expect, there was a bit of everything ranging from fresh off the showroom floor Corvettes to some pure dragsters to chrome covered bikes. Lots and lots of muscle. And yes, there was plenty of – mostly **VERY LOUD** -- “music.”

Counting Jerry Yates’ Stinger and our Corsa, I think there were four cars that you might count as classics. The judging was “people’s choice,” and the crowd’s taste ran to the extremes of muscle, chrome and extreme. Trophies went to about half of the entries; none to the Corvairs. While we did get a good number of people stop by and

check out our Corvairs, the music (did I say it was **LOUD**?) made conversation difficult. The saving grace of the show was the beautiful weather and some great food vendors. Marolyn and I bought jerked chicken from a home-cooked caterer, and it was delicious.



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: Multi-speed drill press, Rockwell/Delta heavy duty bench-top drill press, S/N: BR 3650, belt drive, moveable head and table, heavy duty, no play in shaft. Comes with 3 phase motor that need replacement. Make Offer.

Porta-power type hydraulic frame-body jack, complete, pump needs seals.

Make Offer.

Local pickup only. Contact Bob Walker at bobrstn@gmail.com.

Wanted: Rick Sanford has a friend in North Carolina who is a former Corvair guy, wanting to get back into the hobby, and is looking for a late-model Convertible (Monza or Corsa, 4-speed preferred). Doesn’t need to be a show car, just a good driver. Contact Rick at Rick Sanford2020@gmail.com or phone 843-231-2257 if you have any leads.

One-off Loewy Corvair Styling Prototype on Display in Hershey

By Ed Barrett
AOAI Tennessee Member

I am sending you three photos I took in October at the AACA Museum in Hershey, Pennsylvania. I was surprised to find this '64 Corvair which was at one time owned by Raymond Loewy and "restyled" by him into an around town limo.

I have been in the SDC and AOAI for more than 20 years now and never heard of such a creature. I Googled it and found some forum posts indicating it had been Loewy's and he had changed the roof, taillights, grille and had a "chair cane" feature painted on both sides.

The driver's side is now just body color, supposedly due to an accident and repaint. So the story goes Loewy gifted the car to an assistant and it has changed hands a number of times since.

While the Avanti is a beautiful piece of art, I have to say that this rather sad looking Corvair is anything but. Not exactly something that is going to inspire or generate admiration for the designer. But then again, that's just my opinion!

At the time Loewy's son-in-law David Hagerman believes that Myron Vernis got the Corvair sometime after it was donated by a previous owner, possibly through Goodwill.

Vernis at the time said the car showed 18,000 apparently original miles and was substantially as it was

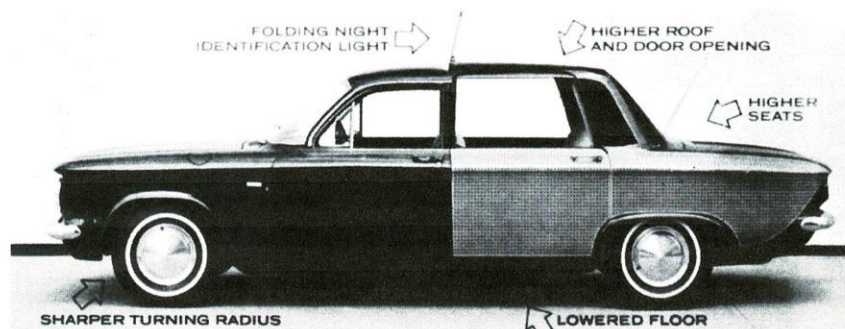
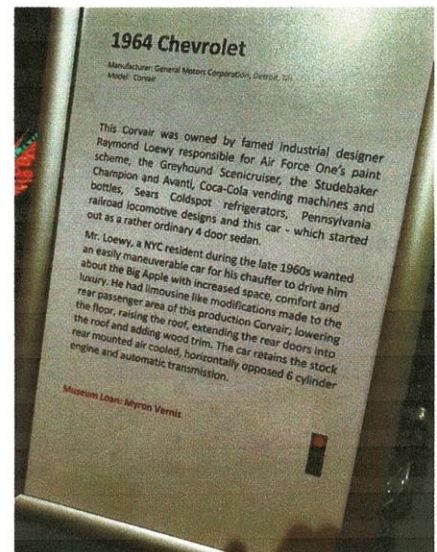


modified by Pichon-Paret in France.

Vernis also said he has a file of the ownership documents including insurance and registration receipts. He said at the time that his plan was to repair minor rust damage and "sympathetically" restore the cosmetic areas that were deteriorated and make the car completely reliable.

Hagerman also found correspondence from 2014 when Vernis had purchased the Bonneville truck that was used to haul the goods to Utah for Andy Granatelli.

He also claimed at the time that he finally acquired an Avanti—August '63 production R2.



At top, Loewy's 1964 Corvair on display at the AACA Museum in Hershey, Pennsylvania.

Above, the Hershey museum's plaque description of Loewy's Corvair.

Left, an original sketch from Loewy Associates for Pichon-Paret in France to follow during their Corvair build.

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

