



# Group Corvair Comments

GROUP CORVAIR'S NEWSLETTER FOR THE NATIONAL CAPITAL AREA



VOLUME LI, No. 2

February 2023



*Jerry Yates Checking Out His Rear-View Camera*

## CALENDAR OF COMING EVENTS

### February

- 18 – NJACE Corvair Parts Auction. 1 Perrin Ave., Pompton Lakes, NJ. Doors open at 9 a.m. for setup, bidding starts at 10:30, lunch at 12:30 – 1:00, and completion about 2:30 p.m. You need to stay until the end to settle up. Contact: <https://www.corvair.org/chapters/njace/auctions.html>
- 18 – **Group Corvair Social Meeting.** Looks like the pandemic is on the decline so we're going to have dinner at the Beijing of Greenbelt Chinese restaurant, 131 Centerway, Greenbelt, MD. (This is in the old Greenbelt shopping center.) Plan to be there by **6 p.m.**, they close at 8. We usually order a variety of dishes and share

them “family style.” If you plan to be there, please let me (Jim Simpson, [simpsonj@verizon.net](mailto:simpsonj@verizon.net)) know so I have the correct number for our reservation.

- 21 -- **Group Corvair Zoom Meeting.** 7:30 p.m. Zoom link details will be sent out the weekend before; check your email.

## March

- 11 -- Corvair Performance Workshop, Dernoshek Racing & Restoration, 5645 Ashland Road, Kannapolis, NC 28083. Begins at 8 AM. The event will consist of a full day of speakers, dyno testing, bench racing, tech talk and vending. Refer to “Dernoshek Racing” on Facebook and click on “More” and then “Events”.
- 18 -- **Group Corvair Social Meeting.** Beijing of Greenbelt Chinese restaurant, 131 Centerway, Greenbelt, MD. (This is in the old Greenbelt shopping center.) Plan to be there by **6 p.m.**, they close at 8.
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## April

- 15 -- LVCC Corvair Parts Swap Meet. Location: Egerton's Farm, 2510 Community Drive, Summit Station (Bath), PA 18014. Admission: Free. Contact John Egerton email address: [jegerton@ptd.net](mailto:jegerton@ptd.net)
- 15 -- **Group Corvair Social Meeting.** Beijing of Greenbelt Chinese restaurant, 131 Centerway, Greenbelt, MD. (This is in the old Greenbelt shopping center.) Plan to be there by **6 p.m.**, they close at 8.
- 18 -- **Group Corvair Zoom Meeting.** 7:30 p.m. Zoom link details will be sent out the weekend before; check your email.

## May

- 16 -- **Group Corvair Zoom Meeting.** 7:30 p.m. Zoom link details will be sent out the weekend before; check your email.
- 20 -- **Group Corvair Social Meeting.** Beijing of Greenbelt Chinese restaurant, 131 Centerway, Greenbelt, MD. (This is in the old Greenbelt shopping center.) Plan to be there by **6 p.m.**, they close at 8.

## June

- 4 -- GM on Display Car Show. Includes Corvair class. Macungie Memorial Park, 50 N. Poplar St., Macungie, PA. Info: email [macungiepark@gmail.com](mailto:macungiepark@gmail.com) or call 610-966-4289.
- 12 – 16 – CORSA International Convention, Chula Vista Resort, Wisconsin Dells, WI. Info: [www.corvair.org](http://www.corvair.org)
- 17 -- **Group Corvair Social Meeting.** Beijing of Greenbelt Chinese restaurant, 131 Centerway, Greenbelt, MD. (This is in the old Greenbelt shopping center.) Plan to be there by **6 p.m.**, they close at 8.
- 20 -- **Group Corvair Zoom Meeting.** 7:30 p.m. Zoom link details will be sent out the weekend before; check your email.

## October

- 14 -- Rockville Antique and Classic Car Show. Rockville Civic Center Park, 8 a.m. – 3:30 p.m. All cars must be on the field by 11 a.m. – no exceptions! Due to the popularity of the show, you **MUST** pre-register to show your car. There will be **NO DAY OF SHOW** registration. (Registration will open on July 1 on the Rockville city website.)

## Continuing Events

Every Sunday – Annapolis Cars & Coffee, Annapolis City Dock, 7:30 a.m. to noon. All makes and models welcome.

Every Sunday – “Church of the Holy Donut” Cars & Coffee, Burtonsville Town Square, 15662 Old Columbia Rd., Burtonsville, MD, 7:30 a.m. until the last car leaves.

1<sup>st</sup> & 3<sup>rd</sup> Sundays – Vienna Cars & Coffee, Cedar Park Shopping Center, Vienna, VA, 7:30 a.m. to 9:30 a.m.

## GROUP CORVAIR 2023 OFFICERS and Points of Contact

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### Dues!

Yes, it's that time of year again and Group Corvair is collecting dues once more. And since this is February, your

**DUES ARE NOW OVERDUE!**

We've dropped them to a measly \$10 a year so they shouldn't hurt your budget very much. (And you can take advantage of the reduced rate and pay a couple years in advance!) Please send a check made out to **Group Corvair** to: Jim Simpson, 3845 Wayson Road, Davidsonville, MD 21035. Alternatively, you can come to one of the social meetings and pay cash (or check), or you can give PayPal a try and send money directly to me at [simpsonj@verizon.net](mailto:simpsonj@verizon.net). (If you do send money via PayPal, use their "send money" link and also send me an email just to let me know.)

And this is your second warning – we're going to be scrubbing the membership lists "real soon now".

P.S. Thanks to you who have already paid!

### From the Oval Garage

**Bob Hall**

Daylight saving time returns Sunday morning March 12th and with it that extra hour before sunset and warmer weather to which you've been looking forward to getting your projects closer to being finished.

My correct 1964 mirrors for the Greenbrier are getting close to the paint stage so I hope to install them on a nice spring day. The refurbishment of the front vent window frames is still at an early stage, but the more I clean and the more rust I remove the more valuable they become—right? I hope your own Corvair projects are moving along well.

I will recommend that Group Corvair buy three domain names at our February Zoom meeting and put the purchase to a club vote. Please give this some thought and let us know if you have any questions via email before the meeting. We will also be creating a web site in the next few months so your input based on your experience with other club web sites will be welcome.

Jim Simpson and I joined the latest on-line meeting to discuss the next east coast CORSA Convention in Gettysburg PA being spearheaded by Tom Rahochik and Mid Maryland Corvair with support of (it is hoped) other Maryland and Pennsylvania Corvair clubs. The experiences and insight provided by veterans of other conventions was very interesting. If anyone in Group Corvair would like to be a part of the process let us know. Even if it turns out that our club can't be an official sponsor individual members may still want to assist.

If you haven't already done so, please send your \$10.00 dues for 2023 to Jim Simpson and join us at our February club meeting.

# Minutes of the January Virtual Meeting

Marolyn Simpson

The login for the January 17 Group Corvair Zoom meeting started at 7:30 pm with eight members participating. The meeting started with everyone introducing themselves because we had two new members, Berry and Barbara Grofic, joining us for the first time. We met them this past October at the Rockville Antique and Classic Car Show and convinced them to join the club.

Bob Walker made a motion to accept the minutes of the December meeting as they appeared in the newsletter, and Jerry Yates seconded the motion. The motion passed.

Jim Simpson gave the treasurer's report. There was no income and no expenses during the last month. He reminded the members of the (reduced) yearly dues of \$10 which can be paid by cash, check, or even PayPal.

Group Corvair will probably help with the 2025 national convention. Tom Rahochik, president of the Mid-Maryland club, will be the chairman. There has already been some discussion about hosting the convention and there is a Zoom meeting planned for February 1.

The Virginia Vair Fair will probably be in Leesburg this year. Details are not available yet.

There was no Group Corvair social meeting in January because of the recent rise in Covid numbers, but a social meeting is planned for February 18 at the Beijing of Greenbelt restaurant at 6:00 pm. (131 Centerway, Greenbelt, MD)

There was a discussion on various cruise-in type shows around the area.

There had been a tech session at Jerry Yates's house to install a backup camera he got for Christmas. After one minor hiccup, the camera now seems to be working well.

Bob Hall has been working with Bryan Blackwell, who maintains the Corsa website, about getting a larger presence online for Group Corvair. One suggestion was that we could have rotating pictures of club events.

Berry and Barbara Grofic reported that their car is at the ranch to get some work done on it.

Bob has a Fisher Body manual if anyone in the club needs to refer to it for work on their car.

There was a general discussion on several body shops in the area. The Subway Auto Body shop in Gambrills (781 Annapolis Rd.) does good work.

Jim made a motion to adjourn the meeting. We logged off at 8:50 pm.

## January is the Month for Electrical Work

Jim Simpson

Or at least that's what it seems like.

**Backup Camera:** First up was Jerry Yates and his new backup camera. This was a great Christmas present from his son, a wireless backup camera kit for his Corvair. Of course, you know how these things go. The kit comes with some instructions, but of course they are pretty generic, and you still have to fit it to your own particular car. And then you will likely have to make some updates, modifications, and perhaps some repairs to make it work.

Jerry asked me if I could lend a hand. As most of you know, Jerry has a Yenko clone. Over the years, it's been extensively worked over by a variety of people and has components from both 1966 (its model year) and some retrofitted 1965 bits such as its transaxle. Electrical systems on older cars seem to attract a lot of modifications over the years as people swap things like ignition systems and add accessories. And in my experience, few people – including professional mechanics – do it right when it comes to wiring changes. In the case of Jerry's car, it had started life as a Monza and had been (mostly) upgraded to the Corsa configuration as part of the Yenko conversion.

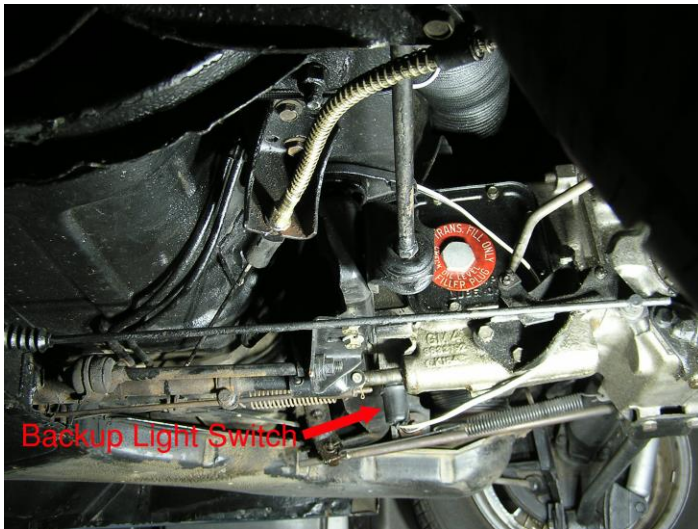
We discussed what needed to be done and concluded that a good start would be to replace the old, modified, and rather tired engine compartment wiring harness with a new one. In addition, we needed to replace the backup light switch on the transaxle. As noted above, Jerry's car has a '65 transaxle. While the '65 transmission has better shifting characteristics than the '66 and later transmissions, it has one major weakness – the placement of the backup

light switch. They point down and while they are not below the rest of the car, they are very vulnerable to road debris and such. Jerry's backup switch had been damaged years earlier, but since the car had been modified with two additional stop/turn lights replacing the backup lights, the switch wasn't being used and therefore never replaced. In fact, the wiring connection had been cut off since it wasn't needed. So, a new backup light switch with its associated wiring harness was added to the list.

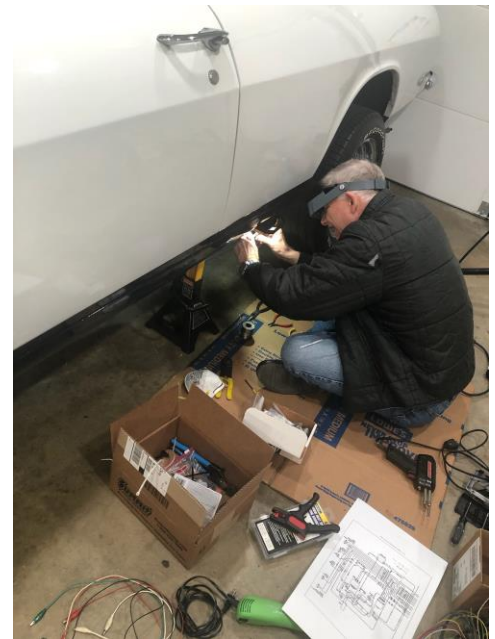
While waiting for the parts to arrive, Jerry found a good place to mount the backup camera and a route for its wire. (Yes, it's "wireless", but it still needs to get power. The "wireless" part is the radio (Bluetooth?) connection between the camera in the back and the display up front.) As you can see, the camera attaches rather neatly just below the license plate and the wire goes up through a hole Jerry had cut years ago intended for a car alarm.



Once all the pieces were in hand, I came over armed with the shop manual wiring diagram, a soldering gun, solder, GM style connectors, shrink tubing, wiring splices, multimeter, and whatever else I could think of that might be useful when working on an electrical system. We started by replacing the backup light switch. I was a bit concerned when I did the replacement – it screws in low on the transmission and I thought we might dump a lot of the transmission grease, but I think we only lost a drop or two. I was a bit surprised that there was no obvious way to route the wires to the body harness, but I did find a path that should keep them protected and away from road debris. (Yes, that's me with the magnifying glasses – I need them for close work such as installing the wiring connectors.)



Once we were satisfied with the new backup light switch, we swapped out the engine compartment wiring harness. We had to reverse engineer just what previous mechanics had



done to install things like the extra two taillights, electronic ignition, and the extra gauges associated with the Corsa model. That didn't take too long and when we were finished, the engine compartment looked much neater and more professional.

Now the moment of truth! First, we checked if the brake lights and turn signals worked. Oops, the extra brake and turn signals were reversed. That was a quick fix, just swap the two wires from the added brake lights where they were spliced into the original wires. Once that was done, they worked just fine. Next test the backup camera system. Yes! Jerry then put the car in reverse and the backup camera was powered on; it established the wireless link to the display up front and we had a great view of what was behind the car. Then we tried starting the engine. Yes!!! It started and ran, and all the instruments and warning lights worked just as intended.

Jerry has since re-routed the wiring for the display through the speaker grill,



so it doesn't have wires dangling out front to plug it into the cigarette lighter anymore.

**AM/FM Radio:** Next up was an AM/FM Radio. Bob McElwee, a very early member of Group Corvair – actually the second club president in 1971 – recently purchased a newly restored 1966 Corvair Corsa turbo out in Oregon and drove it home last fall. Among the included options was an AM/FM radio, but, unfortunately, it didn't work. (The seller told Bob that it wasn't working.) Jerry Yates suggested to Bob that I might be able to at least look at it. I, perhaps foolishly, agreed, with the proviso that there were no guarantees what-so-ever.

Bob & Jerry brought the radio over late one morning along with a pair of speakers. It turned out that the radio was equipped with a front – rear fader control, something I'd never seen before. The front speaker was a home-made affair that used an old Corvair speaker frame to mount a pair of 4" speaker. (Clark's sells a similar setup, but this was pretty obviously a home-made job.) It was obvious that this speaker had never been hooked up to a Corvair radio, so correcting the wiring was my first task.

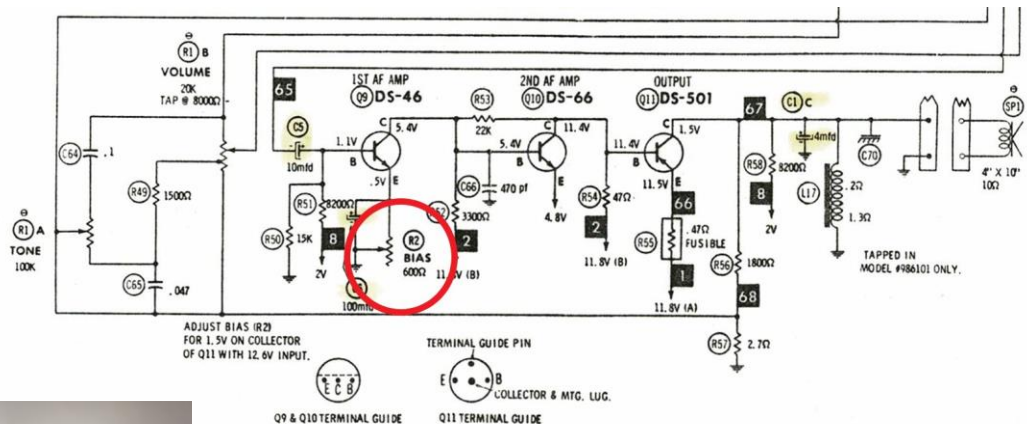
Once that was done and the speaker hooked up, then it was the moment of truth – apply power and see if any of the magic smoke came out. I have a good power supply with meters that is excellent for this kind of job. When I turned the radio on, it was immediately apparent that there was something not right. The speaker made a soft “thump” as the power came on – a good sign – but the radio was drawing too much power, nearly twice what it should have.

There are lots of reasons why an old radio might draw too much power such as a shorted transistor or capacitor. But there was another possibility. Late-60's GM AM/FM radios were designed early in the “solid-state” electronics era. They used an early technology, germanium transistors. These types of transistors are now obsolete (and hard to find if one fails), having been just about completely replaced by silicon transistors. One of the issues was that their characteristics, that is how one transistor compared to another of the same type, was rather inconsistent. In some applications, you had to make adjustments to get the correct currents and voltages after the device was built.

That's the case with the Corvair AM/FM radios. There's an adjustable resistor that ultimately controls the amount of current flowing through the final amplifier transistor. If you have the proper documentation (Howard W. Sams Photofact was the main source back then) and read the fine print on the schematic, you'll find the following: “ADJUST BIAS (R2) FOR 1.5V ON COLLECTOR OF Q11 WITH 12.6V INPUT.” What that translates to is that there's an adjustment for controlling the amount of current that goes through the final amplifier transistor and speaker. If the current is too high, the transistor and/or speaker may burn out!

Sure enough, that was the problem. The adjustable resistor, R2, was bad (open circuit) and allowed too much current to flow through Q11.

Unfortunately, finding an exact replacement is virtually impossible, but there's a work-around. I hooked up an external



variable resistor, adjusted the bias as to the correct value, and measured the setting. Then I substituted a fixed resistor of the same value in R2's place. If the radio is ever serviced at some time in the future and the final amplifier transistor is replaced, that resistor will need to be changed, but that's a future problem.

The radio now seems to work like a champ!

(Bob renewed his Group Corvair membership after a many-year hiatus in thanks for the work.)

# Late Model Fixed Glass Molding Rust Prevention

Bob Hall

By 1967 Fisher Body recognized problems with rust in the windshield and rear glass area where molding was attached to clips in the recesses of the mounting areas. Sacrificial zinc anode clips were added to slow rust in this area in various 1968 car models. The LM Corvair (Z body) got one of these sacrificial anode clips for the coupe rear glass for the 1968 (no sedan was produced in 1968). See this excerpt from the 1968 Fisher Body Service Manual.

You can add one of these anode clips to the rear glass recessed mounting area to update your rust prevention to final Fisher Body standards on any LM rear window. (I don't know why they didn't specify a sacrificial clip for the Corvair windshield—possibly the wind dried the front mounting area out more than the rear glass area).

## ZINC ANODE CLIPS

As a corrosion preventative feature on certain 1968 styles (see chart on page 17-5), zinc-anode clips are used in the back window, quarter stationary window, and front lower skylight window rabbet areas, and are concealed by the reveal moldings. These clips are attached by standard weld-on type studs.

The clips are of a sacrificing type, so that corrosion attacks the anode clip rather than the body panel.

Replacement clips are available as service parts.

Zinc Anode Clip Locations	Styles	No. of Clips At Each Location
Back Window Lower Opening	All A-B-C-D-E-F-X-Z Bodies except 35-45-55-65 67-77-87 Styles	Total of 4 2 Each on Rt. & Lt. Sides
Quarter Window Lower Opening	All A-35-45-55-65 Styles All B-35-45 Styles	Total of 4 2 Each on Rt. & Lt. Sides
Front Skylight Window Lower Opening	All A-55 & 65 Styles	Total of 2 1 Each on Rt. & Lt. Sides

## ZINC ANODE CLIP USAGE CHART

If a zinc anode clip attaching weld stud is damaged or broken off and replacement is necessary, the following procedure should be followed:

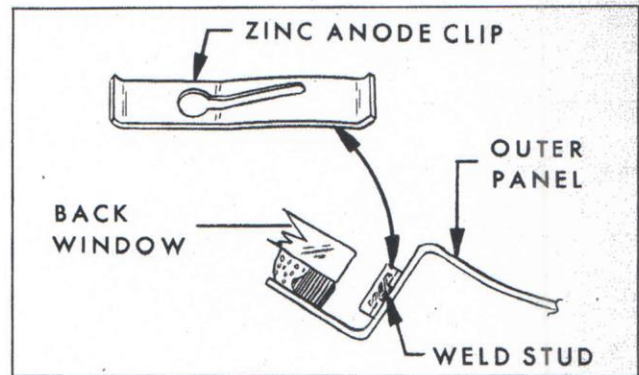


Fig. 17-6—Zinc-Anode Clip Installation

1. Drill a small hole adjacent to where the original stud was installed. (Glass should be protected and caution should be exercised when making this replacement.)
2. Install emergency replacement clip (Group 10.096) as shown in Figure 17-6. Use self sealing screw or apply body caulking compound around clip hole to effect a watertight seal.

## NOTE:

1. Replacement of damaged weld stud may be realized without glass removal.
2. Both zinc anode clips and emergency replacement self-sealing screws are available as service parts.

## Vair Vendor

**For Sale:** '65 Monza Convertible. Engine out, needs rebuild. Car partially disassembled but have all parts. Reasonable offers! More pictures available. Brian Whitehead, 301-440-8400



# Corvair Ranch

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

Clark's Corvair Parts is celebrating their 50<sup>th</sup> Anniversary as their ad to the right shows. Every month they are having a special on parts! If you are signed up with them, they'll be sending you an email with this month's specials. If you aren't on their list, go to their website ([www.corvair.com](http://www.corvair.com)) and check them out!

## OUR 50TH ANNIV -2023

Thanks to the support of 1,000's of Corvair owners over the last 50 years we continue to grow and reproduce more parts every year. We respect your trust and always put our customers first. We would also like to thank our 24 employees, 10 have been with us over 20 years and some as long as 46! Have a great year and enjoy our monthly sales and specials all year-Joan & Cal Clark

**SPECIAL SALES EVERY MONTH-** each month we'll send an email (if you have signed up) and also list in a special sale section on our Home page [www.corvair.com](http://www.corvair.com)

**FREE 50th MEMENTO gifts with your first order in 2023**

**FREE CATALOG WITH AN ORDER- if you have not received a free 2019-2025 catalog yet, just ask for one.**

**LIST YOUR CORVAIR FOR SALE- NO CHARGE-** sell your Corvair or a spare you just don't have time for! For all of 2023 we will list it on our website at **NO CHARGE**- check the website for details (Corvairs For Sale)

**CLARK CAR SHOW & PARTS SALES-** See our 2023 supplement or website for more details. We expect around 130 cars, and will offer tours of our buildings including the Upholstery Dept. Cal will be giving an old fashion "slide show" showing the building of our complex and history. Parts on sale! **SEPT 16, 2023 -rain or shine**

**2023 SUPPLEMENT-** On our website or as a hard copy -many new repros & updates.

**INTERNATIONAL CORSA CONVENTION-Wisconsin-** We will be there Tues, Wed & Thurs with lots of recent repros on display. Stop by and say hello. Convention dates June 19- June 24

**CATALOG-** over 450 pages, free with an order, \$8 postpaid in USA

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