



Group Corvair Comments

GROUP CORVAIR'S NEWSLETTER FOR THE NATIONAL CAPITAL AREA



VOLUME LI, No. 5

May 2023



Group Corvair April Social Dinner Jack's Fortune, Annapolis

CALENDAR OF COMING EVENTS

May

13 -- **Group Corvair Social Meeting.** As you can see in the photo above, people liked the food at Jack's Fortune, so we'll give it a second visit. 6 p.m., 960 Bay Ridge Rd., Annapolis, MD.

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

21 – The Old Town Festival of Speed and Style concours, 200 – 400 blocks of King St., 100 blocks of North Royal and North Fairfax Streets., Old Town, Alexandria, VA. 10 – 3, free for spectators. For information: <https://www.festivalspeedstylealex.com/>

June

4 – GM on Display Car Show. Includes Corvair class. Macungie Memorial Park, 50 N. Poplar St., Macungie, PA. Info: email macungiepark@gmail.com or call 610-966-4289.

12 – 16 – CORSA International Convention, Chula Vista Resort, Wisconsin Dells, WI. Info: www.corvair.org

17 -- **Group Corvair Social Meeting.** Location TBD. Please make suggestions to Bob Hall or Jim Simpson.

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.

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

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From the Oval Garage

Bob Hall

At our April Zoom meeting Andrew Dan and Rob Neighbor offered to host a Group Corvair afternoon get-together this July at Andrew Dan's home north of White Oak off of New Hampshire Avenue. Most of the details have been worked out so mark your calendars:

Group Corvair Sunday Meet and Greet
Sunday July 16th Rain or Shine (barring a severe storm), 2 until 6 PM
601 Warrenton Drive
Silver Spring, MD 20904

A catered barbeque menu will be provided. The individual cost for meals will be \$15.00 (to be confirmed prior to the event based on reservations). Napkins, cutlery and condiments are included and Group Corvair will provide non-alcoholic drinks. As the last details are confirmed we will update them in the June and July newsletters and by email to confirmed attendees.

Carol and I were in Los Angeles for two weeks in April, so we tried to attend the April meeting of Corsa West, but a serious accident changed the driving time from 45 minutes to over 90 minutes, so we missed it. There were scheduled Corvair events both before and after our visit so our attempts to see California Corvair people in action didn't work out, but we've got another trip penciled in this fall and will try again to meet LA area Corvair owners.

Mark Shiffler's Corsa project is moving along quickly. He has offered to allow us to create a video of his engine assembly to share with club members to be filmed in late May after he receives his rebuilt heads from the Corvair Ranch. Jim and I have our cameras ready to go.

Mike Coale brought his original '69 PG (PowerGlide) Monza home from Michigan and the car appears to be all original (including a deluxe steering wheel). He has begun sharing photos so we'll keep the club informed of his progress.

On a sad note, Erwin Mack died from complications of diabetes in April. He was very active in DC area Model T club activities and hosted Group Corvair for a weekend tour of his two-story Model T garage and workshop four years ago where he demonstrated one of his working Model Ts and showed his 5 or six of the others including a racer. His 1907 Brass Era T was a show winner and a real crowd pleaser at every Rockville Antique Car show. Erwin also loved Corvairs—especially a 1964 Greenbrier that he and one of his sons drove for years when Erwin and Sylvia's children were growing up. He was the most active 92-year-old car lover I have known.

See you at our May meetings.

Minutes of the April Virtual Meeting

Marolyn Simpson

Although Bob Hall was in California, he still attended the April 18 Group Corvair Zoom meeting. He called the meeting to order at 7:36 pm with nine members participating. Minutes of the March meeting were approved as they appeared in the newsletter.

Jim Simpson gave the treasurer's report. We still have some dues coming in and we sold one copy of Corvair Basics. We will soon drop several folks on our membership list who have not paid dues recently. There were no expenses for the last month.

Bob H. has been looking into developing a website for the club. We could possibly post past newsletters. Bob will check with Corsa about a web site.

Jim reported on the social meeting on Saturday, April 15. We tried a new restaurant this time—Jack's Fortune in Annapolis. Eight club members attended. We tried something different this time. Instead of everyone ordering a dish and then sharing with the others, Jim Govoni and Rob Neighbour decided which dishes to order. They did a good job, and everyone approved of their choices.

Rob still wants to have a social meeting at Andrew's house. There was some discussion about the date and time but settled on the weekend of July 15 or 16 (Saturday would probably be the preferred date with Sunday as a backup). We would probably meet about 1:00 pm. (See Bob Hall's column for updated information.)

Mark Shiffler wants to have a tech session on his car but wants to wait until he gets the heads back from the Corvair Ranch. Mark will let us know about the date. In the meantime, he brought us up to date on the work he has done on his car. Bob H. reminded everyone that if someone needs a special tool to let other club members know since they might have it and be willing to loan it.

The date of the May social meeting is still to be determined since there are several conflicts. More information on the date and time will be sent out later.

The meeting was adjourned at 8:50 pm.

Byron is going to Newport!

Group Corvair's very own member Byron LaMotte has been invited to show his Corvair Super Spyder at the prestigious Audrain Concours & Motor Week in Newport, Rhode Island this coming October.



Newport's association with automobiles dates back to the Gilded Age. The first American circuit car race was held nearby, and the first Vanderbilt Cup trophy was given in a race on September 6, 1900, in Newport.

The Audrain Automobile Museum was established in 2014 to preserve Newport's heritage of fine automobiles and has established a world-class concours in the shadow of the elegant Newport mansion. Jay Leno has been an honorary chairman of the event in the past, hopefully he will be there this year.

Good Luck Byron!

Mark Shiffler Continues to Restore His '66 Corsa

Some quick update information on the '66 Corsa rebuilding. The car body is starting to get work done on it. The engine compartment has been cleaned of loose rust, treated with rust converter and then resprayed with either Rustoleum black paint or undercoating. The area under the car up to the front firewall has also been cleaned of rust and treated with the rust converter...painting yet to be done.

The tunnel covers, front and rear, have also been pulled down in preparation for replacement of the clutch cable, fuel and brake lines. The interior was in great shape and



did not need much cleaning, however the rear cover was rusted and pretty rough. I thought about ordering one from Clarks but decided to give my hands a shot at making one. While there is a shoulder on the original, I dealt with the difference in height by filling it with some black rubber material. Kind of a test for me to see how it works. I can always order one from Clarks if I decide this does not work. New rear seals to be installed on the tunnel when it goes back together.

Engine work is continuing. New rings and rod bearings were obtained and installed. The old bearings, pictured below, were just old and rough since the car was sitting for 50 years. The new bearings, on the right, have been installed in a connecting rod and have assembly lube applied.



I assembled the rings onto each piston and used a ring compressor to assemble the piston to the cylinder, making sure the ring gaps were right and the ring ends were spaced out and not aligned when installed. In the picture below you can see two things: Each piston rod was stamped with a location (1 to 6) and that I used a small 1/4" drive ratchet to snug the bolts before torquing the nuts. I have seen many videos where the cylinders were painted to

make them look nice, but I chose not to – paint inhibits heat transfer and....the cylinders are never seen once the engine is assembled.

During assembly of the cylinders/pistons I made sure to rotate the engine, using the harmonic damper bolt, two revolutions each time a cylinder was added to make sure there was no binding. You can see the small red clamp I used on each cylinder to hold the barrel in place once the cylinder was installed.

Do not forget to install the cylinder to block gasket when putting it together – I almost forgot twice but caught myself before it was too late.

Final assembly, after the cylinders were all installed includes the oil pan, to fan bearing, fan and pulley and oil fill area.

I'm still waiting on the heads, flywheel and pressure plate – maybe mid-May. In the meantime, I'm going to try my hand at making and welding in some patch panels and getting the interior floor area clean and painted.

Carbs have been rebuilt (Thanks to Mike Coale for having an extra carb top as one of mine was broken). I decided on an electric fuel pump and now have tubing and fittings to make new engine compartment fuel lines. The fuel lines will wait until after the





carbs and linkage are reinstalled to make sure I do not create a conflict.

Lastly, the shifter was removed, disassembled, cleaned and regreased to be ready for installation while the shift tube, from the tunnel, was updated, cleaned and painted with the inclusion of a bushing set from Clarks. It took a lot of finessing to get it to operate smoothly as the inside rod had rust, which needed to be ground off and 'finessing' to get the new installation to operate smoothly. It may take some more 'finessing' once it goes back in the car...but that's a story to come.

Vair Vendor

For Sale: Original GM Luggage Rack. 4-post as used on '65 – '69 Corvairs and C2 Corvettes. Good condition, chrome is fair and adequate for a daily driver but for a show car, needs to be rechromed. It has black plastic bullets filling the ends of the tubes. Asking \$170. Bob Lewis, 301-246-4278, rtl1936@gmail.com.

For Sale: Early and Late Parts:

- '64 3.27 differential, \$40
- '64 3.27 4-speed transaxle, \$100
- '64 Synder engine lid, \$120
- '64 Convertible top frame, \$65
- '64 4-door NOS left quarter panel (GM # 6279405), \$200
- '64 2 each front cross members, complete with brakes, shocks, springs. Very good condition; one from a Synder, \$175, other \$150
- '62 – '64 Convertible rear quarter window glass, left and right, \$30
- '65 – '69 underbody plastic heater duct, \$30
- '65 – '69 Convertible corner weight, \$15
- ? year – Engine cover with fan bearing, \$20
- 3 standard transmission bell housings, \$30 each.

Prices are negotiable. Contact Bob Lewis, 301-246-4278, rtl1936@gmail.com.

For Sale: '65 and '66 Manual Convertible Top Frames. '65 frame is black, '66 is cameo beige. Fabric on both is completely shot. Good for renovation and new tops. Asking \$250 each. Bob Hall, 301-213-9852.

For Sale: '65 Monza Convertible, powerglide, manual top. Engine out, needs rebuild. The car was partially disassembled but have all parts. Reasonable offers!
Brian Whitehead, 301-440-8400



For Sale: Set of Four American Racing Chrome Wheels.

Complete with caps, chrome lug nuts, and locking nuts with key. 14" with 3" offset so **not** correct for Corvairs, but fine for GM midsize cars from the late '60s. The tires are too old for the road, but OK for rolling around the garage. Some pitting on one wheel, but others good. The top layer of chrome is thin in a few very small areas of rims. Closeup photos of each wheel available upon request. Asking \$150 for the set. Bob Hall, 301-213-9852.



For Sale: Mike Coale is thinning his collection: 1965 Corsa

coupe body, no drive train, gold interior (with '66 front seats), Corsa dash. Fair condition, but highly restorable. \$1,500 or best offer. **1965 Corsa convertible body**, power top, Corsa dash, steering wheel, no seats, but has correct door panels. It does have a '64 engine/positrac differential, and empty 4-speed case in it to allow it to roll around. Fair condition, but highly restorable. \$1,500 or best offer.

1965 Monza convertible, complete, 110 hp, powerglide. Silver with red interior, older restoration, decent condition. Asking \$3,000. **1965 Monza Four-Door**, 4-speed. White, fair condition, but highly restorable. \$1,500 or best offer. **1967 Monza convertible**, 110, Powerglide. Relatively rare – only 2,109 convertibles were produced in 1967. Complete, including the "Protecta Plate". Asking \$3,500. All have titles. Contact Mike Coale, mikecoale@verizon.net or 443-994-2559.



'65 Corsa Body



'65 Monza 4-Door



'65 Corsa Convertible



'67 Convertible

Carbureted or Turbocharged: Which Corvair is right for you?

Hagerty Insider, 20 April 2023

This is an objective discussion of the pros and cons of the 140 Hp vs turbocharged Corvair. I'm a bit biased, having owned a '66 Corsa turbo for 55 years, but I do recognize that it's not a perfect car and that the 4-carb 140 Hp engine does have merit. Here's the link to the full article: <https://www.hagerty.com/media/market-trends/hagerty-insider/carbureted-or-turbocharged-which-corvair-is-right-for-you/>



Mike Coale adds to his collection!

A 1969 Monza Coupe. Obviously in storage for a while! Unfortunately it's the victim of salty Michigan winter roads. Mike is now contemplating just how to restore it.



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We'll send a **sales email** at the beginning of **each month**
& **post it** at the top of our website home page January-
December 2023. Sign up for Email Updates if you haven't
already on our website at the bottom of the home page.

Be sure your spam filter allows emails from
clarks@corvair.com.

March sale ends 3/31 at 3:00 and April sale starts 3/31 at 5:00



**Mike Coale Takes No Prisoners When a Corvair is
Beyond Salvaging!**