



# Group Corvair Comments

GROUP CORVAIR'S NEWSLETTER FOR THE NATIONAL CAPITAL AREA



VOLUME LI, No. 6

June 2023



*Where Old Cars go to Die*  
*Carhenge, Alliance, Nebraska*

## CALENDAR OF COMING EVENTS

### June

- 12 – 16 – CORSA International Convention, Chula Vista Resort, Wisconsin Dells, WI. Info: [www.corvair.org](http://www.corvair.org)
- 17 -- **Group Corvair Social Meeting.** We're going to try the Silver Diner, 8250 Gateway Overlook Drive, Elkridge, MD. (This is near Columbia.) We'll gather at 6 p.m. and try to get a table.
- 20 -- **Group Corvair Zoom Meeting.** 7:30 p.m. Zoom link details will be sent out the weekend before; check your email.

## July

- 16 -- **Group Corvair Social Meeting.** Andrew Dan and Rob Neighbor will host us at Andrew's home north of White Oak just off New Hampshire Avenue. 2 – 6 p.m., rain or shine (barring a major storm), 601 Warrenton Drive, Silver Spring, MD 20904. We're going to have BBQ; the cost will be \$15 per person. The club will provide soft drinks.
- 18 -- **Group Corvair Zoom Meeting.** 7:30 p.m. Zoom link details will be sent out the weekend before; check your email.

## August

- 12 -- **Group Corvair Social Meeting.** Location TBD. Please make suggestions to Bob Hall or Jim Simpson.
- 15 -- **Group Corvair Zoom Meeting.** 7:30 p.m. Zoom link details will be sent out the weekend before; check your email.
- 18 – Virginia Vair Fair, Hampton Inn, Roanoke Airport. Details have been e-mailed to all club members.

## October

- 14 – Rockville Antique and Classic Car Show. Rockville Civic Center Park, 8 a.m. – 3:30 p.m. All cars must be **pre-registered** and on the field by 11 a.m. – no exceptions! There will be **NO DAY OF SHOW** registration.)

## 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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## From the Oval Garage

Bob Hall

I have registered and paid for *groupcorvair.com*, *groupcorvair.net*, *groupcorvair.org*, *groupcorvair.us*, and *groupcorvair.club* for our future use as a charitable vintage car organization. This is in line with Jim Simpson's work to register our club with Maryland as a charitable [non-profit - ed] club. If we decide to generate income from merchandise sales or club activities, we will need to review our charitable status to be sure we are within Federal and Maryland statutes for charitable organizations. We are looking into a web site and web hosting options.

Jack's Fortune Chinese restaurant hosted another Group Corvair social meeting in May where we shared various dishes and had lively conversations about cars, families and past adventures. As I write we have not settled on a site for a June social meeting, but a restaurant in the Columbia area was in discussion as we finished the meeting. Watch for an email with details in the next few days. (*Silver Diner, 8250 Gateway Overlook Dr., Elkridge, MD*)

Our planned video of Mark Shiffler's engine reassembly has been postponed until the Corvair Ranch finishes reconditioning the cylinder heads. Good work takes time. We will update this project as information becomes available.

If you haven't already marked your calendars (both digital and paper) for our July social gathering please do so and watch for more details to come. Thanks again to Andrew Dan (whose home will be hosting us) and Rob Neighbour for putting this event together.

**Group Corvair Sunday Meet and Greet**  
**Sunday July 16<sup>th</sup> Rain or Shine (barring a severe storm), 2 until 6 p.m.**  
**Catered BBQ Cost \$15.00**  
**601 Warrenton Drive, Silver Spring, MD 20904**

It is with great sadness that we mark the death of Bob Lewis's wife Jane who, like Bob, was so active in Group Corvair activities in past years. A look through the archives of Group Corvair newsletters and photos of club events as well as CORSA conventions show how often Bob and Jane were involved. Jim Simpson has further details.

If you have any special memories of Jane, please pass them on to Jim Simpson for inclusion in our next newsletter.

**Minutes of the May Virtual Meeting**  
**Marolyn Simpson**

On May 16 at 7:30 pm six members of Group Corvair began logging into the monthly virtual meeting. There was general discussion while we were waiting for everyone to log in. Phil Richardson said that he was satisfied with the shop where he had bodywork and paint done on his '69 500 Corvair. Unfortunately, that shop is now closed. As part of his restoration, he converted it from a 3-speed manual to a 4-speed. Bob Walker brought us up to date on some of the Northern Virginia Club activities that he has participated in.

Jim Simpson gave the treasurer's report; there were no changes in the treasury this last month. There will be some expenses coming up soon to secure club internet domains. Bob H. is working on getting these set up. [Note: Since the last meeting Bob has secured the following domains: groupcorvair.com, .net, .org, .us, and .club. See the Oval Garage article.]

The May social meeting was on Saturday the thirteenth at Jack's Fortune in Annapolis. Although we all enjoyed the meal, we decided to try a new venue in June.

In July the social meeting will be at Andrew Dan's house for a BBQ. Bob H. is working to ensure we have Corsa insurance coverage.

We are planning to have a tech session with Mark Shiffler soon, but the date has not been determined yet.

Dave Edsinger is racing at Summit Point in the Jefferson 500 vintage race and will be driving a Corvair. VRG (Vintage Racer Group) is putting it on.

The Rockville Antique and Classic pre-show meeting is coming up June 6; any suggestions let Jim or Bob H. know.

The August social meeting will be in the Columbia area. Ron Fedorczak and Eileen Clegg are looking into that. (We shifted this to June 17; see the Event Calendar for details.)

There was a discussion on the pros and cons of conventional paint and powder coating and other types of metal finishing.

There was some discussion about the national convention in 2026. One suggestion was that Susquehanna SCCA does autocrosses in the Gettysburg area and could be a good contact to find an autocross lot for the convention.

The meeting ended at 8:45 pm.

**About Carhenge**

Marolyn and I have just completed a 4,100+ mile road trip. While the ostensible reason for the trip was to attend graduations of Marolyn's grandnephews in Nebraska, it was an excellent opportunity to play tourist. Among the sites we visited was Carhenge, just north of Alliance, NE.



Jim Reinders was greatly impressed with Stonehenge during his time in England. He wanted to replicate it once he returned home to Nebraska. Duplicating it in stone would have been prohibitively expensive so he turned to more contemporary materials – used automobiles. They were much more available and easier to transport since they came equipped with wheels!

The family clan (35 strong) gathered in June 1987. Thirty-nine automobiles were placed to assume the same proportions as Stonehenge. They worked hard and dedicated the site by the summer solstice (June 21) showing what can be done with teamwork. Since then, other works of art have been added to the 10-acre site.

So, if you happen to be in western Nebraska, stop by and take a look.

<https://carhenge.com> , <https://en.wikipedia.org/wiki/Carhenge> and <https://www.roadsideamerica.com/story/2606>

## Passing of Jane Lewis

How many of you have a copy of this book? Yes, Group Corvair created a cookbook! This rare, and highly treasured book was originally published in 1983, as one of several fund-raising activities we undertook. Jane was the lead in compiling this unique collection of recipes for the Corvair owning cook. It started with the basics – how to boil water – and proceeded to more complex, and nutritious dishes such as “Prize-Winning Enchiladas” and “Jumpin’ Jambalaya”. Each recipe was kitchen checked by Jane and taste tested by husband Bob and their son Gary.

Jane was a quiet, warm, and thoroughly decent human who, among other things, loved sporty cars, particularly her Corvairs. For many years she contributed to Group Corvair activities ranging from our famous cookbook to food at flea markets, helping at conventions, to assisting at autocrosses and rallies.

Group Corvair extends its deepest sympathy to Bob and Gary on our mutual loss.

(For a full obituary, see: <https://www.williamsfuneralhomepa.com/obituary/Jane-Lewis>)



## Mark Shiffler's '66 Corsa Restoration Part 3

Mark Shiffler

The saga of the rebuild continues. It is nice being retired and having the time to work on all the items. Nothing too hard because the car is a 1966 and pretty simple compared to today's vehicles.

Lots of work going on while I continue to wait for the heads/flywheel/pressure plate from Corvair Ranch. One of these days all will be done and ready for the engine/transaxle final assembly and installation. Since the engine was frozen when I bought the car, I am anxious to hear it run and see the wheels go round and round. But until then, I'm working on the rest of the car.

So, for the work accomplished this month: First up was to reinstall the heater blower and 2 pieces of the duct work. You can also see in the picture that I have reinstalled the cross member and rear suspension. New rear springs, u-joints, brakes, emergency brake cable, brake hoses, steel brake lines and many more new parts.





I wanted to bring all the underneath parts up to 'newish' condition. You can also see in the picture to the left that I have been putting the under-floor tunnel items back in and will ultimately close up the bottom panel. New brake and fuel lines, new clutch cable, new shift tube stabilizer. While I have the boot that goes between the shift shaft and the tunnel, I learned that I missed the rubber expansion boot for the outboard end of shift shaft. You can see the new bushing in the picture at left but I cut the tube short at the mounting bracket due to corrosion which was not suitable for mounting the Clark's bushing. I will have to figure out how to extend the tube so that the outboard boot has someplace to mount. Something for next month.



In the following 2 pictures you can see the inside of the car and the condition of the floor, which was very good with only one rust spot just below the steering wheel. I'm still learning to MIG weld but the patch I

made seemed to come out pretty well. *Grinding and paint make me the welder I ain't....*



After the repair was made the floor was primed with a good Zinc Chromate Primer.



There is a story that goes with the primer. My father-in-law was a PHD chemist for DuPont and while cleaning out his basement I came across a 1950 can of DuPont Submarine Primer (Zinc Chromate). He now will be riding along in the car with me in the future. The finished views of the interior are below. I'm very pleased with the results.







Last up on the accomplishments for this month is the installation of the new dual master cylinder in the trunk. I needed to tweak the brake lines provided by Clark's but it was not too tough of a job. The car is getting new brake lines throughout.

Next month, I will be pulling the front suspension and reworking that with new shocks, brakes, wheel cylinders, spring set, wheel bearings, seals (the list goes on and on).....not to mention new gas tank and all the parts that go with that evolution. Two minor rust spots to fix in the front trunk and one at a back corner. Finally, cleaning the undersides and all parts and repainting/rust proofing to match the back of the car.

Longer out will be the removal of both the front and back windows to repair the metal around them. I'm not a great welder and these have me concerned. I'm happy for any advice and know-how from anyone who has done this in the past. Not something I want to do wrong.

## Tech Tip & Father's Day Gift

Bob Hall

I've recommended this magnetic pickup tool in the past (there are several different brands and styles available) and I just used my own again to save time and my effort--not to mention my eyes--to find a dropped fastener so, if you don't already have one....

## 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](mailto:rtl1936@gmail.com).





### **For Sale: Early and Late Parts:**

- '64 3.27 differential, \$40
- '64 3.27 4-speed transaxle, \$100
- '64 Sylder 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 Sylder, \$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](mailto: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**



**'65 Corsa Body**

**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](mailto:mikecoale@verizon.net) or 443-994-2559.



**'65 Corsa Convertible**



**'67 Convertible**



**'65 Monza 4-Door**

## Tech Tip

Working on a manual transmission? Here's a great tip from Mike Dawson in the *Heart of America Corvair Owners Association VairCor*:

### Manual Transmission Shifter Seal Leak

Leaks at the shifter seal can occur from the constant exposure to road grit at high speed or just from old age. The early design had a flange which made it easy to pry out of the case and other than a minimal loss of lube while changing the seal, it was not a major operation. All the current seals available (four different brand labels) are all a new design without the flange, which makes careful removal with an ice pick-type tool, the installation of a small sheet metal screw, or some similar removal method. In any case, care must be taken to avoid damage to the shaft or the cast-iron case.

Installation of the new seal should include polishing the shaft while the transmission is in 4<sup>th</sup> or 2<sup>nd</sup> gear. This moves the shaft out as far as possible so you can polish as much of the shaft seal surface as possible. Use a layer of Scotch tape over the pin hole and end of the shaft to protect the seal lips until the seal is completely installed. Even if you use fine sandpaper or emery cloth to polish over the pin hole, the edges will likely be razor sharp and the seal lips can drop into the hole area and be cut – hence the Scotch tape. And as with any double lip seal, add grease in between the two lips before installing.

(For more great *VairCor* tech tips, check their site: [http://www.hacoa.org/index.php/technical/cat\\_view/9-technical-documents/34-mike-dawsons-preventive-maintenance-series](http://www.hacoa.org/index.php/technical/cat_view/9-technical-documents/34-mike-dawsons-preventive-maintenance-series) )





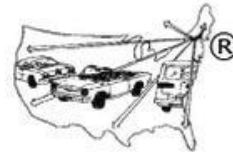
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# Corvair Ranch

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## 2023- Clark's Corvair Parts 50th Anniversary!!

**Clarks Corvair Parts will be at the  
2023 CORSA National Convention!**

See below for more details.

## SPECIAL SALES EACH MONTH

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](mailto:clarks@corvair.com).

## JUNE SALES

June 1-June 30 Prices shown on website have been discounted  
to the sale prices.



**Bob and Jane Lewis**  
**1991 CORSA Convention**  
**Spirit of Washington Dinner Cruise**