



# Group Corvair Comments

GROUP CORVAIR'S NEWSLETTER FOR THE NATIONAL CAPITAL AREA



VOLUME LI, No. 8

August 2023



*Group Corvair BBQ, hosted by Andrew Dan & Rob Neighbour*

## CALENDAR OF COMING EVENTS

### August

(No face-to-face social meeting this month.)

12 – First State Corvair Club 33<sup>rd</sup> Annual All-Corvair Show. 9:30 – 3:00, Limestone Presbyterian Church, Wilmington, DE. Info: Patsy Ziegler, [pziegler@udel.edu](mailto:pziegler@udel.edu), 302-521-8153.

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

18 - 20 – Virginia Vair Fair, Hampton Inn, Roanoke Airport. Details were e-mailed to all club members last month. For info, email [yenko66@cox.net](mailto:yenko66@cox.net). Preregistration closes on August. 1<sup>st</sup>.

## September

16 -- **Group Corvair Social Meeting.** Location and date are TBD; we may change to avoid conflict with the PA Corvair Day below. Please make suggestions to Bob Hall or Jim Simpson.

16 – Corvair Day, 9 a.m. – 3 p.m., Eastern Museum of Motor Racing, 100 Baltimore Rd, York Springs, PA. Info: John Berkheimer, 717-632-5617, [jhbmail1@comcast.net](mailto:jhbmail1@comcast.net). <http://www.centralpacorvairclub.org/>.

16 – Clark’s Corvair Parts 50<sup>th</sup> Anniversary Show. Shelburne Falls, MA.

19 -- **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 **pre-registered** and on the field by 11 a.m. – no exceptions! ( <https://rockvillemd.gov/667/Antique-Classic-Car-Show> ) 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

**President:** Bob Hall

4612 Franklin St., Kensington, MD 20895  
301-493-8405 [HallGrenn@aol.com](mailto: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](mailto:MarolynSimpson1@gmail.com)

**Treasurer:** Jim Simpson

3845 Wayson Road, Davidsonville, MD 21035  
301-262-0978 or 240-232-2820 [simpsonj@verizon.net](mailto:simpsonj@verizon.net)

**Newsletter Editor:** Jim Simpson

3845 Wayson Road, Davidsonville, MD 21035  
301-262-0978 or 240-232-2820 [simpsonj@verizon.net](mailto:simpsonj@verizon.net)

## From the Oval Garage

Bob Hall

Our Group Corvair Sunday Meet and Greet, hosted by Rob Neighbour and Andrew Dan was held indoors at Andrew’s home due to the off-and-on rain, but we had plenty of good BBQ, side dishes and drinks along with great conversations. Andrew gave us a tour of his home and the furnishings he has collected over the years and the renovations that he has done. Rob’s 1967 convertible was out of the weather in the garage but would have looked even better out in the sun had the weather cooperated.

How many of you have signed your Corvairs up for the Rockville Antique & Classic Car Show on October 14th? Remember signups are limited and because there will be no day of show registration this year you shouldn’t wait. If you aren’t sure you will have your car ready in time, I suggest you go ahead and pay the \$10.00 online registration fee to be sure you can show your car. Even if your car isn’t finished in time at least you will have donated your \$10.00 to continuing a great local car show.

Mark Shiffler continues his resurrection of his LM. Jim Simpson was able to help him with his windshield and rear glass removal and other work at the end of July. See Jim's detailed report in an upcoming issue.

Carl Kelsen and Arlette Pat had planned to be in Gettysburg where Carl was to give a talk at the Chevrolet Impala Show on GM's history in Australia before returning home to Melbourne Australia, but unfortunately plans changed and we weren't able to hear him speak. I would welcome an article from Carl on the subject in the Corsa Communique, or failing that, an article in the Group Corvair newsletter.

For my fellow shade tree mechanics: Remember that torque values are different when working on your Corvairs in 90-degree August temperatures. Both you and your Corvair will benefit if you work in the cooler morning hours or in a friendly club member's garage.

A big thank you to Jim Simpson for transferring our club's money to Truist Bank where there are no monthly fees.

Because of other commitments a social, face-to-face Group Corvair meeting isn't planned for August as of now, but we still plan on a Zoom meeting. See details below.

## **Minutes of the July Virtual Meeting**

**Marolyn Simpson**

The Group Corvair virtual meeting was held on July 18 with six members present. Members started logging in at 7:30 pm and the meeting was called to order at 7:40 pm. The minutes were approved as they appeared in the newsletter except for one correction – Chris Shade's name had been misspelled.

Jim Simpson gave the treasurer's report. Group Corvair has had a Bank of America account since about 1969, but as of this September, they plan to impose a fee of \$15 per month on small business accounts. We decided that it was time to look for another bank. Bob Hall has made an inquiry with Truist Bank and Jim said he would check with our local Truist Bank to see what their policies are. [Note; the account has been moved to Truist Bank.]

We thanked Rob Neighbour and Andrew Dan for hosting the Not-Quite-Fourth-of-July picnic on July 16. The food was great, and everyone had a good time.

There was a discussion about the presentation that Carl Kelsen (from Australia) is planning to give at the Chevy Impala meeting in Gettysburg. (We subsequently heard that he was not going to speak.)

Bob is looking for a location for an upcoming social meeting in southern Maryland. That way some of our members in more distant locations will find it more convenient to meet with other club members. We also need to review the use of Zoom meetings in addition to the in-person meetings at a restaurant.

Jim S. and Jerry Yates have signed up to participate in the September rally on the Eastern Shore that Byron LaMotte has been organizing.

There was a discussion on the Greenbrier rear suspension and its similarities and differences from the car's design.

There will be a vintage car race August 18 – 20 at Summit Point. Dave Edsinger and Bob Walker are planning to go from Group Corvair. Several members swapped stories about vintage racing.

Rob described a recent car show at Lutherville, MD at the fire fighter's museum. He said it was a good show and he even got a plaque.

The meeting adjourned at 8:30 pm.

## **Tech Tips**

**Graphite Spark Plug Lube:** Corvair people and other owners of cars with aluminum cylinder heads would be interested to know that piston-engine aircraft manufacturers such as Lycoming and Continental all advocate the use of graphite lubricant for spark plugs used in aluminum cylinder heads. Even the FAA recommends graphite thread lubricant to prevent galled or stripped threads in aircraft engines.

Champion Spark Plug Company makes a liquid graphite-based spark plug thread lubricant that comes in a small bottle with an applicator brush inside that is similar to a bottle of finger-nail polish except the consistency of the liquid graphite is like a thick paint. This spark plug thread lubricant is intended to be applied each time spark plugs



are removed and installed, usually at about 100-hour intervals in most piston-engine aircraft. The Champion Spark Plug lubricant can be purchased at most local aircraft service centers and aircraft supply stores. (Ed: \$11.50 at [www.aircraftspruce.com](http://www.aircraftspruce.com).)

To prevent thread galling on our Corvairs, dress the threads on each new spark plug with a rotary wire brush to remove any manufacturing burrs, then use the thread lubricant before installing them in the cylinder heads. Even brand-new aircraft spark plugs often have burrs on their threads. We can't expect ours to be any better.

(Ed Note: The nuclear navy uses a lot of graphite lubricant on stainless steel and similar metal threads. Their version is a colloidal suspension of graphite in alcohol. One note! Don't get graphite lubricant on you or your clothes. It WILL NOT wash out. About the only thing that will dissolve graphite is molten iron...)

**Check those Secondaries on 140 Hp Engines.** This is from **Seth Emerson** via the **Northern Virginia Corvair Club HAM**. "In 1967, I bought my first Corvair ('65 Corsa convertible) from a Chevy dealer "OK Used Car" lot. About 20k miles on it. I drove it for several months. Whenever I drove it on the highway at "enthusiastic" speeds, it would run hot. As I delved into modifications on the car, I decided to rebuild the secondaries, which looked fine on the outside. I found ½" of water in each, on top of ¼" of solid gunk on the bottom of the float bowls. No fuel had passed through those carbs in many, many miles. The carbs passed air but no fuel – I wonder why it ran hot when those secondaries were open? Lean, anyone?"

"Always check out the secondaries on seldom-driven 140 motors. Tip – remove the air filter housing and aim a connected timing light down the throat of the carb. At idle – and off idle – the flash of the timing light will freeze-frame fuel flow in place allowing you to see if fuel is passing through and if the accelerator pumps are working."

## Mark Shiffler's Corsa Restoration, The Next Installment

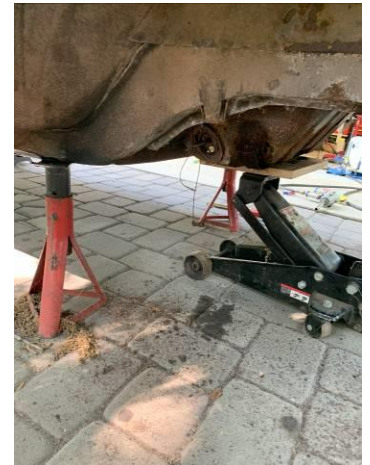
Time for the next installment on the Corsa rebuild. The focus of this report will be the front end and getting the brakes functional again and stripping the paint.

The front end came out relatively easily. After breaking out the steering linkage, the front axle was removed by taking out the 6 mounting bolts, which fortunately did not break! Next up was the gas tank. After disconnecting the hose (nothing came out so it was empty) and the mounting strap, I used a floor jack to lower it out of the car.

Unfortunately, the tank has large holes, and a new tank and installation kit was ordered from Clarks.



With the new tank and all the front-end parts on hand, the undercarriage was wire brushed to remove any rust and prep the surface for Rust Converter, Rustoleum Paint and Undercoating. The steering box was removed, cleaned and reinstalled with new hardware also. Things were much better after the cleanup and paint application and for all intents and purposes the undercarriage was complete as far as rust clean up and preservation goes. Before the gas tank went in, new front brake lines and a new speedometer cable were also installed.

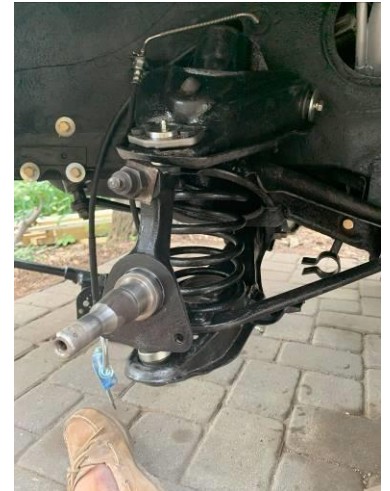






When it was time to start the reassembly of the front-end Jim Simpson graciously volunteered his hydraulic press to help with the installation of the new bushings and lower ball joints. Getting the springs back in place was challenging and required a spring compressor and floor jack to get the lower arm up high enough to fasten the ball joints. There may have been some gnashing of teeth and some language I learned working with sailors. It definitely required a beverage (or 2) when done.

New wheel bearings, wheel cylinders, springs, front brakes and cut drums completed the outboard end of the front axle. New tie rod ends, idler arm and pitman arm bushings completed the steering along with new sway bar bushings. Pretty much a completely new front end and new fuel tank. With all this complete, the front end of the car was taken off the jack stands and was back on the ground.



Next up for me was to clean the trunk and begin the process of getting it repainted. I ended up wire brushing some small areas, applying rust converter and primer and then a coat of Eastman grey/white splatter trunk paint. I have a little more to finish up around the new dual master cylinder, but I think it looks much better. During the process I removed the trunk gasket in preparation for painting.

Speaking of painting, that was my next topic. I used paint removal pads on my 4 1/2" angle grinder to remove all the paint from the exterior surfaces of the car. I would work on an area removing the paint and prime it the same day to preclude any further rust forming. I used metal etch primer from Rustoleum and the car is now a lovely shade of green. The major benefit of this is I can see what areas need to be addressed in body work and know the condition of the body prior to turning it over to a body shop. Speaking of which....if you know a good shop – Please let me know!



I think I will close this out for this update – next month engine reassembly, marrying the transaxle







back to the engine and installation back in the car and, fingers crossed, a running and driving car for the first time in 50 years.

## A Bit More on McPherson College

If you remember in last month's newsletter, I mentioned that one of the resources that Chris Shade has to draw on is the McPherson College automobile restoration degree program. Well, according to an article published by *Hemmings Motor News*, that program is going to grow! An anonymous donor committed a \$500 million donation to the college's endowment in a 2-to-1 challenge. That means the college would have to raise at least another \$250 million to get the full donation. Well, they actually raised \$342 million so more than meeting the challenge. Then, just before the college was about to announce the \$842 million in total donations, the anonymous donor kicked in another \$500 million! Yes, the total was \$1.342 billion! That's BILLION with a B.

The college is still in the process of deciding just how they are going to use this endowment, and certainly the automobile restoration program won't be the only beneficiary, but I'm sure they will get a healthy share. So, if you have kids or know of any young people who are really interested in pursuing an automobile technology career, you might well point them at McPherson College, Kansas.

## Out and About

**Barb and Berry Grofic** were out in Frostburg last weekend and attended a "Classy Chassis" show. No Corvairs, but they took a picture of this beautiful 1960 Corvette.



And **Jerry Yates** offers this offer out of the past:

buy a bag today

WIN

ONE OF 4 CHEVROLET **corvairs**

OR 10 GENERAL ELECTRIC 22 LB. PORTABLE TV's

STATE OF MAINE **corvair Sweepstakes** POTATOES

However your family enjoys potatoes the most, you'll find the MAINE DIFFERENCE IS FLAVOR! So buy a bag of top quality MAINE POTATOES today. Clip the word "MAINE" from the blue panel on the bag, (or from any package of frozen Maine Potatoes) or draw a reasonable facsimile thereof. Send, together with your name and address, to: CORVAIR SWEEPSTAKES, c/o State of Maine Potatoes, Box 532, Presque Isle, Maine. Enter this contest as often as you wish, sending a "MAINE" panel or facsimile with each entry. Prize winners will be selected by random drawing. Only one prize to a family. Any tax liability is sole responsibility of winner. Contest void where prohibited by legal restrictions. Maine potato growers, processors, distributors or their families are ineligible to enter. Contest closes midnight March 31, 1964.

MAINE POTATO COMMISSION • PRESQUE ISLE, MAINE 112C •

## 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). (5/23)

### 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). (5/23)

**Wanted: Right Front (passenger side) FC wheel arch and rocker panel.** Prefer NOS but a very clean used one would be acceptable. Michael Coale, 443-994-2559 or [mikecoale@verizon.net](mailto:mikecoale@verizon.net) (8/23)

**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. (5/23)

**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. (5/23)





**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](mailto:mikecoale@verizon.net) or 443-994-2559. (5.23)



**'65 Corsa Body**



**'65 Corsa Convertible**



**'67 Convertible**



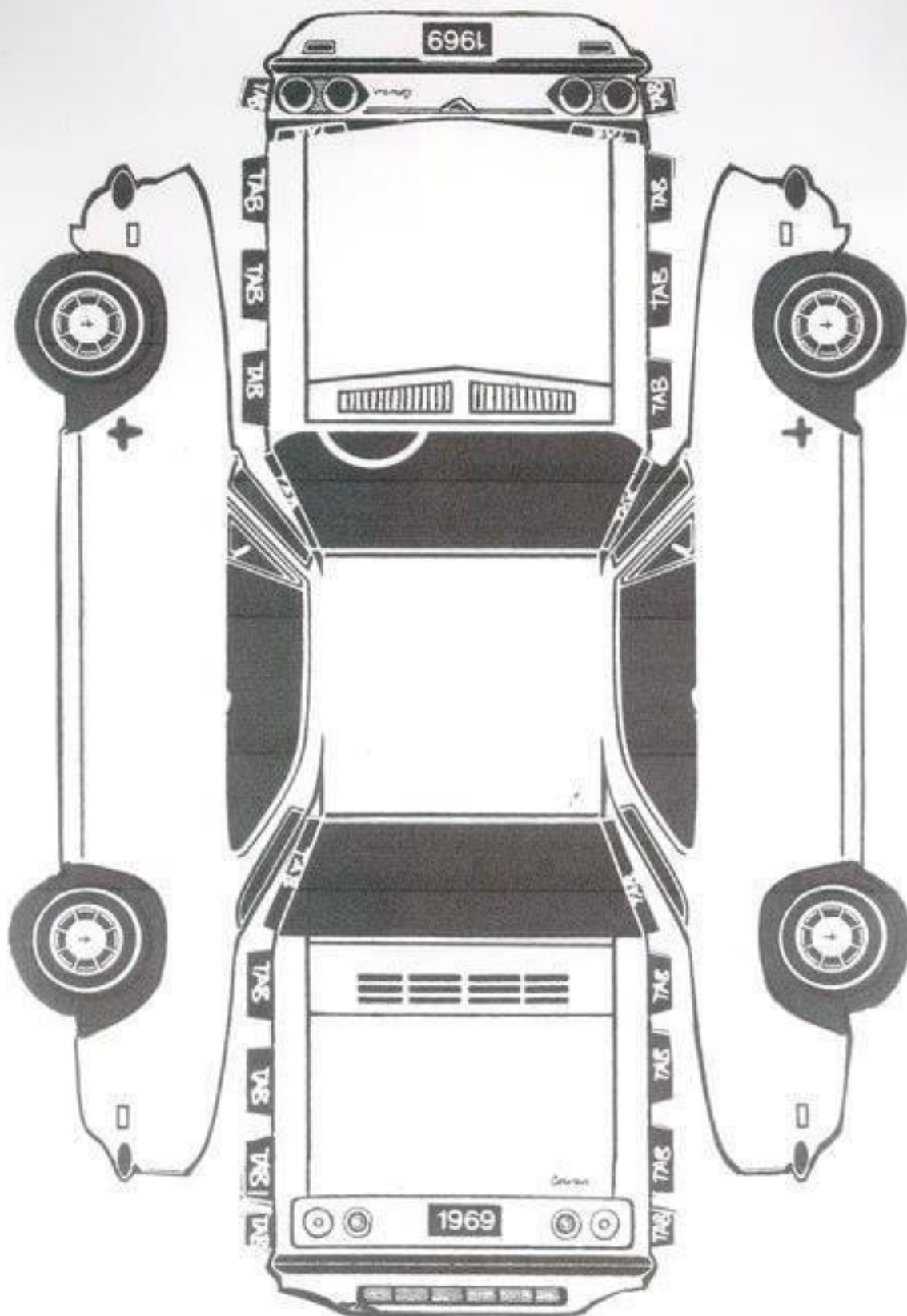
**'65 Monza 4-Door**

*For Parts, Old and New, and All Body, Mechanical, and Suspension Work*

## **Corvair Ranch**

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





**Cut Out and Make Your Own Corvair!**

# **Clark's Corvair Parts**

**400 Mohawk Trail**

**Shelburne Falls, MA 01370**

**[www.corvair.com](http://www.corvair.com)**

**413-625-9776**

**[clarks@corvair.com](mailto:clarks@corvair.com)**

(Clark's 50<sup>th</sup> Anniversary Monthly ad was too large to copy into the newsletter.  
Check them on-line for details.)

This month they are offering discounts on motor and transmission mounts, all "cut and sewn" late-model car carpets, speedometer cables, and Corvair themed Christmas Cards.