



# Group Corvair Comments

GROUP CORVAIR'S NEWSLETTER FOR THE NATIONAL CAPITAL AREA



VOLUME LI, No. 9

September 2023



*Jim Simpson & Mark Shiffler Successfully Remove the Rear Window!*

## CALENDAR OF COMING EVENTS

### September

- 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.
- 23 – **Mark Shiffler is hosting a Group Corvair evening cookout. 4 p.m.** Mark's home is on one of the many coves off the tributaries of the Bay and has a great deck overlooking the water. Between Mark and Group

Corvair, most of the necessities – burgers, hot dogs, drinks – will be provided. But we could use some side dishes and dessert. See the article below for directions. See you there.

## 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.

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

## November

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

## 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 August Group Corvair Zoom meeting was well attended. Mark Shiffler joined us with updates on his Corvair resurrection. See his article (below) which goes into more detail. Mark has also graciously invited us to his home on September 23rd for food and Corvair fellowship—the invite follows.

New Group Corvair members Carl Kelsen and Arlette Pat also joined our Zoom meeting from their home in Melbourne, Australia. Carl has researched the decades long history of General Motors’ Holden brand “down under” and he provided us with a lot of information on how the Australian market worked and how GM cars were perceived. The local GM owned Holden brand had a very large loyal following and also provided the US market with the Pontiac G8 and Chevrolet SS (and Chevrolet PPV police cars) for a few years before GM stopped manufacturing cars in Australia in 2017.

Bob Walker brought us up to date on his LM as well as Dave Edsinger’s racing efforts and results. I understand that some photos of Dave’s car at the track are available. Jim Simpson would be more than happy to include them in our next newsletter.

Jerry Yates continues to show his beautiful tribute Yenke Stinger at local shows. He and Diana also drove it to Wilmington Delaware for the 33rd Annual First State All Corvair Club Show where their Yenke won 1st Place in the Late Closed category.

Jerry and Diana and Jim and Marolyn Simpson are planning to take their cars to the Oxford, MD Community Center Road Rally on September 16th. Byron LaMotte will be there with (I think) his '66 Fitch Sprint as well. Sounds like a great weekend trip with a chance for some very good food.

For my part I've ordered the parts from Clark's to rebuild my Greenbrier's front door vent windows. Once I have them rebuilt and I have them installed they will definitely improve the GB's appearance and reduce the amount of water getting inside the doors. I also have new floor mats from Steve Spileto to be installed before the Rockville show.

As I write we are in the middle of a string of 90+ degree days so I hope everyone is staying as cool as possible. It's days like these when I'm reminded that adding white paint to my Greenbrier's roof was worth every penny. Stay cool--you've got to take care of all your Corvair expertise to pass on to the next generation of Corvair experts.

## **Minutes of the August Virtual Meeting**

### **Marolyn Simpson**

Eight Group Corvair members started logging into the August 15 Zoom meeting at 7:30 pm. While we were waiting for everyone to join, Mark Shiffler discussed the work on his car and had questions about the 140 Hp engine throttle linkage.

Carl Kelsen joined the meeting from his home in Melbourne, Australia. He had taken a Nash fan back to Australia after his visit to the US and said he had no problem getting it through customs.

Bob Hall started the business meeting at 7:43 pm. Jim Simpson moved to accept the minutes as they appeared in the last newsletter. The motion passed.

Jim gave the treasurer's report. He has moved the Group Corvair account from Bank of America (where we have had an account since 1969) to Truist. Bank of America has changed its policy on small business accounts and now charges \$15 a month whereas the Truist account is free if we agree to get electronic statements.

Mark now has his Corvair engine pretty much together. Although he installed an old fuel pump, it seems to work well. A discussion on fuel pumps followed.

Bob Walker's car is working well; he drives it occasionally. However, he did find an oil leak recently which will need attention.

Bob W. also informed us that Dave Edsinger would be racing that coming weekend at Summit Point. They were planning on at least three and possibly four Corvairs participating in the race. Their competition typically includes BMWs and Alfas.

Mark had a technical question about adjusting valve lifters. Several comments followed; this is almost a theological discussion with many opinions. Mark said he plans to go with the half turn from loose.

Bob H. is looking for ideas for another in person get together. Let Bob know if you have an interesting idea.

Jerry Yates went to the First State Corvair Club show in Wilmington, DE on August 12. There were 28 Corvairs and the weather was great. He won the 1<sup>st</sup> place trophy in the late closed class. Bob McElwee was also at the show.

Carl described the pictures on his wall behind him of a 1962 Chevy Impala with right hand drive. He explained that in Australia the Chevrolets were "high end" cars, being hand assembled there from knock-down kits from the US and fitted with such things as custom leather interiors.

The meeting ended at 8:48 pm.

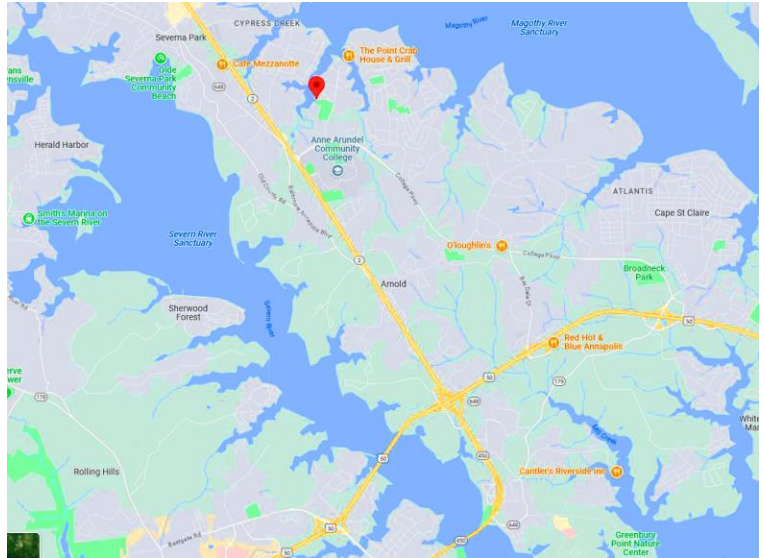
## **Group Corvair BBQ at Mark Shiffler's Home**

First, the date: Saturday, September 23, starting at 4 p.m.



Next, the directions. Mark lives at **174 Dividing Ct., Arnold, MD**. From US Rt-50 going east into Annapolis, take the MD Rt. 2 exit (Exit 27) north just after you cross over the Severn River in Annapolis. Go 2.8 miles on MD-2 to right onto College Parkway (that's a traffic light), then 0.4 miles to left onto Pendragon Way/Peninsula Farm Road.. Another 0.5 miles to left on Twin Harbor Dr and a final 0.1 miles to a left onto Dividing Ct.

Mark and Group Corvair will be providing the essentials – hot dogs, burgers, drinks, paper products, condiments, and utensils. But we could use some additional side dishes and possibly a dessert. And we need a head count to be sure we have enough food!



So please let Bob Hall ( [hallgrenn@aol.com](mailto:hallgrenn@aol.com) ), Jim Simpson ( [simpsonj@verizon.net](mailto:simpsonj@verizon.net) ), or Mark Shiffler ( [mshiphty@gmail.com](mailto:mshiphty@gmail.com) ) know if you are coming and what you'd like to bring to supplement the meal.

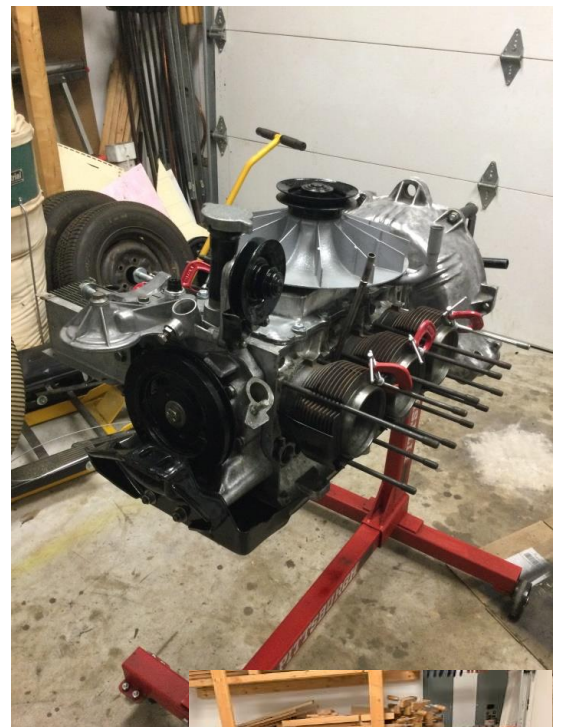
We certainly hope to see you there!

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

This is my 4<sup>th</sup> article and work continues on getting the 66 Corsa back on the road. As I said at the end of the last article, this month is engine month. When we last left the engine it was assembled up to getting the pistons and cylinders back on the block. The challenge I was having was getting the heads redone and getting them back so I could finish the assembly. Ultimately, I went back to the Corvair Ranch and retrieved the heads and took them to a local machinist. Ken Ellison, at Ellison Machine Shop in Glen Burnie did the work for me. I checked the valve and guides at home before taking him the heads and parts and he confirmed my thinking that the heads did not need guides, valves, or seats. This saved considerably on the job. After talking with him, he is very old school and very knowledgeable, we decided on a simple 45/46-degree valve and seat cut and not a 3-angle seat cut. I'm not going to race or run the engine hard and was not looking for a high-performance head job. So, after about 3 weeks the heads were done and back in my possession. Ken did great work, and I would recommend him.

The heads were installed with new head gaskets, flat surface towards the head and torqued to 32 ft lbs. I had one nut that did not seem like

it wanted to come up to that value, but after 2 weeks I went back to check on them and they all would hold at 35 ft lbs so, for now I was declaring success and moving on. Again, I don't plan on running the engine hard so time will tell if that is a good decision. Push rod





tubes with Viton O-rings were next and then exhaust logs. Ken Ellison has a U-tube video on valve adjustment that was my reference for presetting the valve. It was pretty easy to do and seems to have worked correctly without any valve clatter yet. You can also see the oil coiler in place, again Viton O-rings. Shrouds were next and oil added with ZDDP additive. Once the oil was in the engine, I fabricated a 3/8" rod with a flat end to drive the oil pump and get lubrication throughout the engine. The rod turns clockwise the same as the distributor. I ran the shaft with a drill for about 10 minutes to make sure all the lifters were full. Also connected a test light to the oil pressure switch to make sure it worked.

Using the timing marks on the harmonic balancer let me put the engine in Top Dead Center (TDC) and install the distributor with the rotor pointing the right way. It was a 50/50 chance if I was in a compression or exhaust position.

New pilot bushing, flywheel and pressure plate were next. There is plenty of information out there about that, so I won't bore you with that. Getting the engine down from the engine stand and onto an ATV lift was next and allowed the engine and transaxle to be manipulated to get them to come together. It took a little wrestling to get it all lined up, but I was successful. I had a friend come over and help one day and the engine was back in the car.



It took a number of days working through getting all the connections and gaskets installed but it was finally time to try to start the engine. 7 gallons of high test went into the tank and, low and behold, the gas gauge was showing gas in the fuel tank.



Unfortunately, the starter hung up in the cranking mode when I tried it and I needed to disconnect the battery to get it to stop. Turns out the Thrust Washer assembly was not in the starter. New parts from Clarks solved that.

On the second attempt to try to start it the Corvair gods smiled at me and, poof, the engine was running – and not to badly at that. The clutch as not adjusted right and needed to be redone, transmission shifter was not quite right, but on the bright side, the carburetors were working right and not flooding, chokes opened as the engine heated, rear lower thermostats worked and opened the rear doors. Things were looking up! The temperature gage came up, the tach worked.

The clock is still not working, not surprised, and the vacuum gage does not seem to work. I was able to get the car down from the last jack stands and take a short drive. Good news - no strange squeaks or rattles.





I've done more tinkering, and the brakes are now adjusted up tight and there is a good pedal, Clutch is adjusted better (probably some more to do on that) but it seems to chatter some. The engine is running better

but still seems to lope and needs more tweaking. I'm also not sure if the alternator is charging, need to check into that more. Temperature gage is

suspect on its reading (It's reading high.)



This will probably be the last article for a while as I hope to get the car out to a paint shop to begin that process. I'm not rushing it but expect it to be a 6-month process. Lots of parts to clean and collect for when it gets back. Please reach out if you have questions or would like to talk about some details that I have not included.

## News from the Corvair Center Forum

CORSA is pleased to announce that the upgrade of the Corvair Center Forum (CCF) is ready to use. This site ( [www.corvaircenter.com](http://www.corvaircenter.com) ) is an important site for Corvair owners to learn and share information. Led by Alec Carlson, with input from moderators and users, the upgrade makes use of the latest industry standard software to provide improvements such as:

- The new Forum site is secure.
- Ability to embed videos.
- Easier uploading images and attachments
- Place links to the attachments in the body of the post
- New and improved user interface
- Faster web page displays
- Powerful search engine
- CORSA updates and information

Everyone, including current users, will have to have a new password. Check the FAQ on the CORSA website under "CORSA Headlines."

## Tech Tips

**6 Tips for Using Jack Stands:** This is a quick summary of tips provided by Kyle Smith in the September issue of *The Aircooler*, the newsletter of the Detroit Area Corvair Club.

1. Buy Once, Cry Never. Don't let price be the driver for selecting jack stands. Buy from a reputable source, picking ones with a sturdy, wide base. Ideally, they will have a secondary means of locking their height. (Harbor Freight had a major recall for jack stands that could fail under load!)



2. Size Appropriately. All new (post 2015) jack stands are rated as **pairs**. So those “three-ton” jack stands are actually only 1.5 tons each! And of course, you should never load them to that limit.
3. Trace the Load Path. Where you place them is at least as important as their actual load rating. Check your owner’s or service manual for proper lift points. If you can’t find that information, do a little critical thinking and imagine just how the load will be distributed by the car.
4. Do a Shake Test. Now that you’ve got your project car up in the air, SHAKE IT! Make sure your foot or anything important isn’t under it, go to a corner of the car and give it a good push to make sure it is stable, and the jack stands aren’t going to shift as you push and pull things while you are working under the car.
5. Buddy System. While it isn’t very macho while you are doing something simple such as changing the oil, be sure to tell someone that you are going to be under the project for a while. If they don’t hear from you, at least there will be a chance they can get help if you are trapped! And keeping a phone within reach or a “smart speaker” you can yell at is a good idea.
6. Cribbing Away that Sinking Feeling. Consider the surface you are working on. Motorcyclists are familiar with the peril of asphalt. Set the bike on its kickstand on hot asphalt and come back to find the bike laying on its side. Be sure your jack stands, or any other supports, have a sufficiently broad support area and if on a soft surface, put something like a board under it.
7. Have Secondary Support. (I know, the title said 6 tips; this was added by the Editor) Just because you have the Rolls Royce of jack stands, don’t totally depend on them. Put something else under the car thick enough to keep you from being crushed – a spare tire for instance – that can act as a final line of defense if the vehicle does come down. You might end up pinned, but hopefully not be killed...

**Any Rubber Fuel Lines in the Engine Compartment?** A picture in the September issue of the *Flat Six Journal*, the newsletter of the Mid-Continent Corvair Association, was a reminder to take a good look at any and all fuel lines in your Corvair’s engine compartment. There’s at least one rubber hose, where the fuel line enters the engine compartment. The picture was of a fire that occurred on a ’63 Spyder; the car and engine were saved, but what a mess. Check the lines carefully and if there is any doubt or if the rubber lines are just old, get new gasoline rated hoses and replace them!

## Out of the Past

Robert Winokur forwarded this link: <https://www.curbsideclassic.com/uncategorized/vintage-review-motor-trend-tests-the-1965-corvair-corsa-comfort-space-and-performance/>. It’s a review of the January 1965 Motor Trend review of the new-for-’65 Corvair Corsa turbo. It includes the original article and includes the comments “Superb Handling, Comfort, And Performance”. Worth a look!

## 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 Spyder 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 Spyder, \$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



**Clark's**  
Corvair Parts®

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**The Baystate Corvair Club Fall Classic  
is back at Clark's Corvair Parts!**

Saturday, September 16th from 9:00AM to 3:00PM

RAIN or SHINE at

Clark's Corvair Parts  
400 Mohawk Trail (Route 2)  
Shelburne Falls, MA 01370

Come join us for a fun Corvair-only car show and help us celebrate 50 years serving the Corvair community! We have had 75-100 Corvairs at our last few shows. Call is hoping we can squeeze 130 Corvairs in at this show! Preorder parts to pick them up at the show! (See below)

Clark's will have a large display of parts for sale. There will be tours of the Clark's facilities happening throughout the day. Food will be available on the premises. Call will be presenting a slideshow with the 50 year history of Clark's Corvair Parts.

NO Trailers, NO Alcohol and NO Pets  
Limited parking is available for non-Corvair vehicles. You can park along the side of the state highway but all tires **MUST** be completely off the asphalt.

**PREORDER NOW to pick up your parts at the show!**

You can place the order online, over the phone, by email or fax. Just say the order is to be picked up at the show. All orders placed at the show and picked up at the show get a 10% discount when paying with cash or a 5% discount when paying with a card or check **PLUS** Clark's is covering sales tax **AND** you save shipping costs!

**PLEASE PREORDER!** You can place an order at the show but we have limited staff available to pull orders the day of the show. The more we can have ready ahead of time, the better!

Upholstery and interior items **MUST** be ordered by September 1st to be able to pick them up at the show. All other preorders should be placed before September 12th to make sure we can get everything ready.



**Corvair Vindication Day at Ralph Nader's American Museum of Tort Law.  
Frank Winchell was the senior GM engineer who defended the Corvair.**

See: <https://www.hemmings.com/stories/2020/03/22/how-frank-winchell-defended-the-chevrolet-corvair-in-his-own-words>