



Group Corvair Comments

GROUP CORVAIR'S NEWSLETTER FOR THE NATIONAL CAPITAL AREA



VOLUME LI, No. 10

October 2023



Cookout at the Shiffler's; Mark and Dorothy are out of the photo performing host duties.

CALENDAR OF COMING EVENTS

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.
- 28 – **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 p.m.

November

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

December

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

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From the Oval Garage

Bob Hall

Tropical Storm Ophelia bumped our September face-to-face dinner meeting from September 23 to the 30th which provided a beautiful evening for dinner and conversation. Jim and Marolyn Simpson, Jerry and Diana Yates, Ron Fedorczak and Eileen Clegg, Carol and I joined Mark and Dorothy Shiffler at their lovely home above the Magothy River for a cookout. (We almost got Bob and Monica Walker to cross the Potomac to attend, but other obligations kept them away) Dinner was marinated chicken and brats that the Shifflers provided along with a selection of side dishes, salads and desserts brought by the other club members. The weather was perfect for eating out on their deck overlooking the river.

Along with dinner, the Shifflers gave us a house tour and a chance to see his 1966 Corsa project. The car is just about ready for the paint shop and is very solid mechanically.

I was 15 minutes late for our September Zoom meeting because my laptop wouldn't cooperate, so Carol and I joined on my phone. Marolyn's minutes are below. Out-of-town family obligations will keep me and our Greenbrier from the fully subscribed Rockville show. But Amanda Knox allowed me to switch my registration with Byron LaMotte so he can bring his 1963 VW Karman Ghia. He'll take my place on the field and along with Marolyn, try to keep some order in the lineups. Yes, I would have preferred Byron's 1966 Fitch Sprint that showed so well at the Audrain Newport Concours, but the Karman Ghia does have an air-cooled engine at the rear and the VWs are in the next row.

Byron was also an organizer for the Oxford, MD Community Center Road Rally on September 16th which Jim and Marolyn in their '66 Corsa turbo and Jerry and Diana in their '66 Yenko tribute coupe attended. See below for more info.

I heard from Andria Raine with some helpful info on the Greenbrier floor mats I got from Steve Spilatro. Andria also shared a photo of her good looking white with red stripe Greenbrier.

I've been using my battery powered impact wrench on rusty suspension parts. This is a quantum leap from using my breaker bar, liquid wrench, propane torch, and muscle power. I'm not getting soft, just smarter ever since I tore my right shoulder rotator cup last December.

A reminder to Group Corvair members that if you ever find yourself in need of a tool that you don't have, let me or Jim know as we probably have that special tool available for short term loan.

We would like to have another face-to-face meeting for lunch or dinner in October or early November, so we are open to suggestions. It might be time to revisit the Beijing of Greenbelt—say Saturday October 28th. Let us know if you can attend.

Hope to see you all at our October Zoom meeting.

Minutes of the September Virtual Meeting

Marolyn Simpson

On September 19, eight Group Corvair members started logging into the Zoom business meeting at 7:30. The main topic of conversation was the upcoming Eastern Shore rally that Byron LaMotte has been working on. According to the registration forms there should be a good mix of cars including five Corvairs.

Bob Hall was delayed a bit by a balky laptop and finally called the meeting to order at 7:57 pm while using his cellphone. The minutes of the August meeting were approved as they appeared in the newsletter.

Jim Simpson gave the treasurer's report. The transfer from Bank of America to Truist Bank went well and is now complete, although we still need to get another officer's signature on the account.

According to Bob Walker, who had attended the event, Dave Edsinger had raced in the recent SCRA event at Summit Point and finished high in the standings – in the top 10. He drove his Yenke Stinger.

Byron is interested in converting a Corvair from gasoline powered to electric. Rob Neighbour said he knows someone in Laurel who has done electric conversions and might be a good contact.

Byron is planning to participate in the Audrain Concours in Newport, RI. He will enter his Corvair Sprint.

The next club social event will be a cookout at Mark Shiffler's home (174 Dividing Ct., Arnold, MD) on Saturday, September 23, starting at 4:00 pm. The menu will be marinated chicken breasts and brats which Mark and Dorothy will supply. Participants are asked to bring side dishes and desserts.

Mike Coale has recently acquired a couple of Spyders and is ready to sell them to a new home.

The Rockville show is coming up soon – October 14. Rob plans to bring his '67 Corvair. There should be a good showing of Corvairs on the field.

We are considering another in person dinner in October. Suggestions are welcome.

Jerry Yates shared a tech tip regarding using clay bars for final cleaning of your car's paint. The manufacturers all recommend that you use their brand of detailing spray as a lubricant. Jerry has found that you can use water and it works just fine.

The meeting ended at 8:56 pm.

A Corvair Takes the “*American Post-War 1955 - 1980 Class*” at Audrain Concours

Byron LaMotte

First, what is the Audrain Concours? The Audrain Concours is a very high-end event organized by the Audrain Museum in Newport, Rhode Island. Jay Leno and his sidekick, Don Osborne (Audrain Group President and past executive at Cadillac) pioneered this concours to be the Pebble Beach of the east coast. Participation is by invitation only, subject to scrutiny by the selection committee. They have now completed four fabulous events and it promises to have a strong future.

This year's concours was a two-day event, starting with a tour on Saturday around the environs of Newport. While it was in the rain, that didn't discourage these car enthusiasts from driving their priceless vehicles and wowing the spectators. Sunday broke as a beautiful sunny day and the show cars were on display on the lawns of the “Breakers” mansion with the Atlantic Ocean as our backdrop. Quite lovely!

How does a Corvair fit into this highfalutin group? I submitted my 1966 Sprint by Fitch in hopes that they might consider it since it has a good story and car people love a good story. This car was a high school graduation gift

from my parents that went away then came back (long story for another time). The organizers appreciated the story and the uniqueness of my car as they are rarely seen with only very few survivors. I was thrilled to receive an invitation, so I made plans to attend. What's not to like about Newport?

So, what class do you put an odd-ball Corvair in? They decided on the American Post-War 1955-1980 class along with some pretty stiff competition including a 1956 Packard Caribbean, 1957 Ford Thunderbird, 1960 Nash



Metropolitan, 1961 Studebaker Hawk, 1963 Ford Thunderbird, 1964 Corvair Monza sedan (excellent example), my 1966 Corvair Fitch Sprint, 1966 Lincoln limousine, 1967 Corvette coupe big block, and a 1973 Buick Grand Sport. Many of these cars are owned by some very noted (and well-to-do) collectors!

But it was my Corvair Fitch Sprint that won the class – a major achievement to win **Best in Class!**



Byron LaMotte Receiving His “Best in Class” Award for His ‘1966 Corvair Fitch Sprint

I was told some of these cars were owned by noted collectors thus it was quite an achievement to win BEST IN CLASS.

The **Best of Show** was a gorgeous 1936 Delage D8-120 brought over from Switzerland by Fritz Burkard.

Interestingly, Jay Leno has a soft spot for Corvairs (with three that I know of in his stable) and likewise with Don Osborne since his first car was a Corvair. I also had a chance to chat with Bill Warner, the founder of the wonderful Amelia Island Concours, and he too is fond of Corvairs and is currently restoring an early convertible turbo. While many fantastic cars have passed through Bill Warner's hands over the years, he loves his Corvair.

Nick Schorsch, a major figure in commercial real estate with a reputed net worth in excess of a billion dollars, is the financial sponsor behind the Audrain Museum. He's an avid car collector and his car collection is supposedly in the vicinity of 600 cars. That should make your wives feel better that you haven't gone completely nutty.



What is the impact of this win on our Corvairs? Considering that some of the more important guys in the car world have an affection for our marque, the visibility of my recent win may advance the chatter around the kitchen table about Corvairs and further boost the appeal of these unique and wonderful cars.

Group Corvair BBQ at Mark Shiffler's Home

Mark and Dorothy graciously offered to host Group Corvair at a cookout at their home on "Buckingham's Cove" just off the Magothy River, one of the many tributaries of the Chesapeake Bay. Their house has a wonderful deck overlooking the water, perfect for an outdoor cookout.

Unfortunately, the weather didn't cooperate with our first date choice – hurricane/tropical storm/tropical depression Ophelia decided to pay a visit. And while we could have eaten indoors, it wouldn't have been the same. One week later and the weather was perfect!

The Shiffler's provided our choice of marinated chicken breasts or brats (or both – which I think most chose) cooked on their outdoor grill. The other club members brought a wide variety of side dishes and delicious desserts which everyone shared. The dinner was delicious, and everyone ate their fill.



Mark & Dorothy joined us for this photo.



Since this photo, Mark has essentially completed the mechanical work and gone for test drives. Now it's getting ready for body work and paint!

Our hosts provided us with a tour of their lovely home, pointing out how it had been expanded and modernized over the years. It has great views for sure. In addition, we spent some quality time checking out Mark's "garage find" '66 Corsa coupe. As you've seen in earlier newsletters, he's pretty much completed all the mechanical work needed and gotten it to the point where he has made test runs. One nagging problem has been the idle; it wouldn't go down as far as it should even



Group Corvair Brain Trust discussing Mark's '66 Corsa



Marolyn Simpson, Eileen Clegg, and Dorothy Shiffler

though the idle speed screws were completely backed off. But since the cookout, Mark solved the problem – see the Tech Topic later in this newsletter.

To Grandmother's House We Go!

or Corvairs Participate in the Oxford Community Center Fund Raiser Road Rally

Jim Simpson

Automobile Road Rallies have long been described as “a trip to Grandmother’s house where you don’t know where it is, you don’t know how to get there, but you have to be there on time.” Well, this year’s Oxford Community Center’s road rally wasn’t quite like that. They did tell us where we were going, they did give us directions, and there really wasn’t any exact time we had to be there. Instead, we had to follow directions while paying a lot of attention to our surroundings. Group Corvair’s own Byron LaMotte was a major organizer and route planner for the rally.

This was the fourth annual road rally set up to raise funds for the Oxford Community Center. It’s become a major event on the Maryland Eastern Shore’s automobile enthusiast’s calendar, attracting some serious classic and sports cars. This year the entries ranged in years from Peter Stifel’s 1910 Thomas Flyer 7-passenger tourer to Frazier Thomas’s 2022 Cadillac CT5-V Blackwing with a few other cars thrown in such as a ’32 Ford 3-window coupe, ’67 VW Bus, 2006 Bentley Continental GP, ’71 Jensen Interceptor, and a 2015 Lamborghini Huracan. And they came from hundreds of miles around including a ’74 Lancia-Italia Monte-Carlo rally car that came down from New York! Oh, yes, and there were **five** Corvairs – three Corsas, one Yenko Stinger and a Super Spyder replica. Three of the Corvairs belonged to Group Corvair members; Marolyn and I drove our ’66 Corsa turbo coupe, the Stinger was Diana and Jerry Yates’ car, and Byron LaMotte drove his Super Spyder.

Bright and early on Saturday, September 16th, we all met at the Oxford Community Center for a breakfast snack. Given the number of cars entered – 85, well above the planned 60 – they started us all out en masse rather than individually. We followed Byron’s well-planned route that began with a parade lap of downtown Oxford and then out into the beautiful back roads of Maryland’s Eastern Shore.



Initially we were all bunched up which made route keeping simple. But there was a catch! We were also supposed to count some things as we drove – all the “25 MPH” signs, all the railroad crossings, and all the farm silos. The

first didn't seem hard, but just you try it while concentrating on the next turn "Right at Stop on Main St.". There seemed to be hundreds of them! I'm sure we missed a couple of the 25 mph signs as we turned out of the Community Center parking since we were focused on traffic. And farm silos! These are the old-fashioned ones designed to ferment feed as silage, not to be confused with either grain storage bins or chicken feed bins of which there are plenty on the Eastern Shore. So, we were constantly scanning the horizon for silos and debating if that was a silo, a grain storage bin, or did abandoned silos still count. In any case, we did come up a few signs and silos short at the end of the day.



Pit Stop!



End of Rally

workshop and other exhibits. From there we drove to Signals Grille & Deck at Skipjack Cove in Georgetown for lunch and awards.

Signals restaurant is located right on the water, on the Sassafras River, one of the numerous creeks that feed the Chesapeake. Did I mention that the weather was just about perfect? Bright, sunny, cool, low humidity? Byron and the other planners are to be commended for ordering it up! The lunch was a buffet with crab cake, beef, and chicken sliders along with salad and desserts. Excellent.

The rally closed with various awards and a charity auction. We missed several 25 mph signs and silos, so we weren't in the running for prizes, but it was a great experience along with fascinating cars and interesting people.

If you'd like to have a glimpse of the cars, there's a video featuring clips from a drone available. Search for "Oxford Community Center Rally 2023" and you'll find links on YouTube and other sites.

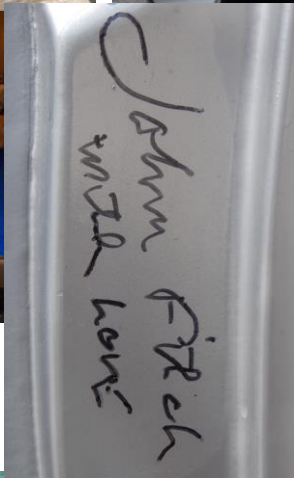


The rally ended at the Massey Aerodrome Museum in the upper reaches of the Maryland Eastern Shore. There we got to take a look at a vintage DC-3 and a Russian Antonov An-2 biplane along with the



Ron & Eileen Go to the CORSA Convention

Ron took over 1,000 pictures! Here's a very small sample:



Tech Topics

Vacuum Leaks Can Be Tricky!: Mark Shiffler is restoring a garage find '66 Corsa. He's largely completed the mechanical work and is getting the car ready for body work and paint. But in the meantime, he's finishing tuning the engine. For some reason, he's had a hard time getting the engine idle down to where it should be – it refused to idle at less than about 850-900 rpm no matter how far out he screwed the idle speed screws.

This is an obvious sign of a vacuum leak, but where? He'd gone over all the hoses – they were good – and the carbs were snug on new bases and gaskets. It wasn't until out of frustration he pulled the carbs off and then noticed that the balance tube moved freely when he touched it. The rubber hoses at both ends of the balance tube, while snug on the balance tube were loose on the tubes to the intake manifolds. A pair of hose clamps and the problem was gone!

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. (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.

(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 (8/23)

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



'65 Corsa Body

– 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. (5.23)



'65 Corsa Convertible



'67 Convertible

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

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.

OCTOBER SALES

October 1-October 31 Prices shown on website have been discounted to the sale prices.

This month, Clark's Corvair Parts is discounting the following:

- | | |
|-----------------------------------|---------|
| • All Emergency Brake Cables | 15% Off |
| • PG Shifter Cables | 15% Off |
| • Clutch Cables | 15% Off |
| • '61 through '69 Owner's Manuals | 20% Off |



Byron's Super Spyder at Oxford Community Center Rally