



Group Corvair Comments

GROUP CORVAIR'S NEWSLETTER FOR THE NATIONAL CAPITAL AREA



VOLUME LII, No. 7

July 2024



Sully Plantation Show – 1st in '65 – '99 Chevrolet Class

CALENDAR OF COMING EVENTS

July

10 – Group Corvair Social Meeting. 7 p.m., Nonna Angela's Italian Restaurant, 2225 Defense Highway, Crofton MD. Bob Hall is making the reservations so if you plan to go, be sure he knows. hallgrenn@aol.com 301-213-9852.

16 – Group Corvair On-line Meeting. 7:30 p.m. Link details will be sent out the weekend before; check your email. We've renewed our subscription to Zoom; hope to see everyone on-line!

20 – NECC Motorsports High Performance Driving Event – Pocono South Track. Info:
<https://tinyurl.com/mw6hzray> or <http://www.neccmotorsports.com/>

21 – 26 – Corvair International Convention, Dayton, OH. The 21st and 26th are not officially part of the convention, but the host club includes them in their schedule. <https://www.daytoncorvairclub.com/gallery>

August

20 – Group Corvair On-line Meeting. 7:30 p.m. Link details will be sent out the weekend before; check your email.

September

17 – Group Corvair On-Line Meeting. 7:30 p.m.

21 – Corvair Day! 45th Corvair Day, 9 – 3, Eastern Museum of Motor Racing, 100 Baltimore Rd., York Springs, PA. (This is just off US-15 north of Gettysburg.) \$12 to preregister at: <http://www.centralpacorvairclub.org/>

21 – 48th Annual Edgar Rohr Memorial Car Meet, Manassas, VA. For info: <https://bullrun.aaca.com/rohr-show/>

October

15 – Group Corvair On-Line Meeting. 7:30 p.m.

19 – Rockville Antique and Classic Car Show. Glenview Mansion at Rockville Civic Center Park, 603 Edmonston Drive, Rockville, MD. Cars must arrive between 8:30 and 11:00 a.m.; spectators from 11:00 a.m. to 3:30 p.m. You **MUST** pre-register for this show if you want to show your car!

GROUP CORVAIR 2024 OFFICERS and Points of Contact

President: Bob Hall

4612 Franklin St., Kensington, MD 20895
301-493-8405 HallGrenn@aol.com

Vice President: Mark Shiffler

174 Dividing Ct., Arnold, MD 21012
443-770-4719 mshifhty@gmail.com

Secretary: Marolyn Simpson

3845 Wayson Road, Davidsonville, MD 21035
301-262-0978 or 240-232-2820
MarolynSimpson1@gmail.com

Treasurer: Jim Simpson

3845 Wayson Road, Davidsonville, MD 21035
301-262-0978 or 240-232-2820 simpsonj@verizon.net

Newsletter Editor: Jim Simpson

3845 Wayson Road, Davidsonville, MD 21035
301-262-0978 or 240-232-2820 simpsonj@verizon.net

From the Oval Garage

Bob Hall

Happy Independence Day! May you spend at least part of the holiday driving your Corvair.

I postponed our June social dinner get together because of a severe weather advisory—which proved to be overly cautious—but we have rescheduled for Wednesday, July 10th rain or shine—note that we have changed the time to 7:00 pm to allow extra time to deal with traffic. 16 club members RSVP'd for the June meeting, and we hope at least that many can attend to enjoy good company and good food on July 10th.

Please RSVP me at 301 213 9852 or at hallgrenn@aol.com

*Nonna Angela's Italian Bistro
2225 Defense Highway A
Crofton, MD 21114*

7:00 PM, July 10, 2024. Restaurant phone number: 443-584 4038

Mark Shiffler is making real progress on his carburetor rebuilds and should be able to show his '66 Corsa by the end of this month. We're open to a tech session for the final balancing of his four carbs if needed. Mark has recreated a beautiful Corsa.

Barry Grofik called to discuss his current project. He has been surveying his '66's front suspension prior to ordering parts, but he wants to be sure he has everything necessary on hand before his mechanic does the work. We

agreed on a tech session later in July and Jim and Marolyn Simpson have offered their garage for the work. We should have a date by July 10th so be on the lookout for an email with details for date and time.

I will have the latest details on the 2026 Gettysburg Convention for our next Zoom business meeting. I plan to travel to the planned location again before August to take photos and survey the area. If anyone else is interested in doing the same thing let me know.

Hope to see all of you soon.

Minutes of the June Virtual Meeting

Marolyn Simpson

On Tuesday, June 18, 12 Group Corvair members started logging into the monthly Zoom meeting at 7:30 pm. This may have been a record turnout. Bob Hall, GC President, called the meeting to order at 7:36 pm. Bob H. made a motion to accept the minutes of the May meeting as they appeared in the newsletter; Jim Simpson seconded the motion.

Jim gave the treasurer's report; expenses were for the pizzas provided at the recent tech session, and for the renewed subscription to Zoom. Income was dues from a new member – Randal Ricktor.

Bob H. thanked Jerry Yates and Marolyn Simpson for making a cross-county trip to pick up the pizza for the recent tech session to work on Mark Shiffler's steering box. (Jim had picked the wrong location to order the pizzas.) Mark then brought us up to date on the progress he has made on his car after the tech session.

Carl Kelsen described GM in Australia in the 60's. Back then, it was a major enterprise and employed about 25,000 people. He was getting ready to fly to the US the next day with plans for some sightseeing and to attend the CORSA and Chevrolet Impala conventions in Dayton. He's a featured speaker on GM's operations in Australia.

Bob H. said that several folks have continued to express interest in seeing Pete Frailey's V8 car. Lee Hamilton (who currently owns the car) is still recuperating but plans to host us at a future date.

On August 14 there will be a Zoom meeting for those working on the 2026 national convention in Gettysburg. Group Corvair members will help with the events.

Mark is having a problem with the carburetor in his car. The major problem seems to be an erratic idle with some other odd behavior. He currently has the carbs off the car and plans to install just the primaries with block-off plates for the secondaries to see if he can get at least the primary carburetors sorted out. Bob suggested that we need another tech session to fix the problem. A discussion followed resulting in several suggestions for Mark.

In the past Dave Edsinger has had good luck with his race car and it has been reliable. In his last race his luck changed, and he got towed off the field. At the time of our meeting, he hadn't looked at it since the race, but planned to check it out soon. (He was pretty sure he had a broken crankshaft.) The SRVA meet at Summit Point is coming up August 16 – 18 with a Corvair-only race included. Dave said that race should be on Sunday, the last day of the meet. There may be several Corvair folks getting together to go up there.

Bob said he was trying to organize another in person dinner soon. Two possibilities are Nonna Angela's in Crofton or Beijing of Greenbelt. [Note: It is currently scheduled for 7 p.m., Wednesday, July 10 at Nonna Angela's.)

Carl has been having a problem getting his Corvair started. He believes it is most likely overly tightened valve lifters. (He says he has fuel, air, and spark, the ingredients needed to make a car run.) This led to a discussion on the best way to adjust valve lifters. There was a general agreement that the "cold" method works just fine, but it does require a fairly delicate touch to be sure you aren't tightening the valves too much. There was general discussion of just how much preload was correct – about ½ turn from initial contact seems to be about right.

Jerry Yates recently attended a stock car race with his son; he enjoyed it very much. He also participated in a weekend car show at the Mid Atlantic Community church in Gambrills, MD but did not receive an award. He noted that the event had drawn about 50 – 75 cars last year and has greatly expanded to something like 300 or more this year.

Jim and Marolyn went to the Sully Father's Day show in Chantilly, VA. This show is limited to antiques and classics and draws a wide variety of cars from all over the region. Since it is advertised as a "Father's Day" event,

many people bring their dad or granddad to the show so there was a large turnout. They won first in class for Chevrolet – 1965 through 1999.

The meeting wrapped up with a general discussion on numerous topics.

The Zoom meeting ended at 9:07 pm.

Sully Plantation Father's Day Show – 2024

Marolyn Simpson

Sunday, June 16 was Father's Day and that meant it was time for the Sully Antique Car Show. Jim and I have not been to many shows recently, so we were looking forward to this one. Although it was a bit hot, it was a beautiful day.

We had pre-registered for the show a couple of weeks before and were assigned to class 17 which was Chevrolet – 1965 to 1999. The beltway was amazingly clear of traffic early on Sunday morning, so we arrived at the show well before it opened to the public. That gave us time to set up before the throngs of visitors arrived. Class 17 was one of the larger classes, but there were no other Corvairs in it nor in class 16 (Chevrolet – through 1964).

As usual there were a lot of families taking dad out to see the old cars. We were located fairly close to one of the entrances so throughout the day we had a lot of visitors around our car. We received a lot of favorable comments and of course heard many Ralph Nadar comments. Most of the folks were really surprised and delighted when we showed them the pictures of us, the Corvair, and Ralph Nadar, as well as the book *Unsafe at Any Speed* that Ralph had autographed and given to us.

It was amazing how fast the day went. At 3:00 pm everyone gathered in front of the mansion to hand out the awards for all 30 classes. We took first place in class 17 and received a nice trophy.

Tech Topics

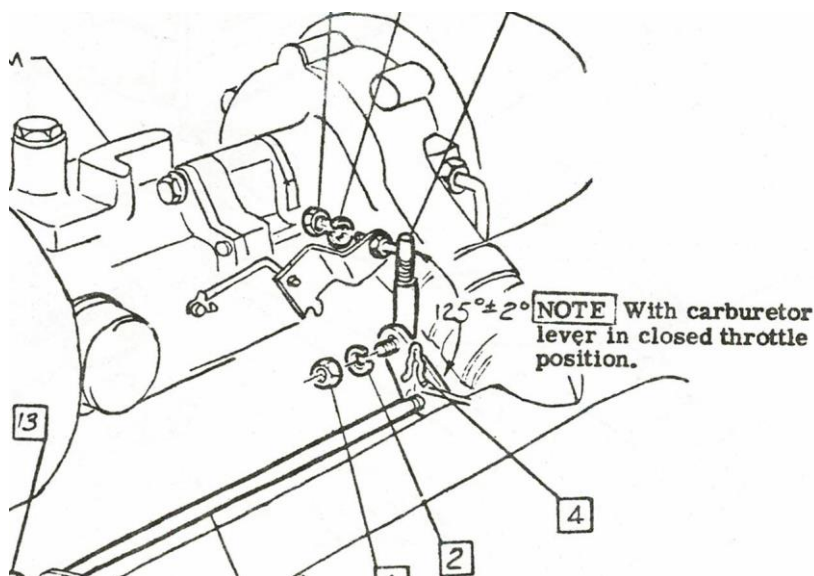
Jim Simpson

Turbo Hesitation: Bob McElwee gave me a call this week on Jerry Yates' recommendation. Bob is the relatively new owner of a '66 Corsa turbo. He picked it up out on the west coast and drove it home. Other than some issues with leaky and failing fuel pumps, apparently that trip went well. But he has had a couple nagging issues with the car.

The first was hesitation when first opening the throttle. This was occurring whenever the throttle had been closed, either at a stop or in the middle of a gear shift. The engine would momentarily hesitate and then pick up again. Since his and my cars are both turbos, he thought I might have some ideas on the issue. Well, as it turns out I did, I'd had the same problem. The turbo carburetor linkage is very sensitive to adjustment. The linkage is very simple with the pedal linkage connecting to a cross-shaft that attaches to the back of the chromed turbo intake pipe. The

cross-shaft in turn has a lever arm with an adjustable swivel linkage to connect to and move the Carther YH carburetor throttle shaft.

The swivel linkage must be adjusted "just right" to eliminate that off-idle hesitation. The shop manuals don't say anything about this, nor have I found any reference to it in the CORSA Tech Guide series. But if you consult the Corvair Assembly Manual (at least for the '66 model), there's a page (A12) in the UPC L87 option section (turbo engine option) that addresses the adjustment. The bottom line is that the vertical portion of the adjustable linkage should be at a 125-degree (+/- 2) angle



with respect to the cross-shaft lever arm. Since this is not mentioned anywhere else, over the years people adjust the linkage to all sorts of angles not realizing it is important. (As an aside, the stock setup uses standard nuts and lock washers. I'd recommend changing to self-locking nuts such as the ones to the right. That way you don't have to worry about them accidentally vibrating loose and dropping into the fan! And you can get them in stainless steel and polish them to match the stock chrome.)



Bob made that adjustment and voila, the hesitation was gone! I'm not exactly sure why that adjustment is so critical, but I speculate that it has something to do with the unusual accelerator pump used in the Carter YH carbs. They don't have the traditional plunger-style pump. Instead, they use a diaphragm pump that is operated by a combination of manifold vacuum and a spring-loaded mechanical link. I can only guess that makes it sensitive to how the throttle moves.

Bob reported that the hesitation was gone, that is until hot weather set in. It was still ok while the engine was warming up but once things got well heat soaked, hesitation came back. Bob called his "turbo builder guru" to see if he had any suggestions. (Bob has a trick turbo that combines an early exhaust turbine with a late intake compressor. It spools up more quickly to give some boost at low rpms, something I need to try.) His guru suggested removing the lower shrouds, the ones below the cylinder heads and cover the exhaust headers to lower engine temperatures.

Bob said that he hadn't been experiencing particularly high head or oil temperatures, but that he gave it a try. As others have experienced, the cylinder head temps dropped by about 50 deg F along with correspondingly cooler oil temperatures. But the hot weather, off-idle hesitation also went away!

Again, I can only speculate on the reason. I've owned my turbo since 1968. Way back then, I don't recall any hesitation issues, hot or cold. Lots of turbo lag, yes, but not off-idle hesitation. One thing that has changed over the years is the gasoline composition. Now 10% ethanol is just about universal as a gasoline additive. There are plusses and minuses to ethanol that are the subject of endless debate which we won't go into here, but I suspect that the addition of ethanol has lowered the boiling point of the gasoline. On modern, fuel-injected, engines, this may not matter much since the fuel being delivered to the injectors is under pressure which keeps it from boiling. On our "classic" carbureted engines, the fuel is at atmospheric pressure, sitting in a bowl, on a hot cylinder head. And on a turbo engine, it's worse – the carburetor is bolted right up to a turbocharger with the entire exhaust passing a couple inches away! (I've listened right after shutting down my turbo engine and can hear the burbling of boiling gasoline in the carb!) So perhaps dropping those head temperatures is helping keep the fuel temperature down just enough to keep it from boiling in the carburetor. That's my hypothesis anyway.

Vair Vendor

For Sale: Early and Late Parts:

'64 3.27 differential, \$40; '64 3.27 4-speed transaxle, \$100; '64 Sypder 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 Sypder, \$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)

For Sale:

60-61 Corvair distributor, used, complete, includes points, condenser, rotor, cap	\$75
2 Clark's fan belts C5790, new	\$12
Clark's Viton crankshaft seals, new:	
Front bellhousing seal	\$8
Rear housing seal	\$6
2 new Clark's rear brake hoses for 65 – 69 Corvair	\$20
GM AM car radio with faceplate for 65-69 Corvair, not working	\$20

Tune-up parts:

New WIX fuel filter 3/8 inlet/outlet	\$2.50
New Fram G15 fuel filter 3/8 inlet/outlet	\$2.50
New Borg Warner tune-up set for inline 6cyl GM includes: Ch-615 plug wires, A-120V point set, G-120A condenser	\$7.50

68-69 Corvair interior parts:

1 Dash pad, black, clean, very good condition	\$125ea
2pr Door arm rests, black, excellent condition	\$55pr
2pr Sun-visors, black, clean, very good condition, complete except vanity mirror missing from one visor, mounting plate still attached.	\$45pr
Door & rear side panel sets, Monza, black, cardboard intact, good condition, 1 left, 2 right side sets	\$75/set
Front shoulder harness set, driver and passenger, black, complete including: retractors and mounting bolts, webbing good condition but could use additional cleaning	\$75

NOTE: Period correct for shows, not recommended for general use due to age.

Contact Bob at bobrstn@gmail.com Shipping is extra (6/24).

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 – 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)

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Suspension Work***

Corvair Ranch

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



The photo above is from Bob Lewis. It's a mangled mess, the remains of Bob's sister-in-law's 1960 Corvair. She had purchased it new in January, 1960, near her home in Alabama. Her aunt "B" and uncle wanted to come up to Maine to visit Jane and Bob that spring and borrowed her new car for the drive up from Alabama to Maine. Two days into the trip, on May 6 in Southbridge, MA, two girls driving a 1947 Plymouth came across the yellow line and hit the Corvair nearly head-on.

One of the girls was killed, the other injured. Jane's aunt "B" was hurt and thrown into the back seat, and ended up in the hospital for about two weeks. Jane's uncle, the driver, was critically injured with broken ribs, a collapsed lung, broken shoulder, broken nose, and more. He was hospitalized for well over a month. As you can see, the steering wheel was pushed well back into the driver's space!

Remember, this was long before seat belts, shoulder belts, air bags, and collapsible steering columns! So the next time you hear about criticisms of Ralph Nader and the automobile safety movement, keep this picture in mind.
Jim Simpson

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400 Mohawk Trail, Shelburne Falls, MA 01370

www.corvair.com

Check out Clark's "What's New" page for their newest offerings. There is some interesting stuff there including a modern replacement for the "guts" of the Spyder and

Corsa tachometers. Coming soon is an electronic replacement for the standard, Spyder, and Corsa speedometer/odometer as well as a new mechanical fuel pump.



New Corvair Bodies in the Fisher Body Plant.