



# Group Corvair Comments

GROUP CORVAIR'S NEWSLETTER FOR THE NATIONAL CAPITAL AREA



VOLUME LII, No. 9

September 2024



*Welcome Lorenzo Church to Group Corvair!*

## CALENDAR OF COMING EVENTS

### September

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

**21 – Corvair Day!** 45<sup>th</sup> 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/>

**22 – Group Corvair “Dinner on Buckinghams Cove”** 4:00 p.m. until we’re done. Mark & Dorothy Shiffler have offered to host an evening cookout for Group Corvair at their home at 174 Dividing Court, Arnold, MD. Mark is smoking pork butts for pulled pork along with chicken as the main course. And we’re going to have some “home movies”. Assuming the projector works, we’re going to take a look at some movies the late John Moody took in Japan in the early 1950’s. Some vintage sports car racing and ???

## 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!

## November

**19 – Group Corvair On-Line Meeting.** 7:30 p.m. Nomination of officers for 2025.

## December

**17 – Group Corvair On-Line Meeting.** 7:30 p.m. Election of officers for 2025.

## GROUP CORVAIR 2024 OFFICERS and Points of Contact

**President:** Bob Hall

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## From the Oval Garage

**Bob Hall**

First things first. The Rockville Antique and Classic Car Show is October 19th and there are very few tickets remaining. Group Corvair has been a sponsoring club for decades, so we want to ensure a large turnout. If you register online by September 11th the price is \$10.00 (plus a small payment processing fee of \$2.51). If you have a nice Corvair (or if you have strayed from the fold and have another nice antique or classic car) that is model year 1999 or older it is eligible. If you aren't sure that you will be able to come register anyway—the fee is not refundable, but you'll be supporting one of America's best low stress car shows. See you there (with or without your Corvair). <https://www.rockvillemd.gov/667/Rockville-Antique-and-Classic-Car-Show>

Covid postponed our tech session to survey Barry and Barbara Grofic's 1966 Monza's front end, but we hope to reschedule it soon. The Grofic's mechanic will be replacing all the worn parts on the front suspension and steering linkage once we have identified them. We plan to service and adjust, as necessary, the steering box as well to ensure that the whole front end is as good as when it came from the factory after all repairs are finished.

Group Corvair's September social gathering will be on the 22nd at 4:00 pm. Mark and Dorothy Shiffler have graciously agreed to host the event at their home: **174 Dividing Court, Arnold, MD 21012**

We will need your RSVP by **Friday, September 20th** to be sure we have enough food and drink for all.

At our August zoom meeting Group Corvair members discussed the on-going planning for the 2026 CORSA convention to be held in Gettysburg and some members volunteered to help with the auto cross. There was also discussion about GC leading planning for particular events as opposed to just providing volunteers. Tom Rahochik and Dianna Moy of Mid Maryland presented a well thought out data base for events/volunteers that prevents the chance someone could be assigned to two events at the same time and keeps everything updated instantly. Emphasis was also placed on having enough time between events to allow visitors to get from one to the next easily.

*(Editor's note: One of the complaints about the recent convention was that with a 4-day event, there wasn't enough time to get everything in. The 2026 Gettysburg convention is planned for 5 days.)*

We welcome member input to aid planning for the 2026 convention. What things went well and what could have been improved at the last convention—or any convention that you have attended in the past? Please let Mark, Jim or me know.

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

### **Marolyn Simpson**

Six Group Corvair members logged into the 7:30 p.m. Zoom meeting on Tuesday, August 20. At 7:40 Bob Hall, president, called the meeting to order. Jim Simpson gave the treasurer's report—no income or expenses during the last month. Mark Shiffler made a motion to accept the minutes of the July meeting as they appeared in the last newsletter.

Bob H. said he had talked to Lee Hamilton again and once again Lee said he will let us know when we can visit to see the V-8 Corvair that had belonged to Pete Frailey.

We have planned an upcoming tech session with Barry Grofic. He is planning on having the front suspension rebuilt and wants to make sure he has all the needed parts. There was a discussion on various possibilities of things to check out and it was agreed that during the session we should also check the steering box. That's not something the normal mechanic knows much about. *[Note: This tech session was cancelled due to illness.]* Bob suggested that we have a tech session where we check the steering boxes on other members' cars.

Mark brought us up to date on the work he has been doing on his car and informed us that it is running better now. Mark and Dorothy will host a dinner for the club at their home (174 Dividing Dt., Arnold, MD) on September 22. We need to start getting a head count of how many plan to attend.

Jim gave an account of the convention in Dayton and our visit to various museums including the Carillon Historical Park, the British Transportation Museum as well as the US Air Force Museum.

The previous week there had been a Zoom meeting to discuss the 2026 Gettysburg CORSA convention. They have a database for those working on various events. Discussions included: designs for the awards are in process, we may use food trucks at some of the events, and the Corvair Ranch may have an open house during the convention but not actually as part of the convention. There will be an October meeting at the convention hotel to take a look at the facilities and make sure the hotel management agrees.

Several tech items were discussed. Jerry Yates offered to help refinish several Corsa dashes, Jim has an idea for dimmable LED instrument panel lighting, Bob Walker has put some LEDs in the dash of his car, and the benefits (and cost) of Kevin Nash's new Corvair fans. *[Editor: For those of you who are not familiar with these new fans, take a look at this site: <https://corvaircenter.com/forum/viewtopic.php?t=1171004> These fans offer both better cooling and reduced power consumption, but at a premium price – think in the over \$1,000 range. I'm not sure of their current availability; apparently, they are manufactured in batches once a sufficient number of orders is placed.]*

Jim reported on several cars, including a Sunbeam Tiger, that are a barn find in Clinton, MD.

There will be five Corvairs participating in the Summit Point races. Several folks from the Northern Virginia club are planning to go.

There was a discussion on Yenko Stinger racing. The Yenko group is quite active.

The meeting ended at 9:02 pm.

## **Group Corvair Dinner on Buckinghams Cove**

As noted in the calendar, we're having a club dinner at Mark and Dorothy Shiffler's home – 174 Dividing Court, Arnold, MD – on Sunday, 22 Sept. We'll start at 4 p.m. and go until we're done. Mark is graciously supplying smoked pork and BBQ chicken but asks that everyone else help out by bringing a side dish, appetizer, or dessert to share. The Shifflers will supply drinks and other necessities.

Please email ( [mshifty@gmail.com](mailto:mshifty@gmail.com) ) or call (443-770-4719) to confirm you are coming and coordinate what you are bringing.

And also, as noted in the calendar, we're going to try to watch some of John Moody's "home movies" that he took while he was in Japan in the early 1950s. Some of the footage is of sports car racing, but there are also scenes from more or less traditional Japan in the immediate post-war era. Hopefully his projector still works!

## Tech Topics

### Jim Simpson

**Allan Lacki – Complete Shift Linkage Repair!** (Adapted from the September 2024 issue of the Lehigh Valley Corvair Club's *the fifth wheel*.)

Rebuilding Corvair shifters is one of my specialties! The following is for 1965 to '69 Corvairs. The shift linkage on earlier Corvairs is actually a simpler design. The linkage on later Corvairs has an extra link, sometimes called a "stabilizer" to help keep the trans in gear.

1. On a '65 to '69 Corvair, the shift tube consists of an outer tube and an inner tube. The shop manual refers to the inner tube as a "rod assembly", but it's really a tube, so that's what I call it in this article. Remove the tunnel pan covers and then remove the entire shift tube assembly from the bottom of the car. You will need to unfasten the rubber boots at the rear end of the assembly first. To remove the shift tube assembly from the car, you'll also need to detach the "link" at the rear of the tube. Often, the nuts that secure it are so rusty that you'll end up snapping off the threaded end of the rod, so be careful. But if you do, don't worry. You can buy a used replacement if you search around. Those links come in two lengths, so beware!

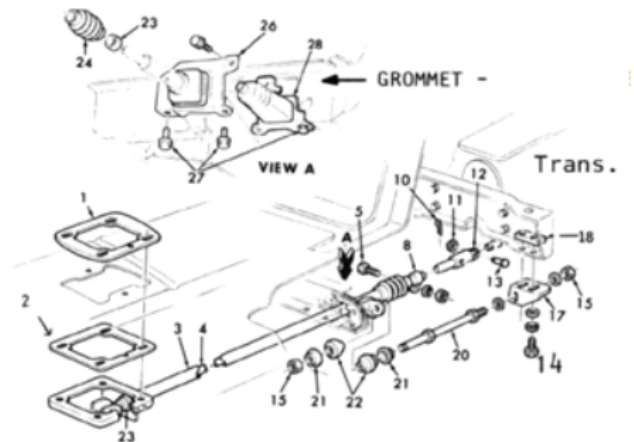
2. Inspect the flat plastic seals that were sandwiched between the front-end of the shifter tube and the floor of the car. They are often broken. If so, buy replacements from your favorite Corvair parts vendor. If they're in good shape, put them aside for now.

3. Remove the coupling assembly at the rear of the shift tube. It's often rusted in place, so use lots of rust penetrant to loosen it up. Measure how deeply it penetrated the inner tube. (The rust will be your guide!) Set aside that measurement. We'll use it later.

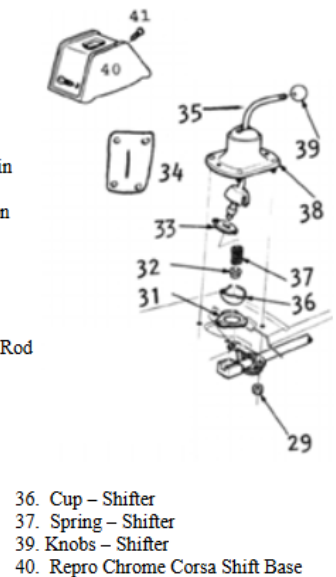
4. Remove the two plastic bushings located at the front and back ends of the outer shift tube. They're almost always shot. Remove the cardboard liner that's inside the outer shift tube, if it's still in there. They're usually smushed and that alone will cause plenty of binding. Chevy put the cardboard liner in there to dampen vibration, but there's no need to replace it. So, leave it out during reassembly.

5. Check the inner tube. Sometimes they are bent. This happens when a mechanic removes the entire power train without watching what he's doing. If the inner tube is bent, find a replacement. Usually, the entire length of the inner shift tube is rusty. Grind off the rust along its entire length with a wire wheel grinder. Or if you don't have a grinder, sand the shaft with of emery cloth or better yet, have it sand blasted clean. You may be wondering why the

### 1965-69 3 & 4 Speed Shift Linkage



- 1. Shifter Plastic Base (Shim)
- 2. Lower Seal (Shim)
- 3. Shifter Tube (Outer tube)
- 4. Shifter Shaft (Inner tube)
- 5. Bolt Kit
- 8. Clamp
- 10 & 11. Small Washer & Cotter Pin
- 12. Shift Rod Coupler
- 13. Pin: Shift coupler to transmission
- 14. Bolt Kit
- 15. Set of 2 Nuts
- 18. Retainer
- 20. Link (Stabilizing Rod)
- 21. Dished Washers
- 22. Rubber Bushings for Stabilizer Rod
- 23. Shifter tube bushing
- 24. Shift Coupler Boot
- 26. Boot - Shift Rod
- 27. Bolts: Set of 4
- 28. Boot - Clutch Cable
- 29. Nuts: Set of 4
- 31. Retainer - Shifter Cup
- 32. Bushing - Nylon
- 33. Seat: For shifter spring
- 34. Corsa Shifter Base "Flap"



- 36. Cup - Shifter
- 37. Spring - Shifter
- 39. Knobs - Shifter
- 40. Repro Chrome Corsa Shift Base

entire length of the shaft must be free of rust. It's so that you can slide those two new bushings onto the shaft. Do a trial fit with the replacement bushings you already bought. If they hang up, grind off more rust. The original bushings were made of plastic. Most people replace them with bronze Oilite bushings. Clarks sells them. You can find them in hardware stores, too.

6. For those of you who are replacing the plastic bushings with bronze bushings, you are likely to find that the bushings' I.D. is less than the O.D. of the inner shift tube, making it nearly impossible to slide the inner shift tube back and forth inside the outer shift like it should. If you encounter this situation, you'll need to ream the I.D. of the bushings just enough to let the tube slide as it should. I do this with a Dremel tool.

Install the two new bushings at the ends of the outer tube, one at each end. The Clarks bushing kit includes four little set screws, but if you screw them in too far, they interfere with the inner tube which must slide back and forth. (Another potential cause of binding.) I don't use set screws. Instead, I solder the bushings into the ends of the outer tube with a torch. Of course, this requires the ends of the outer tube to be especially clean.

7. The coupling assembly that connects the inner tube to the transmission shifter stub is often shot. Too much slop in the hole where the pin goes through. Buy a new or rebuilt one. Several of the Corvair vendors sell them. But beware! They come in two lengths. A long one for 1960-65 Corvairs. A short one for 1966-69 Corvairs. Be sure to buy the right one!



**Coupling Assemblies Are Available from Most Vendors**

8. Important! The shaft of the coupling assembly has a groove that intersects with a tang at the rear end of the inner shift tube. The groove-and-tang arrangement orients the coupling assembly in the right position for all forward gears and reverse. If the tang is bent flat, bend it back so it protrudes inside the tube. If it was snapped off, you can make a new one by cutting slots deeper along both edges of the gap and bending a new tang onto the inner shifter tube. The tang-and-slot make the process of adjusting the shift so much easier!

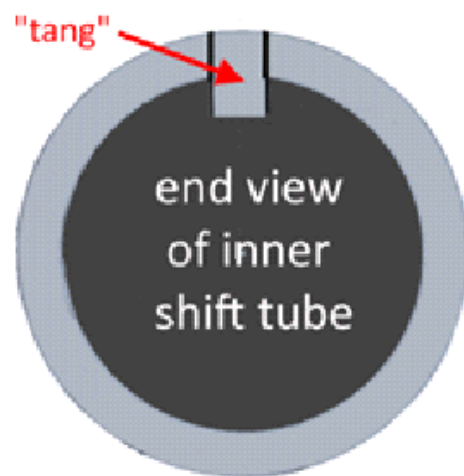
9. When you removed the outer shift tube from the bottom of the car, you removed the four nuts that hold the front end of the shift tube to the body of the car. But those four nuts also secure the shifter housing assembly to the floor of the interior of the car. (The shifter housing assembly is the aluminum casting where the shift lever attaches to the floor). So, now that you've removed the nuts, remove the shifter housing assembly from the interior of the car.

10. Remove the shift knob and flip the shifter housing assembly upside down. Put the housing in a vice. Remove the steel "seat" that retains the guts of the housing inside the casting. It has dimples that snap into detents in the bottom of the shifter housing casting. Much patience is required. I use a short length of plastic PVC pipe to get a grip on and rotate the steel seat enough to disengage it. Next, pull the shift lever out of the casting. Clean out the grease.

11. Inside the casting, you'll find two rocker pins that are not shown in the factory diagrams, but they are certainly there. They are almost always worn flat and that affects the precision of the shifter action. But you don't need to



**Clark's Bronze Bushing Kit**





**Rocker Pins**

replace them. Simply tap them out with a punch, reverse them so that the unworn ends will serve as the new rocker ends, and press them back in with a big C-clamp. Lube it up and reassemble the shifter housing. Note that the housing includes a disk (another “seat” according to the shop manual) that, when oriented in the proper position, causes the shift lever to rock over to the gate between third and fourth gear to ease up-shifting.

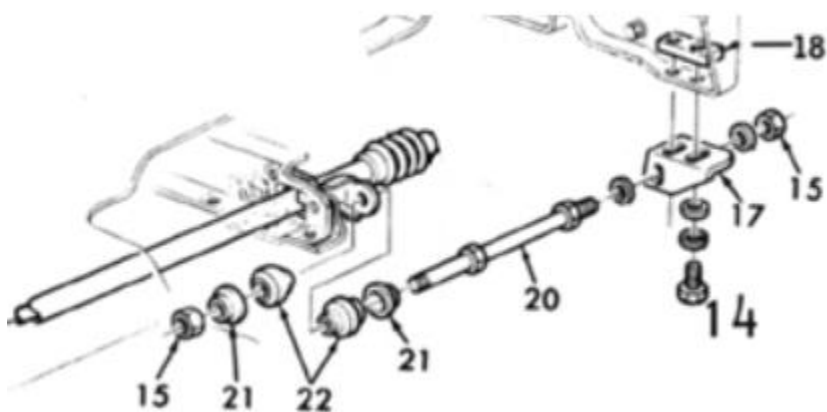
12. Insert the inner shift tube into the outer tube. Insert the new coupling assembly into the rear of the inner shift tube and secure it lightly using the clamp. Remember the measurement that you took earlier? Use it to determine how deeply to insert the new coupling assembly into the tube before you tighten the clamp. But do not overtighten it now.

13. While having a helper sitting in the driver's seat, hold the shifter housing assembly in-place on the floor, and install the shifter tube from the bottom of the

car. Now is the time to reinstall those plastic shifter seals. One or more go on top of the floor from the interior and one or more go on the bottom of the floor, from underneath. The shop manual has a procedure for determining the number and thicknesses of the seals to install. (*Editor's Note: While these are labeled as “seals”, they are actually shims that allow the shifter to move relative to the floor of the car as the engine moves on its mounts. You do NOT want the shifter solidly clamped to the floor!*) You can simplify this process by using self-locking nuts to secure the shift tube to the floor. Install the self-locking nuts on the four studs that protrude through the floor. Tighten them enough to enable the shifter tube to move back and forth just slightly. If you don't tighten them enough, the whole shifter housing assembly (with shift lever) will wobble on the floor of the car, and this will severely affect the shifting action. On the other hand, if you tighten those nuts too much, you'll lock the shift tube to the floor, making it impossible for the entire shift linkage to move backward and forward as the powertrain shifts on the trans and engine mounts. This could cause the transmission to pop out of gear when driving on a rough road.



14. With the pin you removed previously, (or a new pin if you prefer) attach the new coupling assembly to the little stub shaft that comes out of the front of the transmission. Secure the pin with either a cotter pin or hitch pin.



15. Reinstall the link (stabilizing rod) with new rubber bushings. Do not tighten the nuts.

16. Have your helper get into the car and, while pressing the clutch pedal, have that person shift through all the gears. He or she should have no problem finding them. At this point, the only question is whether the shift lever rocks too far forward or backward for you to reach. Check it by putting the transmission in neutral and see if the knob falls ready to hand. Adjust to suit by loosening the clamp that secures the coupling assembly to the inner shift tube and moving the coupling

assembly in or out just slightly. Make sure not to ruin the tang that guides the coupling assembly into the inner shift tube! When the shift knob falls to hand where you want it, tighten the coupling assembly clamp down - HARD. If you fail to do that, the coupling assembly will slide out of adjustment while you're rolling down the road and you won't be able to shift your transmission at all. This is from the voice of experience!

17. Loosen the nuts that secure the link (stabilizing rod) and readjust them so that the rubber bushings are snug but not interfering with the shift mechanism. Your shifter should work just like new now. I may have left out something, but these instructions should get you there!

(Coming Next Month: Bob Hall talks about fighting rust.)

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

(5/23)

**For Sale: Mike Coale is thinning his collection:** Contact Mike Coale, [mikecoale@verizon.net](mailto:mikecoale@verizon.net) or 443-994-2559 and see just what he has available!

## Corvair Part and Services

### Clark's Corvair Parts

400 Mohawk Trail, Shelburne Falls, MA  
01370

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

### Corvair Ranch

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

### Eddie Meadows Automotive

991 Foxfire Trail  
Oviedo, FL 32765  
407-36-09748

### Rafee Corvair

2695 Bengal Rd.  
Wister, OK 74966  
918-753-2486

[www.rafeecorvair.com](http://www.rafeecorvair.com)

### Handy Car Care – Ken Hand

1896 S. Gregory Rd.  
Fowlerville, MI 48836  
248-613-8586

[www.corvairmechanic.com](http://www.corvairmechanic.com)

[vairmech@aol.com](mailto:vairmech@aol.com)

### Bill Cotrofeld Automotive, Inc

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1816 Laurel Road  
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Bill Slusher Owner  
Phone 606-878-2862  
Text 606-224-2207

# Corvair Parts

Nos Late Model  
Used All Years

Pete Claffey - Cell 706-830-2818

## California Corvair Parts

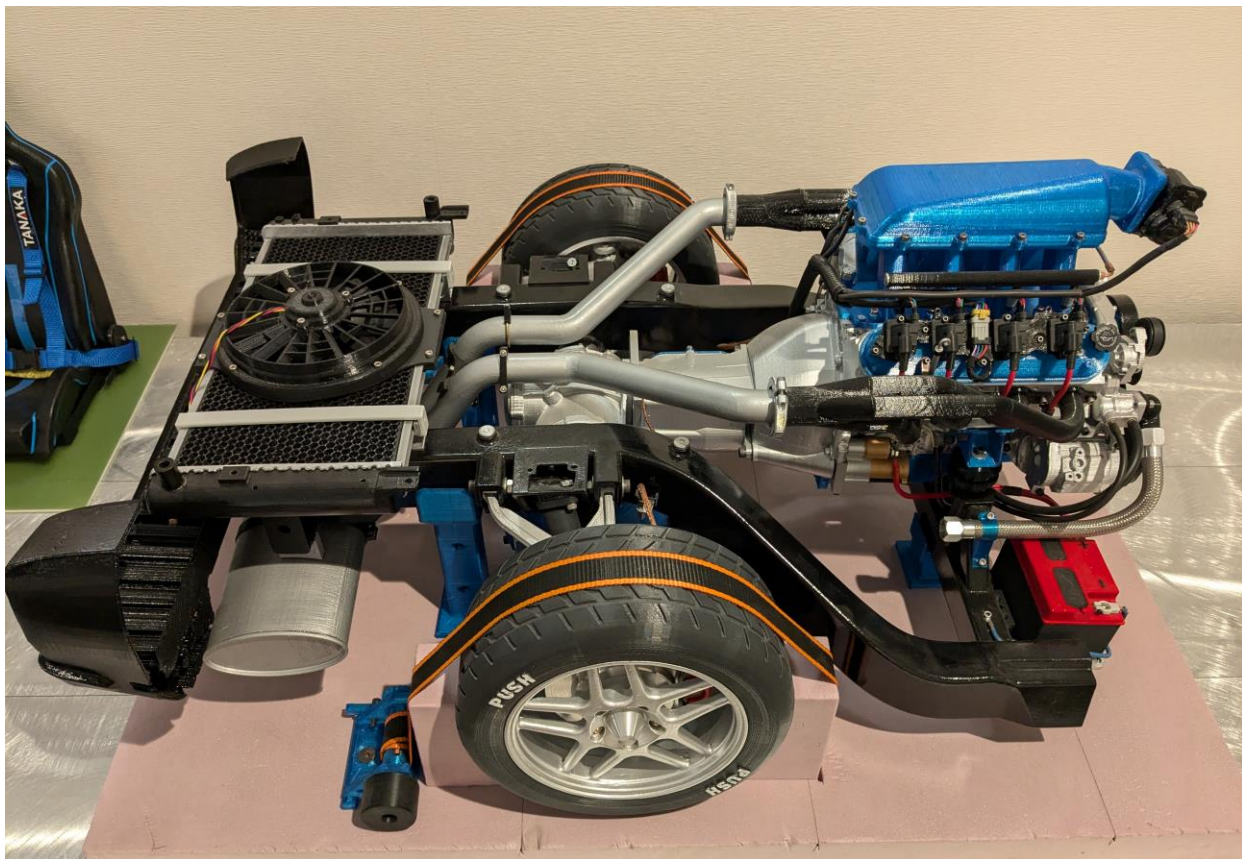
We would like to let everyone know about our  
growing online parts store at:

[www.CaliforniaCorvairParts.com](http://www.CaliforniaCorvairParts.com)

More than 30 parts categories including everything  
from New, Used, Rebuilt and NOS items. The store  
currently features over 560 parts available, and we  
are adding more every week. For those of you who  
enjoy shopping online we invite you to have a look.

We accept all credit cards and of course Pay Pal  
payments too. 951-284-3555, 15090 La Palma Dr.,  
Chino, CA 91710.

Thanks, Jeffrey Williams, CCPI



Mid-Engine Corvair Design Model – 2024 CORSA Convention



# 45th Annual CORVAIR DAY

hosted by  
Central Pennsylvania Corvair Club

## SEPTEMBER 21, 2024

## 9AM - 3PM

at  
**Eastern Museum of Motor Racing**  
100 Baltimore Road, York Springs, PA 17372 (map on back)

**Registration: 9AM - 12PM**

**Free Indoor/Outdoor Vendor Setup**

### REGISTRATION FORM

**SHOW      DRIVER      DON'T JUDGE**  
                 Circle One

#### **PARTICIPANT INFORMATION**

Name \_\_\_\_\_ Spouse/Friend \_\_\_\_\_  
Address \_\_\_\_\_ Email \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_  
Phone # \_\_\_\_\_ Cell # \_\_\_\_\_

#### **VEHICLE INFORMATION**

Year \_\_\_\_\_ Model \_\_\_\_\_ Body \_\_\_\_\_ Engine \_\_\_\_\_ Color \_\_\_\_\_  
Year \_\_\_\_\_ Model \_\_\_\_\_ Body \_\_\_\_\_ Engine \_\_\_\_\_ Color \_\_\_\_\_

#### **EVENT FEES**

	<u>Pre-Registration</u>	<u>Day of Event</u>	<u>Total</u>
Registration/People's Choice	\$12.00	\$15.00	_____

#### **MEMBERSHIPS:**

CORSA (New Membership) \$45.00 \_\_\_\_\_

Central PA Corvair Club      NEW      RENEWAL      1 YEAR-\$20.00      2 YEARS-\$38.00  
   Circle One      Circle One

**TOTAL DUE** \_\_\_\_\_



**Pre-Registration Deadline: August 31, 2024**

Proceeds from this event go to the Salvation Army of Harrisburg, York, and Lancaster counties and the Wounded Warrior Project.

EMMR offers breakfast, lunch, and snacks items available for purchase throughout the day.

CHECK PAYABLE TO:  
**Central PA Corvair Club**  
c/o Dave Steigauf  
599 Westfield Drive  
Landisville, PA 17538



**Concours Judging, 2024 CORSA Convention**