



Group Corvair Comments

GROUP CORVAIR'S NEWSLETTER FOR THE NATIONAL CAPITAL AREA



VOLUME LII, No. 11

November 2024



Jerry & Diana Yates in their Yenko Stinger Clone

CALENDAR OF COMING EVENTS

November

3 -- NJACE hosting a sale of a major collection of Corvair part that weren't sold the previous month. 10 – 4, 110 Wildcat Rd., Franklin, NJ.

26 – Group Corvair On-Line Meeting. Note the change in date! 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

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 mshiphty@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

I was sorry to miss the Rockville Antique and Classic Car Show because of a family event, especially because the weather was beautiful and there was a larger Corvair turnout than we've had in the last few years. Jerry Yates had registered his Yenke Stinger clone but was unable to make it to Rockville. Luckily there was an Asphalt Angels show with knowledgeable judging near his home and his car took home a trophy. (See the cover picture.) And there have been rumors that Byron Lamotte and his Fitch Sprint made it across the Bay Bridge to make an appearance. Jim and Marolyn have a full report on the Rockville Show below.

We need someone to set up a Group Corvair website (just the minimal information about our club). I bring this up periodically in the hope that someone has the interest and time to assume this responsibility. We've got the web address and logo ready to go.

Group Corvair coffee (tea, cocoa....) mugs are available. We need to set a price at the November club Zoom meeting. Just in time for Christmas. *[Editor's note: We do not have any more Group Corvair logo mugs left but do have several Corvair themed mugs and glasses along with some other related trinkets. See the photo later in the newsletter.]*

Mike Coale has saved another Corvair. He found Bob Lewis's black '63 at a salvage yard. Someone bought it from Bob, took parts from it and passed it on, but now it is back in the Corvair community.

We still have plans for a tech session at Jim and Marolyn's home to troubleshoot Lorenzo's Mom's EM Corvair as soon as his plans allow so look for an email soon.

A Christmas Social meeting in December will be an item up for discussion at our November Zoom meeting. I would suggest Nonna Angela's in Crofton again, but please give us some feedback and suggestions for other locations as well. We want someplace that will attract as many Corvair people as possible.

I hope to "see" everyone at the November Zoom meeting.

Minutes of the October Virtual Meeting

Marolyn Simpson

On October 15, seven Group Corvair members started logging into the monthly meeting at 7:30 pm. The topics of conversations were cars that were dreamed of back in the 60s, and the Rockville car show—who was planning to work and who was showing a car.

Bob Hall, president, called the meeting to order at 7:41 pm. The minutes were approved as they appeared in the newsletter. Jim Simpson gave the treasurer's report. There was neither income nor expenses during the last month.

Recently there has been interest in club merchandise, especially mugs. Jim currently has an inventory of a few items which he is planning to take to the Rockville show. He showed one of the mugs at the meeting. If there is enough interest, we will order new ones.

Bob H. reviewed our visit to Riva, MD, to see the Pete Frailey/Lee Hamilton V8 car which was followed by a discussion on what would be needed to restore the car, and what has already been done. There were various opinions on how to proceed.

Progress is being made on the planning for the 2026 national convention in Gettysburg. Tom Rahochik and Dianna Moy went up to see the hotel and its facilities, but others did not go. Dave Edsinger, Bob Walker, and Jerry Yates have volunteered to help with the autocross. There was a discussion on possible alternative autocross locations in Gettysburg and the surrounding area.

Bob H. would like to have a social get-together in November before Thanksgiving, possibly to Gettysburg and possibly on a weekday.

We had recently planned two tech sessions but for various reasons they were both cancelled. We need to think about rescheduling them.

There was a discussion on the problems that Mark Shiffler has recently had with fuses and his electric fuel pump. Mark had wired his new electric fuel pump into the same circuit as the heater fan. That has a 10-amp fuse; for some reason, it blew and temporarily stranded him. The fan was not on, and the electric fuel pump had a second, in-line 7.5-amp fuse that remained intact. Why the 10-amp fuse failed is unknown. Mark replaced it and everything works just fine; the best answer we can come up with was just age.

Jim moved to adjourn at 8:45 pm.

Rockville Antique and Classic Car Show – Big Success!

Jim Simpson

This year's Rockville Antique and Classic Car Show was a huge success. Unlike the rain and drizzle of last year, the weather was perfect – bright sun, clear skies, moderate temperatures, and a modest breeze. And the show cars and spectators responded.

Rockville has gone entirely to a preregistration system, no same-day registrations. They sold out the 630 spots they had allocated a couple weeks before the show date. As it turned out, about 530 cars actually showed up; that's about a 15% no-show rate.

Amanda, the Rockville city show coordinator, said that's about consistent with previous years. Some people enter two cars and then decide on the morning of the show which one to bring. And there's the inevitable number of cars that won't start, the owner is ill or otherwise unable to come, and so forth. We should have the official numbers at the after-show wrap-up meeting in December and then we'll be able to decide if we need to expand the preregistration numbers to compensate.

We don't have any official numbers regarding spectators,

but based upon just looking around, I believe we were right up there with over the best of previous shows – somewhere above 10,000. Again, more definitive numbers will be coming at the show wrap-up meeting.





The Corvair turnout was the highest in at least 10 years. We had 11 preregister with 8 showing up. Besides Marolyn and my car, we had Jimmy Ditman's '63 coupe, and late-models from Mark Shiffler, Barbara & Barry Grofic, Byron LaMotte (Fitch Sprint), Rob Neighbour, Bob McElwee, and Chip Cecil.

The field had been reorganized a bit with the "regular" Chevrolet contingent placed in the next row and our row filled out by Volvos with the other air-cooled cars (VWs and Porsches) in their own row. But our Corvairs retained their usual spot – right in the center of

the action, next to the food vendors.

Several years ago, Marolyn and I started to put a "Visible V8" model engine in the trunk. (It's actually a model of a 426 Hemi.) We had watched people go down the line of cars, glancing under the hoods at the engines. When they came to the Corvairs, they'd take a look, perhaps comment on the fact that the trunk was up front, but then move on.

Since the Rockville show is non-judged, we decided to give them an engine to look at. It has become a



huge success. People do a double take, not quite believing what they are seeing. Some even almost believed it was real! If nothing else, it has become a conversation piece. And over the years, the repeat spectators have come to expect it. So, it's become something of a fixture, complete with an entry on our reproduction window sticker including an "option number" and price!



Just a Sample of the Cars that Showed at the 2024 Rockville Antique and Classic Car Show

Tech Topics

Jim Simpson

In-Tank Electric Fuel Pumps: Mark Shiffler installed an electric fuel pump on his CORSA recently. In part this was to improve fuel delivery to the carburetors and because the currently available mechanical fuel pumps are notoriously unreliable. So far, except for a fuse that blew for no obvious reason, the new electric fuel pump has worked very well. But it is unexpectedly noisy.

That started me on a search into just what kind of an electric pump would be best and how to mount it.

There are several designs for electric fuel pumps. But they can be broken down into two basic groups – rotary and piston-style. The rotary pumps can be further broken down into three sub-groups – centrifugal, rotary vane, and “gerotor”.

Let’s take a look at the piston-style ones first. They use a plunger (piston) propelled back and forth by a combination of a spring and a solenoid coil. The coil generates a magnetic field that pulls the plunger into the coil and moves fuel on to the carburetors. The electronic control system is set up so that as soon as the plunger is pulled into the coil, the current is shut off and an internal spring pushes the plunger back for the next stroke. Then it all repeats. As you might guess, this process can be noisy with the plunger rattling back and forth. Some makers – Holley in particular – claim to make quiet piston-style pumps. You might want to look at the Holley 12-426 and 12-427 “Mighty Mite” pumps. They advertise them as being quiet, rated at 65 db. That’s about the level of conversation in an otherwise quiet room.



Holley 12-426 Fuel Pump

Now on to the rotary pumps, taking them in reverse order. The “gerotor” pump is a gear pump, very much like the oil pump on your Corvair engine. They are reasonably quiet but designed for high pressure and high-volume outputs. That might sound like a good idea, but you neither need nor want that on a Corvair. Carburetors are not designed for high pressure fuel delivery; too high a pressure and the inlet needle will leak by, and the carb will flood. (The original Corvair fuel pump is designed to deliver fuel at only 4 – 5 psi!) And no Corvair engine requires very high fuel volume – even a 200 hp racing engine doesn’t need more than about 15 gallons per hour. So, let’s ignore the “gerotor” pumps for now.

Rotary vane pumps use an off-center rotor with sliding vanes to pump the gasoline. A similar design was used in the air-injection pumps on emission controlled Corvairs. Both Holley and Carter make these fuel pumps although they don’t specify noise levels. One of particular interest for Corvairs is the Carter P60911; it’s described as a “universal” pump with an outlet pressure of 3.7 psi and 50 gph fuel delivery. That’s about perfect for the Carter YH carburetor on a stock Corvair turbo which is notoriously sensitive to high fuel pressures. And I strongly suspect it would be just fine for all other carbureted Corvairs as well.



Carter P60911

That leaves us with the centrifugal pumps. These are inherently quiet when you are talking about the small pumps for automobile fuel use. They have a small electric motor and a plastic rotor (impeller). Most, if not all, are designed for installation inside the fuel tank. (The November 2024 issue of the Corvair Minnesota Newsletter *Leaky Seal* has a good article on the in-tank fuel pumps and how they must NEVER be run dry.) The Chevrolet Vega used this kind of a pump; they are readily available at low prices and there’s an article in the CORSA Tech Guide on how to install them in a Corvair gasoline tank. In general, in-tank pumps are quite reliable and long-lived.

But let's stay with external pumps for now. Are there ways to make them quieter? The major source of noise is vibration coupled to the body of the car. There are two major paths, the first being the mounting for the pump itself. You do want the pump solidly mounted, but in such a way that the mount is not going to conduct noise to the car. I did a little research and came up with a bunch of vibration mounts that should do the trick. They are all pairs of bolts embedded in a rubber bushing and designed to isolate sound and vibration. Here's one that I found on Amazon, but there are plenty out there. You might even try your local Harley-Davidson motorcycle store. Apparently, the V-Twin motorcycles used them to mount the oil tank. Just look for some with mounting bolts that fit the pump you are using.



The second sound path is via the gasoline being pumped. Liquids are pretty good conductors of sound, and the gasoline is being pumped in pulses. So, if your fuel lines are hard mounted to the body of the car, then there's another possible sound path that will contribute to the noise. Ideally, all the noise paths to the body will be isolated in some way.

We Had a Little Boo-Boo or In Praise of Fire Extinguishers Bob Hall

I've been maintaining the Corvairs in our family for over 60 years now and I've kept a fire extinguisher in every car I've owned (not just Corvairs) for at least the last 40 years. I finally had to use one recently.

While checking a fuel starvation problem on our '64 Greenbrier I went through the by the book, step by step, trouble-shooting list in the factory manual starting with the – often maligned – fuel pump. Note the faded highlighting I did decades ago on the page that instructs one to disconnect the **primary** wire (**the small black one**) between the coil and the distributor? For whatever reason (age, carelessness, stupidity—or all of the above) I failed to do this. I did disconnect the **secondary** (thick) cable from the coil to the distributor which wasn't necessary. I disconnected a fuel line from one carburetor, placed a shallow metal can underneath and jumped into the driver's seat and cranked the engine one or two revolutions. After checking that the can had collected some fuel in it, I

went back to crank the engine to check if the pump would pump a pint of fuel after 40 seconds of cranking. And the engine bay erupted in flames. Grabbing that wonderful fire extinguisher, I was able to put the fire out in seconds.

The only casualties were the vacuum hose between the distributor and the passenger side carburetor, a scorched spare tire cover and the insulation on the wires feeding the passenger side running and brake lights. The flat can had fallen over, spilling the gas, which spread over the sheet metal shrouding. I don't know if ignition sparks or arcing at the starter ignited the fuel, but either way I was immensely relieved that the fire extinguisher was right at hand. Without it the Greenbrier would have burned out and flames probably would have damaged the overhead electrical lines to our home.

[Editor's note. Most fire extinguishers use a dry chemical agent. They are relatively cheap but make a major mess when used. Some of the chemicals used intentionally actually melt onto the surface as an insulating layer, but this is really hard to clean up. If you can afford it, consider one using "Halon" or "Halotron". This is a non-corrosive gas/liquid and doesn't leave any residue. But expect to pay several times as much as for a dry chemical extinguisher.]

SERVICE PRO

Inspection and Test

Always check pump while it is mounted on the engine and be sure there is gasoline in the tank.

The line from the tank to the pump is the suction side of the system and the line from the pump to the carburetors is the pressure side of the system. A leak on the pressure side, therefore, would be made apparent by dripping fuel, but a leak on the suction would not be apparent for its effect of reducing volume of fuel on the pressure side.

1. Tighten any loose line connections and look for bends or kinks in lines which would reduce fuel flow.
2. Tighten diaphragm flange screws.
3. Disconnect fuel pipes at carburetors. Disconnect distributor to coil primary wire so that engine can be cranked without firing. Place suitable containers at ends of pipes and crank engine a few revolutions.

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.

Free – CORSA Communique from 2016 through 2023. Pickup or mail (\$14.38 for USPS).

Prices are negotiable. Contact Bob Lewis, 301-246-4278, rtl1936@gmail.com.

(5/23)

For Sale: Mike Coale is thinning his collection: He's constantly acquiring cars and parts and likely has what you need and maybe even something you didn't know you needed! Contact Mike Coale, 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

Corvair Ranch

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

Eddie Meadows Automotive

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

Wolf Enterprises

Carburetors & Collectibles
32605 Rhode Island Ave.
San Antonio, FL 33576

Handy Car Care – Ken Hand

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

E-mail: GyoungWolf@earthlink.net

Write, call, or send an email to request
your Free Catalog at 352-588-0645

www.corvairmechanic.com
vairmech@aol.com

S & S Corvair Parts

1816 Laurel Road
London, KY 40744
Bill Slusher Owner
Phone 606-878-2862
Text 606-224-2207

Bill Cotrofeld Automotive, Inc

America's Oldest Corvair Shop
3630 Route 7A Arlington
P.O. Box 235
East Arlington, VT 05252
Call or write for a free brochure.
802-375-6782

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

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

+++++



1962 – A Corvair is the 47,000,000th Car Produced by Chevrolet

Ever wonder where it went?



No, this is not a Corvair, it's the oldest car at this year's Rockville Antique and Classic Car Show, a 1903 Stanley Steamer Car, Model C. The driver sits up high in the second row of seats where he has a commanding view of the road! And yes, it chuffed its own way onto the field.