



# Group Corvair Comments

GROUP CORVAIR'S NEWSLETTER FOR THE NATIONAL CAPITAL AREA



VOLUME LII, No. 12

December 2024



**Dinner at the El Toro Restaurant, Annapolis, MD**

## CALENDAR OF COMING EVENTS

### December

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

### January

**Membership Dues are Due! Dues are \$10 per year. Send your checks to Jim Simpson, 3845 Wayson Rd, Davidsonville, MD 21035. Some of you have paid for multiple years; if you are unsure if you need to pay, please contact Jim Simpson (301-262-0978 or [simpsonj@verizon.net](mailto:simpsonj@verizon.net)).**

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

### February

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

### March

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

### April

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

# May

**NEWS FLASH: CORSA International Convention has MOVED from Santa Maria to San Luis Obispo!**  
**Dates (May 20 – 23) are unchanged. More news from CORSA to be coming soon.**

## GROUP CORVAIR 2024 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:** Mark Shiffler

174 Dividing Ct., Arnold, MD 21012  
443-770-4719 [mshifty@gmail.com](mailto:mshifty@gmail.com)

**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**

The end of the year is fast approaching (along with shade tree work time) and we're passing on our best wishes for a happy and rewarding holiday season to everyone.

We picked December 7th for our last social get together dinner meeting of 2024 and, as I write this, we have 8 members signed up so far to meet at 5:00 pm at El Toro Bravo II, Mexican restaurant, 2552 Riva Road, Annapolis.

Carl Kelson joined us for our November Zoom meeting from his home in Melbourne Australia with the good news that his 1965 Corsa had passed the rigorous road exam and can now be driven on Australian roads. This is the car that Carl and Arlette drove across most of the American Southwest after purchasing it, then had it shipped to their home and, after several years of work, converted to right hand drive. Sporting a Toyota Corolla steering box and other modifications to the steering components the car passed muster with positive comments from the examiner. This is the same car for which Carl had a custom dash and glove box door fabricated.

Mike Coale shared photos of the body/paint progress being made on his special 1965 Corsa project car. More information will be coming soon.

Mark, Jim (and Marolyn) and I had a good afternoon together going over Lorenzo Church's beautiful 1964 Monza 110 4 speed. The car had belonged to his mother, and he has fond memories of riding in it as a child. His daughter bought a set of new tires and Minilite (copy) wheels as a birthday gift for him which go very well with this sixty-year-old survivor. Our plans to install a dual master cylinder, replace his brake hoses and bleed his brakes were stymied by master cylinder fittings issues despite Mark and Lorenzo's efforts to find parts at several locations around Annapolis. We plan to meet again to get this project done. Lorenzo has a great looking original car with lots of family memories.

The next online meeting with the 2026 CORSA convention group is slated to be in January. Ron Fedorczak and Dave Edsinger were able to see the planned site and autocross area earlier this fall and had positive opinions. As stated in earlier GC newsletters Mid Maryland has created a flexible data base to track convention assignments. We have Bob Walker, Dave Edsinger and Jerry Yates down as volunteers so far. If you are interested in helping—remember that you would only be signing up to help for as long as you can—please let us know. Jim is attaching the list of activities for your review to the email that forwards this newsletter.

.....and it is time to send in your annual \$10.00 dues to Jim Simpson.

Looking forward to “seeing” everyone at the December Zoom meeting.

# **Minutes of the November Virtual Meeting**

**Marolyn Simpson**

Nine members of Group Corvair started logging into the November 19 Zoom meeting at 7:30 pm. While waiting for everyone to come online, Carl Kelson brought us up to date on his Australian right-hand drive Corvair project. It was quite an involved process, involving professional engineering approval of all the changes he had made to the car in converting it to right-hand drive. The inspector needed documentation on just about everything, even including grade of bolts and torque values. It was an all-day affair which included the inspector doing a road test. Thanks to Carl's careful work and documentation, the car passed the inspection with flying colors. Carl noted that the inspector was impressed with how well the car handled. Armed with this certification, he now needs to get it registered.

At 7:38 pm Bob Hall called the meeting to order. Minutes were approved as written in the newsletter. Jim Simpson gave the treasurer's report—no income or expenses for the last month. He reminded everyone that dues for the coming year are now due -- \$10 per year.

While we had planned a social meeting in November, it was overtaken by events, but now we hope to meet sometime in early December. [Note: We gathered for dinner on December 7.]

Dave Edsinger reported on attending a planning meeting for the Gettysburg convention when they inspected the autocross lot and toured the hotel. The autocross is currently set to use a Harley Davidson lot which Dave thought to be adequate and is walking distance from the hotel. Dave has offered to help with the autocross. The convention planning committee had thought about an alternative – the community college lots further in Gaithersburg. The college says it's too soon to commit so we discussed this as a backup plan.

A tech session was proposed for Saturday, November 23 at 10:00 am to perform a dual master cylinder installation in Lorenzo Church's 1964 Monza. The work will be done in Jim Simpson's garage in Davidsonville. Several members said they planned to attend.

Carl said that he will be coming to the US in May. He seems to have a rather extensive travel plan including attending the convention in Santa Maria California and ending up in New England. His stay in the US is planned for a total of two months.

A friend of Jim's has several gallon jug-sized containers of a water-based degreaser. (He purchased this from a state surplus sale.) If anyone needs some, let him know. It's available for \$10/gal.

There was a report on the Rockville Antique and Classic show. It was a big success with more Corvairs showing than we've seen in over 10 years. (11 had registered, but real-world events intervened so we ended up with 8 on the field.) There's a post-show wrap-up and planning meeting on December 9<sup>th</sup>, so there will be more to report soon.

Bob Walker is looking for someone to work on wheel alignment. This led to an extended discussion of both the peculiarities of aligning the Corvair suspension (following the factory shop manual helps greatly!) and a general bemoaning of the loss of the old-time chassis shops and their replacement by major chains that don't understand or like working on older cars.

There will be a club dinner on December 7 at Nonna Angela in Crofton. [Note: The dinner was moved to El Toro Bravo in Annapolis.]

The meeting ended at 9:15 pm.

## **Rockville Car Show Post-Show Meeting**

**Jim Simpson**

Marolyn and I attended the post-show meeting to review this year's show. There was a good turnout from the sponsoring clubs. To recap this year's show, there were 632 cars registered for the show with another 28 spots for the flea market and car sales. Of the 632 registrations, 513 actually showed up, about a 19% "no-show" rate. This is in line with previous years' experience. Amanda, the Rockville coordinator, said that they're shooting for about 550 cars in the show; while the field will handle up to about 630, with that many, it gets harder to place all the cars.

The plan for 2025 will remain about the same with total registrations capped at the same 630 as this year. If the actual turnout is significantly less than the 550 target, then we'll consider raising the cap in the future, but it's not clear that raising the cap would actually attract more cars.

The major change for 2025 will be an increase in the registration fees. Costs – dash plaques, printing, signage, employee wages – have all increased so the early bird registration fee will go from \$10 to \$15 and the regular fee from \$20 to \$25. (This is still a bargain compared to many shows.)

## Mike Coale's Restoration Progress

Bob Hall

Mike Coale shared these photos of his 1965 Corsa at the body shop. Mike is modifying the car to his taste with a '67 dual master cylinder braking system, '66 (and later) wheel well arch trim, '66 taillight lenses and having body seams welded closed. It is shaping up to being a beautiful show car—even if it gets dinged by concours judges.



[Editor's note: For those of you who haven't been following along, this car started out as a body shell that Mike bought from the widow of a person who was going to drop it onto a Chevy S-10 pickup truck chassis and convert it to a front engine, solid rear axle car. As it turned out, he got it just in time. While the body was in pretty decent condition when Mike obtained it, he found that the top had been badly damaged by the previous owner (falling ceiling tiles?) and that he's started cutting away parts of the dash. Mike and his body man are turning this into what will be a really great car! While it may not fit into the pure "stock" class, it should be a real winner in the "modified" concours class.]

## Tech Topics

Jim Simpson

**Tech Session Report:** As you no doubt saw in Bob Hall's column, we attempted a tech session to install a dual master cylinder in Lorenzo Church's '64 Monza. Lorenzo had purchased what was supposed to be a complete kit to do this installation. (No, it wasn't from Clark's Corvair Parts.) Luckily before we started taking things apart, we went through this kit to see just what had been included and how it would all go together. As it turned out, we're very glad we did that. There was no way it would have worked. The major problem was the brake distribution block that goes under the dash. In the original single master cylinder installation, it distributes brake fluid three ways – two lines go to the front brakes and one to the rear. With the dual-master cylinder, one line from the master goes to the rear brakes and the other feeds just the two front brake lines.

There are two ways this can be done. One is to block off the port on the distribution block that goes to the rear brake line, the other is to install a new distribution block with only two outlet ports. The "kit" had a new distribution block, but it was not designed for flared brake lines. It lacked the flare seats! There was no way



that it could be used. Mark Shiffler and Lorenzo went around to several supply houses to see if they could find appropriate adapters or even a new distribution block but had no success. (What ever happened to those old-time parts places that had bins of all the fittings that you'd ever need?)

The second problem was that ports were for larger flared lines than came with the car. The "kit" included a handful of larger flare couplings, but to install them, we would have had to cut the original ones off and install the new fittings up under the dash. And don't forget these are double flares! Besides the difficulty of working up under the dash, make one mistake in making one of those double flares and we would have had to replace the entire brake line! (And doesn't everyone have a double flaring tool in their toolbox?) No thanks.

We called off the tech session for that day. Lorenzo is going to return that "kit" and get one from Clark's Corvair Parts. (I talked to Clark's to confirm what their kit contains, and it seems to solve all the issues we had.)

**Frayed Sun Visor Repair:** (Dave Steigauf, from *The Four Wheel Independent*, the June 2024 newsletter of the Central Pennsylvania Corvair Club)

### **Is the binding coming off the edge of your sun visors?**

Both sun visor bindings stitching had deteriorated, and the bindings were hanging down. I tried using contact cement to reattach them but that lasted a very short time until they were detached and hanging loose again. So, I figured it was time to take them to an upholstery shop and get them repaired correctly. The first shop said it took a special machine to sew the original binding back on and he suggested that I super glue it back on. I didn't think that was a great idea, so I went to a different shop and was told the same thing about a special machine to repair the original binding and that he knew of no one who had one.

He said he could sew a new binding on, but that it would look different and would be larger. He too suggested I use super glue to reattach the binding and that was how they repaired them. I told him that I had tried contact cement and that did not hold. He then told me contact cement was for large, flat surfaces only.

He then brought out three bottles of the product they use. Using that glue, they have never had one come back. They were a heavy gel glue, accelerator, and remover.

Since this as the product that the professionals used, I decided to buy it from Amazon -- \$22. [Editor's note: Dave purchased Bob Smith's Industries BSI-157H Maxi Cure/Insta-Set combo pack and BSI-161H Un-Cure Super Glue Debonder.]

Directions:

- Wipe the visor and binding with rubbing alcohol to remove any polish or protectorate.
- Do one side at a time, starting at one end doing about 2" at a time.
- Press and wipe the seam with a paper towel to remove any glue that may have squeezed out. Then hold for 20-30 seconds.
- Now go to the other end and do the same. Repeat this process, going back and forth, until you have the one seam on one side of the visor completely glued.
- Now flip it over and repeat the same process on the second side.

If you need to use the remover, use it very cautiously since it can do damage to vinyl. Do not put it directly on the surface. Instead, wet a paper towel with a little and rub the glue away quickly.

Do not use a clamp to hold the seam closed. This tends to pull the binding away from the visor body. Twenty to thirty seconds of squeezing by hand works best.

### **More from Mike Dawson's Preventive Maintenance Series: Oil Leaks from the Pit, revised 2024:**

Oil leaks from the pit area (that dark hole back where the crankshaft emerges and the fan belt pulley/damper is mounted) can originate from the following spots in no particular order: oil cooler seals, oil cooler adapter gasket, oil pump gasket, oil pump dummy shaft, oil pump pressure regulator gasket, alternator/generator adapter gasket, oil pressure sending unit, oil filler cap gasket, distributor gasket, fuel pump o-ring, rear housing gasket, crankshaft main seal, oil filter rubber gasket, oil filter fiber washer, right angle oil filter adapter gasket and fiber washer (if equipped)

and you could get oil from the rear of the engine top cover gaskets as well as from the rear of the oil pan gasket. So, you can have from 16 – 18 places to check.

Some areas are more prone to leak than others and are easy to check such as the oil filter – they are not “hand tighten only” filters and require 15-20 ft lb-ft torque (‘65 Shop Manual). If you have a right-angle adapter the paper gasket is in the “usual suspect” category as well as the fiber washer under the bolt. Oil cooler seals are the next most common; original oil pump gaskets and oil cooler adapter gaskets are the least common.

To pinpoint the leaks on a late model, remove the rear grill and mount cover and check to see if lowering the engine two inches at the back will pull on any wiring or ground straps; unhook anything necessary for lowering. If you have an early model, you will need to remove the engine seal strips before lowering the engine any distance as you could tear the seals. Support the engine, remove the motor mount nuts and lower the engine just enough to remove the steel mount plate and then remove the lower skid pan. Reinstall the steel mount plate without the skid pan and raise the engine back to the mount and secure. With the grill and lower skid pan removed, you can now use a power washer, carburetor cleaner or the car wash to clean the entire back of the engine where leaks can originate. Drive the car the necessary distance after cleaning and use a light to determine the sources of any leaks. This operation is well worth the time, as you can clearly see where the leak is.

Additional tips:

The steel dummy shaft for the oil pump (right above the oil pump cover) can seep quite a bit of oil. If you discover this, you can sand the aluminum areas and the end of the pump shaft, clean thoroughly and use a good two-part epoxy to seal the area.

If you discover oil at the very back of the motor mount plate and the skid plate where the 4 studs come through (or oil coming down the studs), the problem is a rear housing gasket that has split around the stud holes. If you discover that the four nuts are not torqued properly, you may have found the cause of a leak. If the nuts were tight, the permanent cure is to change the gasket. But as a temporary fix, until you get sufficiently motivated, you could apply hi temp RTV to the housing where the studs exit, then on the skid plate as you install it, and again on the motor mount plate as you install it and finally around the studs on the plate and under the nuts. This only works for slight leaks, and sometimes it works, other times it doesn't. Replacing the rear housing gasket would also allow you to change a lot of other items in that area.

## 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](mailto: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](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)

+++++

### **Eddie Meadows Automotive**

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

+++++

### **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**

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 Ranch**

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

+++++

### **Wolf Enterprises**

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

E-mail: [GyoungWolf@earthlink.net](mailto:GyoungWolf@earthlink.net)

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

+++++

### **S & S Corvair Parts**

1816 Laurel Road  
London, KY 40744  
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

+++++

