



# Group Corvair Comments

GROUP CORVAIR'S NEWSLETTER FOR THE NATIONAL CAPITAL AREA



VOLUME LIII, No. 6

June 2025



## Group Corvair Goes to the CORSA Convention, San Luis Obispo, CA.

(Back row) Jim Simpson Ron Fedorczak Mike McGowan (honorary member)  
(Front row) Curt Shimp Marolyn Simpson Eileen Clegg Arlette Pat Carl Kelson

## CALENDAR OF COMING EVENTS

### June

17-- Group Corvair On-Line Meeting. 7:30 p.m. Look for the email with the Zoom link instructions.

**26 – Group Corvair social dinner.** Think of this as a continuation of the traditional “Not Quite 4<sup>th</sup> of July” picnics we’ve had over the years. Rams Head Roadhouse, 1773 Generals Hwy, Annapolis, MD 21401. We’ll meet at 6:30.

## July

10 – 13 – Detroit Area Corvair Club “Homecoming”. Ann Arbor, MI. Visit their Facebook page for more information or to register go to: <http://detroitcorvairs.com/Homecoming2025.html>

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

## August

9 – All GM Show, hosted by Capitol City Rockets/Oldsmobile Club of America. 9 a.m. – 2 p.m., Eagle Ridge Middle School, 42901 Waxpool Rd, Ashburn, VA. Info, [www.capitolcityrockets.com](http://www.capitolcityrockets.com).

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

## September

13 – Clarks Corvair Car Show, 9 a.m. – 3 p.m., rain or shine. Hosted by Bay State Corvairs at Clarks Corvair Parts, 400 Mohawk Trail, Shelburne Fall, MA. 14% discount on pre-ordered parts, 10% on day of show.

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

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## From the Oval Garage

**Bob Hall**

All Group Corvair attendees of the 2025 CORSA Convention in San Luis Obispo returned “back East” safely with stories to share. We weren’t able to attend, but we did follow the event via Jim’s shared photos and numerous YouTube videos. Amazing what pops up when you search YouTube for “Corvair Convention 2025”. Carol and I have driven in that area of California, and we’ve spent time at Morro Bay a little further north so we can vouch for how beautiful the rolling, ancient volcanic landscape is—especially once you get off of the interstate.

I went to check out the ’65 Monza 110 PG 4 door I mentioned in the May newsletter. It is a very solid car, with minimal rust for its age. The Ranch’s efforts to make it roadworthy were evident in the clean engine compartment and freshly rebuilt carburetors, new ignition wires, etc. The overheating was caused by a flipped Clark’s fan belt. I went home, got my last NOS belt (at least 40 years old – I’ve been using aftermarket belts at least that long) and installed it while the owner watched. I showed him the two-finger pull on the alternator fan to check the belt tension and when he cranked the engine it started right up sounding strong with a slight miss. I advised him to check for signs of belt powder at the pulleys and belt guides in case a bearing was bad and put



him in touch with Mike Coale. Mike will do an engine seal job and give it a further check after he finishes Ron Fedorczak's Greenbrier, probably in June. We may have a tech session later this summer.

I've penciled in June 24th for a Group Corvair social dinner in the Annapolis area. We'll keep members informed by email as details are worked out.

## **Minutes of the May Virtual Meeting**

**Marolyn Simpson**

Guess what, there was no meeting in May. The normal hosts – Jim & Marolyn Simpson – were at the CORSA convention out in California and were unable to find another date for the meeting. But there will be one in June! Check your email inbox for the link.

## **2025 CORSA Convention**

Well, the 2025 CORSA International Convention is now a wrap as they say. Next up is the 2026 convention in Gettysburg, PA. I hope everyone has it on their calendars and is planning to attend, either for the entire week or even just a day or two. And yes, drive your Corvair!

Marolyn and I attended the convention. And first off, I must compliment the California clubs on the venue. Given the abrupt change in location, I don't see how they could have done better. The hotel was great. There was plenty of room for meetings, formal and informal, with a huge atrium that all the rooms opened out onto. The breakfast – included in the price of the hotel (!) – was great. Not only was there a buffet of fresh cooked, good quality, staples, they had a made-to-order omelet (omelette if you are British) bar. And they were able to keep up with the crowds so there was never a significant wait for breakfast. This was a major improvement over just about every other convention hotel we've been in.

We arrived on Monday, the day before the official start of the convention and immediately started to run into old friends and acquaintances. Group Corvair was well represented, as you can see in the front-page photo. I didn't try to find people from the other Gettysburg convention clubs, but of the officials, only Titus Stewart was able to make it. He had a bunch of 2026 convention flyers that seemed to be popular. We'll see just how many from the west coast make it out here next year.

On Tuesday, we spent our time looking at the people's choice show cars, shopping the indoor and outdoor vendors, and visiting with our far-flung Corvair friends. Of course, we spent a lot of time with Carl Kelson and Arlette Pat, our members from "down under", renewed our friendship with Curt Shimp, our member from New Mexico, and of course had long conversations with Mike McGowan, Seth Emerson, and too many more to list here.

There were some interesting new developments such as billet cylinder heads. Unfortunately, I can't find the photos I took, but they are still in development. They have modern combustion chambers, modeled after Chevy's Vortex heads, angled spark plugs, and bolt-on intake manifolds that allow all sorts of custom carburation designs. Seth Emerson also has produced forged stainless steel fast steering arms that match the original Chevrolet optional fast steering arms. They're not cheap, but where else can you get new fast steering arms?



Wednesday was the tour of Hearst Castle. In case you haven't been there, this was the west coast mansion built by William Randolph Hearst, the original media mogul, a prototype for today's Rupert Murdoch. He became incredibly wealthy and built what was supposed to be his family home overlooking the coast at San Simeon but really became a place to see and be seen in by the 1920's and '30s celebrities. It's amazing what you can do with essentially unlimited money!

Unfortunately, Marolyn and I had family obligations that kept us from staying for the full convention, so we missed many of the other events. Instead, we drove down to LA and took a red-eye flight back home...

# Vair Vendor

## 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.

**Free - CORSA Communiqué** 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 - including some nice cars! Contact Mike Coale, [mikecoale@verizon.net](mailto:mikecoale@verizon.net) or 443-994-2559 and see just what he has available.



**For Sale: '65 Corvair Monza Coupe.** 110 hp, power glide. Mechanicals totally gone through, engine recently rebuilt by a professional mechanic. Drives great. Located in Myrtle Beach, SC. (It's a southern car.) Asking \$17,000. Contact Fred, 516-640-8074. (5/25)

## Corvair Part and Services

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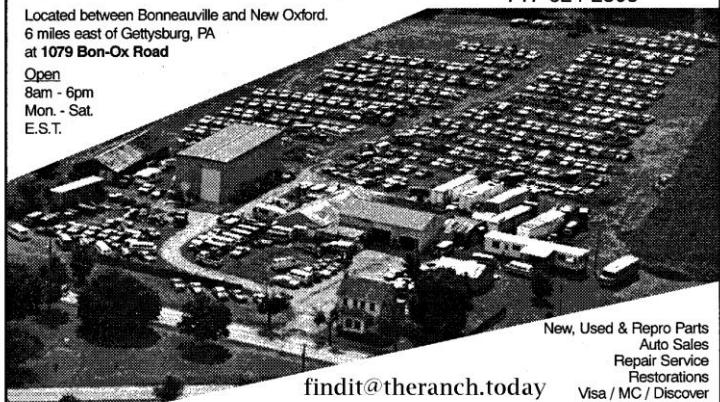
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**INTERNET:** [www.corvair.com](http://www.corvair.com)

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**Wheels at the San Luis Obispo CORSA Convention**

## **Carl Kelson's Marvelous Monza Down Under (Pt 2)**

This is part 2 of the article in the Australian magazine *Unique Cars* about Carl Kelson and Arlette Pat's 1965 Corvair Monza. Carl very kindly brought us a copy of the magazine to share with the club. I'll bring it to the next social meeting; it's well worth looking at, if no more than to see just what the automobile scene is like "down under". You'll see a lot of familiar cars, some that seem to be familiar but are unique to Australia, and some that are completely new to American auto enthusiasts. So, here's part 2:





**THIS PHOTO**  
The mirror RHD conversion was intended to replicate a new car for the Australian market.

## "HE STRUCK GOLD WITH A 1965 MONZA CONVERTIBLE LOCATED IN WEST VIRGINIA WITH ONLY 31,000 MILES ON THE CLOCK"

was a time when Carl returned home after an hour's break from the task of refurbishing the brakes of Arlette's 1968 P1800S Volvo to find that she had stepped up and completed the installation of the rebuilt master cylinder. She had the system all buttoned-up and ready for bleeding.

Carl added to the degree of difficulty of

the Corvair search by deciding it should be his first convertible. He struck gold with a 1965 Monza convertible located in West Virginia with only 31,000 miles (50,000km) on the clock, an example that also ticked his other wish-list box – lots of factory options. The long list included Powerglide auto, factory air-conditioning,

sports steering wheel, padded dash and power-operated convertible top (most Corvair convertibles came with manual tops). Factory air was extremely rare on convertibles – according to Carl, fewer than one per cent of soft-top Corvairs left the factory with AC.

With a prior engagement in Florida







**ABOVE RIGHT**  
Carl's Corvair is loaded with accessories including a GM Optikleen windshield washer solvent bottle.



## CHEVY SOCIAL

**DESPITE HAVING** a Volkswagen Beetle as his first car at age 18 because he couldn't afford the running costs of anything grander, Carl Kelsen was already a rusted-on Chevrolet enthusiast many years earlier. He explained: "When my father purchased a 1962 Chevrolet Bel Air, it left an indelible impression on my 11-year-old mind. My passion started there. Soon after when I saw my first Chevrolet Impala at the Melbourne Motor Show I thought, 'Gee, how could they make a more beautiful car than that?'"

Once the adult Carl was free to pursue his passion for all-things Chevrolet, it's not surprising that he became keen to connect with other Chevrolet enthusiasts. In those days, prior to Facebook and *Unique Cars* magazine, even prior to the *Trading Post*, the car-supplement of Saturday's *Age* newspaper provided a connection with motoring enthusiasts right across the spectrum. Carl's advertisement in *The Age* inviting enthusiasts interested in forming a Chevrolet car club to contact him yielded 30 responses that set the club's wheels in motion.

The Chevrolet Car Club of Victoria Inc that today boasts around 900 members, owns its premises in Cheltenham Vic, and recently celebrated its 50th birthday, was kick-started by Carl's little ad in *The Age*.





## CORVAIR MONZA



already set up, Carl arranged for his new acquisition to be shipped to Orlando to be stored awaiting his arrival.

Carl wasn't disappointed with what greeted him in Orlando: "My first impression was that it had a few minor bruises, but that otherwise it certainly

two-week journey that explored many southern states before completing an extensive tour of California. The car proved to be up for it, only requiring attention to a minor petrol leak early on and later, an oil leak from a poorly installed oil filter. The petrol leak from a fuel-hose connection was

### "I FOUND IT INTERESTING THAT THE DASH-MOUNTED POWERGLIDE SELECTOR READS ONLY 'R N D L'"

looked like a genuine 31,000-mile example, and with some restoration it would be stunning!"

His confidence in the Corvair's condition was underlined when he and Arlette took to the road to explore a good chunk of the USA on a drive that concluded in Los Angeles where the car was handed over to his shipping agent. There wasn't much change out of 9000 kilometres after the

challenging to spot because of the huge AC condenser mounted over the engine.

When the Corvair finally arrived in sunny downtown Melbourne, Carl began dismantling it, a process that was ultimately so complete that Carl and two mates could pick up the bare body to move it around.

The resto was extensive, thorough and very lengthy. What had been a white car





**THIS PHOTO**  
Carl and Arlette  
can no doubt  
stand proud with  
their recently  
completed  
Corvair Monza.



**ABOVE** The  
attention to detail  
during the restoration  
is just phenomenal,  
we think you would  
struggle to find a  
better example.





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