



Group Corvair Comments

GROUP CORVAIR'S NEWSLETTER FOR THE NATIONAL CAPITAL AREA



VOLUME LIII, No. 9

September 2025



Serious Metalflake Paint!
(Oxford Diecast Greenbrier)

CALENDAR OF COMING EVENTS

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.

20 – Corvair Day. Hosted by the Central Pennsylvania Corvair Club. 9 a.m. – 3 p.m., Eastern Museum of Motor Racing, 100 Baltimore Rd., York Springs, PA. Registration: <https://www.centralpacorvairclub.org/events-1/2025/9/20/46th-annual-cpcc-corvair-day>

TBD – Group Corvair Social Meeting. Keep an eye on your email; we plan a social meeting late in September or early October.

October

18 – Rockville Antique and Classic Car Show. The gate opens at 8:30 a.m. and all cars MUST be on the field by 11:00 a.m. – no exceptions! It's pre-registration ONLY with a limit on the number of cars. So go to <https://www.rockvillemd.gov/667/Rockville-Antique-and-Classic-Car-Show> before September 11 for the "early bird" rate (\$15) to register, \$25 after that. Don't delay otherwise you might not be able to have your car on the field. Spectators are free! Group Corvair is a sponsoring club for this great show and yes, cars from outside of Maryland are welcome.

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

November

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

December

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

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From the Oval Garage

Bob Hall

Our Group Corvair luncheon at the Green Turtle in Burtonsville had eleven attendees with the Walkers coming the greatest distance all the way from Reston VA. Randy Ricktor drove his beautiful Butternut yellow 1965 Monza convertible and graciously allowed us to appreciate it. I hope someone took some photos of Randy with his Monza. We do have a photo of all of us at the table. The restaurant treated us well; gave us their party room without the surcharge and provided quick, attentive service. Carol and I cannot recommend their crab cakes, however.

There was a great deal of discussion about the 2026 Convention that we are co-sponsoring. Ron Fedorcak, having attended every Corvair/CORSA convention, helped define potential pitfalls and challenges that occurred in the past and there were plenty of questions from GC members who have yet to attend a convention. Jim Simpson and I have been discussing our stake as a sponsoring club several times a week and keeping Mark "in the loop". I promised to pass on our questions and concerns to the Convention Committee and CORSA at the Zoom meeting on September 3rd.

.....which I did. The Convention Planning Team met via Zoom at 8:00. The draft schedule was discussed event by event with Jeannette Alberte keeping us on track with Tom Rahochik and Titus Steward bringing us up to date on current planning. Group Corvair's offer to handle the Cruise in/People's Choice event was accepted. We will need to start budgeting for signs, traffic cones, etc. I plan to have a Google Earth image available to share at our GC September business meeting to show the aerial layout of the hotel and surrounding area. National CORSA Chairs will pair with the local sponsoring clubs—Mid Maryland, Central Pennsylvania, Group Corvair and Northern Virginia—as the planning moves forward. One consequential schedule change was to move the Corvair Ranch open house—which is not officially a CORSA event—to the Saturday after the convention which should improve

the chances of Convention attendees staying through Friday and showing up for the Convention banquet Friday evening. Any “no shows” at the banquet would cost CORSA money because the number of meals must be confirmed and paid for prior to the convention.

We’re still working on a social lunch in late September and we’ll send an email in the next few days. Great weather for Corvair maintenance and Tech Sessions is here now that the heat has broken so take advantage of it.

Minutes of the August Virtual Meeting

Marolyn Simpson

As Group Corvair members were logging into the August 19 meeting, Carl Kelsen brought up the topic of dropping an engine while the car was on a 4-post lift. Soon nine members were participating in the discussion. Carl said he will document the procedure for the newsletter.

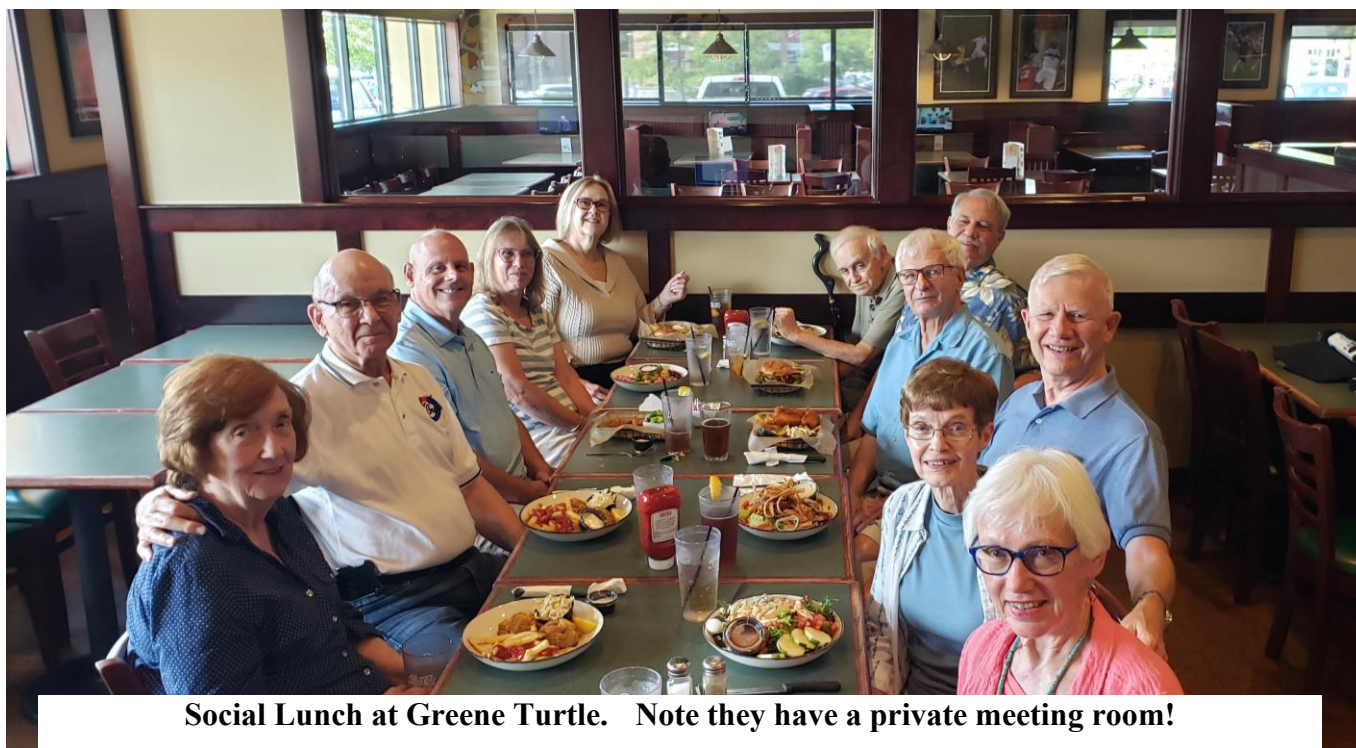
Bob Hall, president, called the meeting to order at 7:45 pm. The minutes of the July meeting were approved as they appeared in the newsletter. Jim Simpson, treasurer, reported that there was no income or expenses during the last month.

At the end of the July meeting, there was a discussion on flushing rocker panels. There were several more comments on the subject.

The main issue in new business was the upcoming convention for 2026. Group Corvair is proposing to take on one of the events, possibly the car display. Members could also help with other events where needed. Diana Moy, one of the organizers, will provide monthly updates on the convention to all clubs involved in planning. Group Corvair will be included in the September convention planning meeting. Corsa is coming in October to view the sites, such as the hotel, and autocross lot.

Carl said he is willing to do a presentation at the 2026 convention if others want it. He is 98 percent sure he will be at the Gettysburg convention.

The next social meeting will be at the Green Turtle restaurant in Burtonsville on Monday, August 25 at 1:00 pm. [Note: The gathering took place as scheduled.]



Social Lunch at Greene Turtle. Note they have a private meeting room!

Jim attended the virtual planning meeting for the Rockville Antique and Classic Car Show. Club members are needed to work on the field to direct and park cars, but Rockville employees will handle the registration entrance.

Mark Shiffler announced that his Corvair was currently at the painters (Glenn Dale Autobody) and should be done soon. He said it was looking good and hoped to have it at the Rockville show.

Bob Walker gave us an update on his car.

It was agreed that we need to schedule at least one tech session this fall, but no further plans were discussed. (We still need to help Lorenzo Church install the dual master cylinder and electric fuel pump on his '64 Monza.)

The meeting ended at 8:40 pm.

Tech Topics

Jim Simpson

SFBA CORSA: I've subscribed to the San Francisco Bay Area CORSA newsletter. On of the things they do is put out a nearly daily note with events, comments, and tech tips. I'd recommend you subscribe. Here are several excerpts:

Ignition condensers seem to be a weak point in the currently available breaker point ignition parts kits. Apparently, they aren't being made to the same quality as they were made when all cars used breaker point ignitions. So, two tips. If you are using a conventional breaker point ignition system in your Corvair and it is giving you a problem, and there's no obvious issue visible, suspect the condenser. Second, hang on to those vintage condensers; they were well made "back in the day" and are likely better than most you'll find in a parts store these days.

Remember that every Corvair out there is a 60-year-old car. So don't just assume that all the parts in it are what Chevrolet installed when it was built. Over the years, when something failed, one of those prior owners may just have grabbed something he had available to repair it. Mis-matched cylinder heads? Happens all the time. Wrong distributor? Chevrolet produced at least 28 different distributors for Corvairs between '62 and '69 and while they will all mechanically fit all the engines, they each had a unique advance curve matched to a particular drive train.

And of interest to installing a **dual brake system** on Lorenzo Church's '64 Monza, there was an update of an article from the Corvair Center Forum of what parts you'll need and how to do the installation. Good tips and pictures.

Down Under Engine Rebuild: Also, from SFBA is this note about Carl Kelson's engine rebuild. He's just getting started, but it looks like he's doing it right!

SFBA CORSA, September 6, 2025: Many of you have seen the photos and video of the Corvair that member Carl Kelsen has restored in Australia. The car has been converted to right hand drive, all done by hand by Carl. It's a really fantastic car. The attention to detail is so good that looking at images of the right-hand drive would lead you to believe that either this had come off of the line at the factory or you were looking at a reverse negative of a photograph. More can be learned about Carl's Corvair in our [archives](#).



After years of restoration, Carl and his wife Arlette were finally able to take the car out for its maiden voyage.

Unfortunately, after a few hundred miles, it was back on the lift as Carl had begun to hear a metallic noise coming from the engine.

Carl drove this car from Coast to Coast in the US before loading the Corvair into a shipping container for Australia. There were no issues for the entire drive, so it was determined that the engine was in tip top shape.

Fortunately, Carl was able to find a local engine builder who was up to the task of tearing the engine down, finding the culprit and putting it back together. Even better, the builder has welcomed Carl to come in and assist and learn with this job.

Right now, they are still in the "tear down" stage, going slowly to see if they can find what is causing the issue. Carl reports that the engine turns by hand rather easily but does show resistance at one point in each hand turned revolution. Club members were quick to help out with suggestions and well wishes on this undertaking.

Jack Stands: SFBA CORSA had a nice article about jack stands. One thing I learned is that there are both floor jacks and trolley jacks. The difference seems to be size (trolley jacks are smaller) and that trolley jacks usually have swivel wheels whereas most floor jacks don't. Another thing I learned was that Harbor Freight has dramatically improved the quality of their jack stands after having a very public recall a couple years ago. If you are buying on-line, use caution and avoid "no name" stands. And they recommend against overseas sites such as Temu. In addition, I'm sure you know **NEVER** to use cinder blocks or plastic milk crates to support a car. Finally, they recommend picking up a rubber pinch weld puck.

Backup Light Substitute: From the Central Virginia Corvair Club ***VAIRifiable*** News, July 2025:

Converting the backup lights on a Corvair to running/brake lights is fairly straight forward. This conversion gives better visibility of your Corvair to the cars following you, especially during inclement weather. However, then there are no backup lights, so an auxiliary backup light needs to be installed. Here's how club member Allan Noah installed one using an 8" Pilot brand LED micro strip light from NAPA on his Corvair.



From Allan: The light out of the package is a simple aluminum bar with a COB LED glued into a recess in the front face. There is a single exit hole in the back for the wire, and no other means of fastening. So, I bent up a piece of sheet steel and installed a couple of license plate plastic plugs in it. (The hole in the center is from an earlier experiment.) The light is fixed with a strip of 3M double sided tape that comes with it. Just in case that fails, I made a couple of stainless-steel clips which pass through holes in the backing plate. The stainless came from the sides of wiper blade inserts, good, straight stuff and very useful.



Strip LED light mounted to bracket that attaches to the license plate



LED light aglow mounted above license

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 has a collection of Corvairs: 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 or 443-994-2559 and see just what he has available.

 **SAVE THE DATE!** 



The 2026 CORSA Convention is being presented by four clubs:

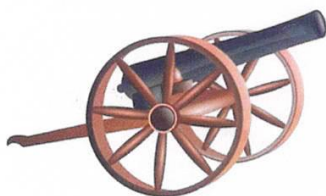
- Mid-Maryland Corvair Club
- Central Pennsylvania Corvair Club
- Group Corvair
- Northern Virginia Corvairs

We hope that you will join us for what is gearing up to be the biggest and best convention to be held on the East Coast! Come join in the fun and the history of Gettysburg- tour the battlefields, take a ghost tour, and dine at historic restaurants!

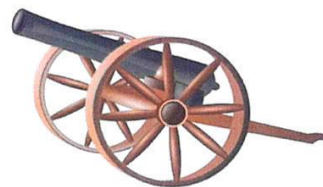
You can even visit wineries, tour car museums, and even spend time at the world-famous Hershey chocolate factory and the fun-filled HersheyPark.

Like the country life? Gettysburg is a short hour drive from the heart of the Amish communities in Lancaster PA where you'll find fantastic dining and shopping.

What's the schedule of events? Take a look at what we have planned:



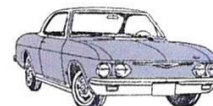
- Monday, June 22nd: Welcome Party
- Tuesday, June 23rd: Concourse
- Wednesday, June 24th: Road Rally
- Thursday, June 25th: Autocross
- Friday, June 26th: Econo-Run
- Friday, June 26th: Banquet and Awards



Tours, technical sessions, and other fun and exciting activities and events are in the works!

Mark your calendars and start planning to

"See You There in Your 'Vair!"



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