



Group Corvair Comments

GROUP CORVAIR'S NEWSLETTER FOR THE NATIONAL CAPITAL AREA



VOLUME LIII, No. 12

December 2025



Yenko Stingers Swarming the Muscle Car and Corvette Nationals

CALENDAR OF COMING EVENTS

December

16 -- Group Corvair On-Line Meeting. 7:30 p.m. CORSA Convention planning, holiday celebration ideas, Group Corvair 2026 Officer elections.

January 2026

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

TBD -- Annual Group Corvair Winter Holiday Party. Date, time, and location are to be decided, but your suggestions are welcome.

February

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

March

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

April

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

May

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

June

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

22 – 26 – CORSA International Convention, Gettysburg, PA. Note, several Group Corvair members will likely be there a day or two early to set things up. Group Corvair is responsible for the opening day car show!

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From the Oval Garage

Bob Hall

Best Wishes for a very Merry Christmas, Happy Hanukkah, Kwanza and a Happy New Year to everyone! We are planning to welcome 2026 with a social get together in January. If you have a favorite restaurant where we haven't yet met or would prefer one that we have used recently please let us know by December 15th.

The December CORSA convention meeting was postponed, but discussion continues. Please wait to reserve a room at the Wyndham until CORSA Convention registration begins—probably in January. It will be important to reserve through CORSA to give it a strong hand when dealing with the hotel. Ron Fedorczak had been discussing the possibility of angled parking with Jim Simpson on the first day of the convention to make it easier for people to walk around the cars while judging for the people's choice. Angled parking would also increase the number of available spaces. Monday will be the only day when parking will need to be controlled for judging.



Mark Shiffer needs to hear from everyone who is interested in Group Corvair merchandise. Please let him know of your interest--don't miss out—his contact info is listed below.

Mike Coale is in the hunt for a rust free '64 Arizona 8 door Greenbrier and may have found one. Wish him luck. There may be a newsletter story with photos in the future. Mike and his Corvair mechanic in training are also in the middle of bringing that '65 4 door PG Monza mentioned in an earlier newsletter back to (mechanical) life after its engine overheated damaging #2 piston.

I hope to “see” you all at our December Zoom meeting.

Merry Christmas

Minutes of the November Virtual Meeting

Marolyn Simpson

The Group Corvair Zoom business meeting was on Tuesday, November 18. In addition to eight club members, Rick Sanford and Titus Stewart from Corsa joined us to participate in the convention discussions.

Bob Hall, president, called the meeting to order at 7:39 pm. Minutes of the October meeting were approved as they appeared in the newsletter. Jim Simpson gave the treasurer's report: there were no changes in the treasury from last month.

Everyone was reminded that election of club officers is coming up in December.

Mark Shiffer showed us a sample of the logo embroidery for the new shirts which is 4-1/4 inches. The price is \$12.99 each for a small order. There is a price break with an order of 24 or more. There can be different colors of shirts in an order such as white, gray, or blue.

The Rockville show wrap-up meeting is December 9 at 7:00 pm at the Glenview Mansion, 603 Edmonson Dr., in Rockville. Several members plan to be there so Group Corvair should have good representation.

Thursday, November 20 is the monthly social meeting at Nonna Angelo's restaurant in Crofton. *[Note: The social meeting took place as planned.]*

Titus said the schedule for the convention is mostly set—all the major events are locked in. We looked at printouts of the hotel and parking lot. The area of the back parking lot shaded in green will be outdoor vendors. That will move them away from the driving lane and into the parking lot.

There was a discussion of the procedure for parking cars in the car show, which should make it easier to get cars into and out of the display area. After the car show, which is on the first day of the convention, that area will become open parking. Corsa has a supply of equipment needed to run the event such as vests, cones, etc. Group Corvair will be responsible for signage in the back lot. There was also some discussion on parking the concours cars.

Awards for the car show and valve cover races will be presented after the events on Monday. These awards will not be part of the banquet awards ceremony. We will try to have a photo of each of the cars to use when giving out the awards.

The food trucks that will be in the car show area are for Monday only. At other times there is food available at the hotel and nearby fast-food restaurants.

The registration number you receive at check-in will be your number used in all events.

The cut-off for indoor vendors is about a month before the convention to allow time to get permits and have the right number of tables available.

Corsa will have about 75 percent of the rooms in the hotel, which has 284 rooms in total. Corsa is trying to encourage early registration to help with planning.

The meeting ended at 8:55 pm.

Social Lunch at Nonna Angela's Italian Restaurant

After consulting with several club members, Bob Hall made reservations for a social meeting on Thursday, November 20 at 1:00 pm at Nonna Angela's Italian restaurant in Crofton. When we arrived, we were seated at a table set for 12, but several conflicts had come up at the last minute and only six members were there. The food was good and so was the service. Since we were there a bit after the normal lunchtime, there were not many other customers. It was quiet enough to have a conversation, which was good because the main topic was the Gettysburg convention. Mostly we focused on the logistics of the car show that will be on Monday, the first day of the convention. We discussed placement of the cars in the lot, keeping non-show cars out of the show area, signage, food trucks, and other convention related topics. We left the restaurant shortly after 3:00 pm, so we could get home in time to start planning dinner.

Thinking of a Christmas Gift?

CORSA suggests you gift yourself with a CORSA Membership. A 1-year on-line membership will cost only \$40 and provide you with all the benefits of CORSA along with an electronic copy of the *Corva Communiqué*. And a CORSA membership would also make a great gift to a fellow Corvair owner who is not currently a member! Merry Christmas.

You Do Want Some Group Corvair Apparel!

Group Corvair is going to purchase another batch of club logo apparel. We're evaluating a couple sources, one local and the other a mail-order company where we purchased our last ones some 15 years ago. We can't match exactly the ones we got back then since they are no longer made, but we will look for good quality materials that stand up to wear and are easy to clean.

We're discussing the default color, but we want our logo to stand out and that the shirts can be worn in the sun without overheating. We also plan to get ballcaps. Apparently, the logo will have to be simplified to fit on a hat, but it still should be recognizable as Group Corvair's. We're not entirely sure about pricing – best guess right now is in the \$30 range for a polo shirt and \$15 - \$20 for ballcaps.

Right now, we need a count of how many people want them and a general idea of quantities. Don't forget, Group Corvair is a sponsor of the week-long CORSA Convention in Gettysburg next year and you might want a change of clothes. And of course, your significant other will want some matching apparel as well!

So send a note to Mark Shiffler (mshiphty@gmail.com), Bob Hall (HallGrenn@aol.com), and me, Jim Simpson (simpsonj@verizon.net) so we can start putting an order together. We will get back to everyone to get final numbers, sizes, and colors as well as the prices before we put in any orders.



Corvairs (or more specifically Yenko Stingers) Get Some Respect Jim Simpson

I like the title "*Corvair Stingers Swarm The Muscle Car and Corvette Nationals*". Hemmings Motor News has just published their report on MCACN 2025, the Muscle Car and Corvette Nationals, held over the November 22-23 weekend in Rosemont, IL. This is right next to O'Hare International Airport in Chicago, IL. This is an event that turns out, in their words, "*over 550 prime Muscle Cars, Dealer-built Supercars and Corvettes*". This year they welcomed the Yenko Stingers!



Here's a link to the article since it's too long to reprint here. <https://www.hemmings.com/stories/corvair-stingers-swarm-the-muscle-car-and-corvette-nationals> But to summarize, 13 Stingers plus some additional displays were there. That's about 10% of all the Stingers ever made! The article is well written by Richard Prince who obviously has done his homework. It's well worth reading.

Tech Topics

Jim Simpson

Finally, something for you early-model owners! From Mike Dawson's *The Preventive Maintenance Series*, as published in the December 2025 issue of the Prairie Capital Corvair Association Newsletter, *The Flat Six*:

Noises, Early Coupe and Sedan Engine Lid For almost a year I have been chasing a vibrating rattle noise coming from the engine lid on our '63 Powerglide coupe. It was noticeable in gear at idle and got worse with the A/C turned on. On several occasions when it got my attention, I tried to track it down by stethoscope and by thumping the lid in various places. It appeared to be in the layered sheet metal panels in the louvered area. At one time I had half a dozen cardboard and wood shims stuck between panels in an attempt to silence it, but no luck.

Finally, during another attempt, I noticed that putting light pressure on one of the hinges with a folded-up shop towel would stop the noise. I tried tightening the latch and bumpers but that did not help. It appeared that the lid needed some kind of dampening at the forward edge of the lid to stop the hinge vibration. A piece of rubber hose laid in the body track at the front of the opening put enough pressure to stop the hinge rattle that was being transferred into the sheet metal. GM originally glued a strip of weatherstrip in the channel but just across the front of the opening between the hinges. Most have been removed and not replaced (or have deteriorated completely) because nobody knew what the purpose was. Clark's sells that exact part (C2287) but does not mention the use.

I put a ball of caulking on the channel and closed the lid to measure what thickness was needed to dampen the lid, then sorted through my "leftover" collection of weatherstrips and found two that would work. I checked our other early model and promptly added a 3' section of weather strip to replace the piece missing there as well.

These are the two weatherstrips that worked; the one on the left is an FC door strip, and the one on the right is for a car trunk. Anything tall enough to put pressure on the lid should work.



Starter Not Always Engaging? Here's another tip from Mike Dawson, this time via the Heart of America Corvair Owners Association *VairCor*. This is significantly edited, so don't blame Mike for any errors, blame your fearless editor:

Mike has been rebuilding Corvair starters and testing them to be sure everything was in order. When testing, he found several would "click" but not engage and crank the engine. He tried swapping solenoids around, but while that seemed to help, it didn't completely eliminate the problem.

When checking with a voltmeter, he saw between 8 and 9 volts at the "S" terminal. (That's the terminal that connects to the ignition switch and when powered, energizes the solenoid.) If he jumped the "S" terminal directly to the battery, the starter would work every time.

It turns out there's about 38' of wire going between the battery, up to the ignition switch, and then back to the starter solenoid. And in that path, he found there are 10 push-on connections, 2 switches, and 15 crimp connectors. (Ed note, I've got to dig out a spare harness and count them...) Now after around 60 years of service and exposure to rain, road salt, and who knows what, some of those connections are not as good as they were when the car came from the factory. Mike found at least one where the crimped wires were turning green from corrosion.

The original GM solenoids were supposed to work with as little as 7.7 volts, but newer replacements have fewer copper windings and thus require higher current to operate, hence a need for a higher voltage. So, take a voltmeter and do some checking. Voltage checks need to be done when the circuit is under load, so you'll need an assistant to turn the ignition key while you are monitoring the voltage at the solenoid. If you see less than about 9 volts at the "S" terminal, start working your way through all the connectors and switches (ignition switch and the neutral safety switch if you have a Powerglide) and find where the faults might be.

Planning an In-Tank Electric Fuel Pump? I ran across an interesting tech tip in Hemming's on-line "*Tech 101*" news series. If you are planning on using an in-tank electric fuel pump, you will almost certainly use a rubber hose to attach it to the fuel line. That's fine but be sure the hose you are using is "**Submersible Fuel Line**". We're all aware that there is a variety of rubber hoses out there. Some are good for windshield washer use but NOT for fuel, some are for low pressure fuel, and some are for high pressure fuel injector use. But it turns out that even the standard fuel hose is NOT designed for continuous submergence in gasoline. The outer



layers eventually disintegrate. Dayco does make submergible fuel hose; check Summit Racing as well as better auto parts stores such as NAPA.

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 Communiqué 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)

 <p>CARGO NET Permits cargo and luggage to be stacked from floor to the roof in Greenbrier cargo space.</p>	 <p>LUGGAGE CARRIER A permanently attached carrier that adds considerable cargo space.</p>	 <p>DRAWER Fits under intermediate seat with sliding top to keep contents clean.</p>
 <p>CAR TOP SLEEPER AND LADDER UNIT A durable water-proof sleeping unit that will accommodate a 3/4 size mattress. A two section ladder is furnished with the unit.</p>		
 <p>SHELTER UNIT Provides shade and shelter, made of army duck complete with aluminum poles, stakes and rope tighteners.</p>		
 <p>POP TENT A large tent of sail boat drill cloth, complete with fiberglass ribs, sewn-in floor, large window, mosquito netting and sturdy carrying bag.</p>		
 <p>CAMPER UNIT A custom unit to convert the interior of a Greenbrier into a mobile home.</p>	 <p>Attach to center windows and will not interfere with the operating of windows.</p> <p>SIDE WINDOW SCREENS</p>	 <p>TABLE Can be used inside or outside the Greenbrier.</p>

 **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!

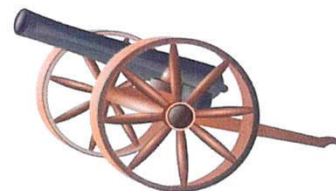
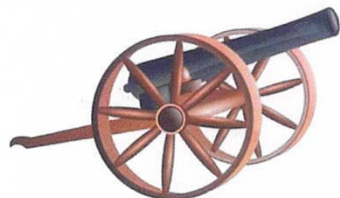
You can even visit wineries, tour car museums, and even spend time at the world-famous Hershey chocolate factory and the fun-filled HersheyPark.

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:

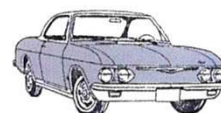
- Monday, June 22nd: Welcome Party
- Tuesday, June 23rd: Concourse
- Wednesday, June 24th: Road Rally
- Thursday, June 25th: Autocross
- Friday, June 26th: Econo-Run
- Friday, June 26th: Banquet and Awards



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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