



Group Corvair Comments

GROUP CORVAIR'S NEWSLETTER FOR THE NATIONAL CAPITAL AREA



VOLUME LIV, No. 3

March 2026



Diana Lynn Yates (12/28/1943 – 2/7/2026).

CALENDAR OF COMING EVENTS

Last Call for Group Corvair dues!

The Club needs YOU! Dues are a mere \$10/year. Please send a check, payable to **Group Corvair**, and mail it to **Jim Simpson, 3845 Wayson Rd, Davidsonville, MD 21035.**

March

17 -- Group Corvair On-Line Meeting. 7:30 p.m. Check your email the weekend before for Zoom link instructions.

25 – Group Corvair Social Meeting. 12 noon, Not Your Average Joes, 10400 Old Georgetown Rd, Bethesda, MD.

31 – Last Call for GC logo shirts and hats! See the article below.

April

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

TBD – Group Corvair visit to the Gettysburg CORSA Convention site to plan the car show.

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!

22: High Performance Driving at Summit Point. Gates open from 6 a.m. to 7 p.m., the track is “hot” from 8:30 a.m. to 5:30 p.m. <http://www.neccmotorsports.com/>

GROUP CORVAIR 2026 OFFICERS and Points of Contact

(We are delaying 2026 elections until after the CORSA International Convention in June.)

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From the Oval Garage

Bob Hall

What a difference a month makes--temperatures in the 70s as I write this. Time to start thinking about flushing out those rockers, the front plenums, etc.

We have scheduled our next social lunch meeting for:

Wednesday, March 25, 2026 @ 12 noon

Not Your Average Joe's

10400 Old Georgetown Road
Bethesda, MD 20814

Old Georgetown North Exit off of 495
240 316 4555

Note: This is a change from earlier plans to meet at the Green Turtle in Olney which has “Temporarily Closed”.

Please plan to attend the March Group Corvair online Zoom business meeting (listed in the calendar above) when we will share the latest information for the 2026 Corvair International Convention beginning June 22, 2026. And if you haven't already done so read the March CORSA Communique.

Along with other long time Group Corvair members, Carol and I are mourning the loss of Jerry Yates's wife Diana. Always active in Group Corvair with Jerry – Diana was once club secretary – she was a loyal supporter during his autocross days. After their 1966 Monza's autocross days ended she and Jerry converted it into an award winning Yenko tribute clone (with a garage full of trophies to prove it). We have many wonderful memories of trips with Jerry and Diana – with and without Corvairs. Please keep them both in your prayers.

Please check your schedules for Wednesday, April 22nd when Group Corvair members will travel to the site of the 2026 convention at the Wyndham Hotel in Gettysburg to visit the rooms reserved for events and to walk the parking lot to plan for the Cruise In/Peoples' Choice car show. Diana Moy and Tom Rahochik of Mid Maryland Corvair will loan us a PA system (including extension cords) for our event and the hotel will provide two tables and some chairs to organize our ballots and voting process.

We need to finalize our plans for how many and what types of signs will be needed to direct and control Corvair traffic to and in the back lot while at the same time not interfering with regular hotel deliveries and non-Corvair guests. **We will report to CORSA on what signs, vests and other support will be needed by May 1st.**

Minutes of the February Virtual Meeting

Marolyn Simpson

As nine members of Group Corvair were logging on to the February 17 meeting they discussed several topics. Mark Shiffler said that he has a CD of the Gettysburg battlefield that he is willing to loan. He also said that he had taken his transaxle to be worked on; this was followed by a discussion about the transaxle. Carl Kelsen then brought up the presentation he is planning for the convention. He also said that some Corsa members would be visiting him in Australia in a couple of weeks.

Bob Hall, president, called the meeting to order at 7:40 pm. Minutes of the last meeting were accepted as written in the newsletter. Jim Simpson gave the treasurer's report. We gained a new member during the last month and will lose a member.

We are trying to close out the preliminary work on our Group Corvair shirts and hats and are getting ready to put in the order. There will also be convention shirts for sale at the convention which will have a printed logo—not silk screened.

More on the convention: We can start putting up signs in the parking areas at 4:00 pm on Sunday. We may also need signs indicating the route for deliveries, and may need to block off the back lot as early as Saturday. Phil Richardson said the model car display is coming along well. There will be a place on the registration form to check if you want to volunteer for various events. Bob Walker reviewed several conventions he has attended and has volunteered to help with the moving events. It was suggested that some of the other club members at the convention participate in events such as the econo run or rally or even the autocross.

The first or second week of April Group Corvair members will meet at the convention hotel to take an in-person look at the indoor and outdoor facilities. More details will be sent out later.

The club will provide a floral display in honor of Diana Yates.

We are planning a social meeting in late March or early April. More details will be provided later.

The meeting ended at 8:55 pm.

Diana Lynn Yates, 12/28/1943 – 2/7/2026

Jim Simpson

Diana Lynn Yates, wife of Jerry Yates, and a long-time Group Corvair member, passed away on February 7th. Diana, along with Jerry, was one of the founding members of Group Corvair and served as club secretary in 1971. She was something of a car nut, regularly participating in the Group Corvair (and Metropolitan Council of Sports Car Clubs) autocrosses. She refused to run in the "ladies" classes as being somewhat unfair to the men. So, she

ran, and did well, in the regular “men’s” classes. This fondness for sporty cars persisted throughout her life with her last car being her beloved BMW Mini-Cooper “S”.

Diana grew up in Lewisdale, MD, studied English Literature at the University of Maryland, and met Jerry while working at the Hecht’s department store. She, appropriately, was working in the fine-china department while Jerry, equally appropriately, was working in toys. The lovely Diana was always surrounded by male employees, so Jerry finally called from his toy department to the fine-china department to get in touch. They were married in 1965 and together they raised two sons, Sean and Erin (James), and a small army of beloved cats and dogs.

Besides raising their two sons and keeping Jerry in line, Diana worked for the National Geographic Society for nearly three decades, found time to compete in the Marine Corps Marathon (1991), completed her ACE Certification as a fitness instructor, rode 100k bicycle tours on the Eastern Shore with Jerry, and was a cancer survivor showing great courage and determination during her recovery.

Diana had a creative spirit, expressing herself through her guitar when she was younger, then later in life, with her paintbrush. She loved gardening, taking tight turns in her Mini Cooper, and spending time with her family and friends.

You Do Want Some Group Corvair Apparel!

FINAL CALL! Get Your Order In NOW! March 31 is the DEADLINE!

We’re decided that default color will be white so our great logo will stand out and the shirts can be worn in the sun without overheating. (There are other colors available so check with us if you’d like something else; we don’t think there will any difference in price.) We also plan to get ballcaps with the logos; they will be “fit all sizes” and have adjustable Velcro straps rather than the plastic snap strips.

We have settled on a couple of styles with pricing in the \$30 range for a polo shirt and \$15 - \$20 for ballcaps.

Don’t forget, Group Corvair is a sponsor of the week-long CORSA Convention in Gettysburg this year so show your colors. And you might want a change of clothes. Of course your significant other will want some matching apparel as well!

So send a note to Mark Shiffler (mshifty@gmail.com), Bob Hall (HallGrenn@aol.com), or me, Jim Simpson (simpsonj@verizon.net) so we can get the order in.



**A Sample from Our Last Batch
(the new ones won’t have the black stripes)**

Tech Tips

More on Stock Corvairs: Bill Hubbell and Steve Spilarto of the *Stock Corvair Group* have been working on documenting how various parts of the Corvair evolved over the course of production. Their latest is “How many different Upper Shrouds were made for the Corvair Engine?” Find the answer at: <https://stock.corvair.org/wordpress/2026/02/engine-top-shroud-variations/> Bill and Steve have posted several more on that website, so go to: <https://stock.corvair.org/wordpress/> and check out their research. And while you are there, take a look at the areas they need help with their research. You might just have the information they need.

Want to go Racing? We’re only three months from the 2026 CORSA International Convention, and it’s time for you to get your valve cover racer built! From the Detroit Area Corvair Club (DACA) *The Aircooler*, March 2026, here are some tips on building your very own Valve Cover Racer:

The first thing you need to do is go to the CORSA website and download a copy of the *Valve Cover Race Guidelines*. Here’s a link: <https://www.corvair.org/index.php/resources/policies-procedures/category/3-event-rules-procs>

Bill Vellner (mr.bill0728@att.net), president of DACA, has some insights on the actual design and materials to use:

Now that we have the current rules for Valve Cover Racers from CORSA, it's time to plan your racer. Before starting on your racer and making it go fast, some theory is needed. This may seem a little boring and dry, but it is important if you want a winning racer.

A valve cover racer has two main forces acting on it: gravity and friction. Even at its fastest, aerodynamics normally doesn't play a significant role. Gravity is limited by the weight of the racer. The rules specify a maximum weight of 4 1/2 pounds, so the main effort is to reduce friction as much as possible. Experience has shown that unshielded ball bearings (preferably flanged) combined with CDs or DVDs make the best wheels and bearings. The flanges aren't essential, but they do help to minimize wheel wobble. Just make sure that the grease that may be in the bearings has been washed away and a light oil is used for lubrication.

One other consideration to consider is determined by the design of the starting system. Rods are placed to keep the racers at the start and are dropped to release the racers. Those rods are 3" high and the sooner your racer clears those rods, the sooner it will start to roll. A racer that has a lower clearance just under 3" has an advantage over a racer with a lower clearance. It may seem like a small thing at the start, but the advantage becomes greater even before the finish line.

The slope of the track also offers another design consideration. Also, about 3/4 of the way down, the slope of the track decreases significantly. If the majority of the racer's ballast (to reach 4 1/2 pounds, you WILL need ballast) is placed at the rear of the racer, the greater slope of the track will let gravity push the racer longer than if the ballast is placed further forward. Remember, you want gravity to work for you as much as possible. This also keeps the racer in the "spirit" of the Corvair in that the weight is greater at the rear.

Needless to say, you want your wheels mounted so that the racer will track as straight as possible. We will cover techniques for that in a later part. Even if your wheels are aligned perfectly, minor irregularities in the track will cause it to scrape against the barriers on either side. This is where reducing friction comes into play again. By mounting rods at each corner of the racer that are slightly outboard of the wheels and extend down to about 1/2" above the bottom of the wheels with a ball bearing on the bottom of each rod, any contact will be rolling friction and thus will be very low.

This covers the theory and design considerations for a valve cover racer. In later articles, we will look at various construction technique suggestions and possible variations. All of the above has nothing to do with how you decorate your racer, so there are no limits there as long as you don't mount sails that might actually slow things down.

Swing Axles Anyone? Not really a "tip" as such, but many imports back in the 1950s and 1960s had swing axle rear suspensions including VW "bugs", Porsche, Mercedes, and others including the Renault Caravelle.

For those of us of a certain age, we remember these as cute little, rear-engine, convertibles. They were a bit under-powered for American highways, and as you might note, much smaller than the typical Detroit iron. They weren't very durable and prone to rust, but they were fun.

But back to the point. I came across this picture of the underside of a Renault Caravelle that really illustrates swing axle suspension. This is about as basic as you can get!

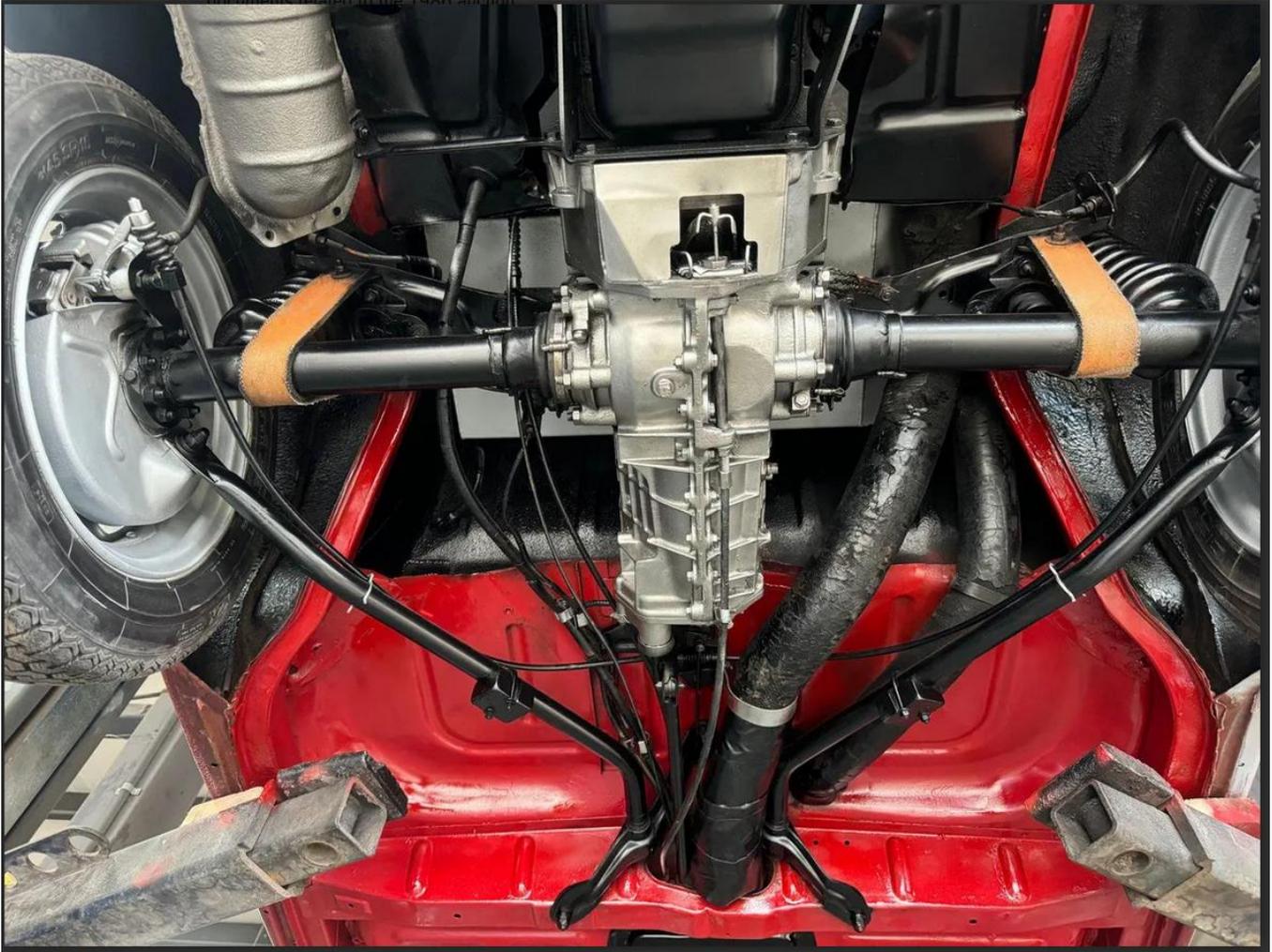


In the picture, you are under the rear mounted engine (water cooled) looking up at the transaxle and the underside of the passenger compartment (bottom of the picture). The rear wheels are to the left and right with the black half shaft tubes coming straight to the transaxle. (The actual axles are inside

1962 Renault Caravelle

these tubes.) The springs and shock absorbers attach directly to the half shaft tubes. The two black rods or arms coming up in a “V” shape from the body of the car position the rear wheels forward and aft. Note the two leather straps that go under the half shafts! These limit the amount of downward travel of the half shafts, thus limiting the camber change of the rear wheels. The 1962 Corvair Spyder had these as part of the optional heavy-duty suspension, but this was apparently discontinued sometime in the '63 model year.

Overall, you can see the simplicity of a swing axle rear suspension. It's a low-cost way of providing independent rear suspension, something necessary when the drive wheels are directly connected to the transaxle.



TOURIST HIGHLIGHTS In and Around GETTYSBURG, PA Ron Fedorczak & Eileen Clegg

Springlike weather and fast approaching Daylight-Saving Time is tempting us to spend more time outdoors. What better activity than to dream about and plan driving routes in our vintage Corvairs, including to the 2026 CORSA International Convention in Gettysburg, PA. If so, have you considered adding a day or two BEFORE and/or AFTER the convention (taking advantage of the Wyndham Hotel's convention rate) to explore the numerous historical sites in and around Gettysburg?

Order a 2026/Gettysburg Tourist Guide from: DestinationGettysburg.com Also use the site, www.pabucketlist.com for information.

Your initial stop in Gettysburg begins at **The National Military Park and Museum Visitor Center** (1195 Baltimore Pike, 17325) at Rt 15 Exit 97. Before entering the building, “rub elbows” with Honest Abe seated in the courtyard.

View the introductory film “*A New Birth of Freedom*”. Experience the stunning 4 storied, illuminated and refurbished 1884 Cyclorama with 360-degree views of Pickett’s Charge.



Then continue into the multi-roomed museum guiding you through extensive collections of military artifacts: maps, medical kits, uniforms, letters, and weapons helping to define this historic 3-day Battle.

There is a fee charged for the Cyclorama and Museum.

From the parking lot adjacent to the GNMP&VC you may begin a FREE self-drive AUTO TOUR of this sacred Battlefield with 16 interpretive STOPS.

OR you might choose a 2-hour bus tour with Gettysburg Battlefield Tours located at 778 Baltimore Street.

(Reservations and fees charged). Tours also depart from the Gettysburg Military Park Museum and Visitor Center.

Next attraction is the Gettysburg Diorama and History Center (241 Steinwher Ave.) to better understand this 3-day Battle. The diorama uses over 20,000 3D hand painted miniatures and 6,000 acres to scale, accompanied by a 30-minute presentation. ([www. Gettysburg Diorama.com](http://www.GettysburgDiorama.com)).

Be sure to pay a visit to the **Harley-Davidson Show Room** (on the site of the CORSA Auto Cross, 21 Calvary Field Rd., near the hotel) to admire dozens of shiny new and vintage “Hogs”.

Lastly is your final STOP, this one with CARS! **The Eastern Museum of Motor Racing**. This two storied oversized building is jam packed with artifacts displaying the rich and fascinating history of Motor Racing in PA and the USA. It contains an unbelievable treasure trove of racing artifacts from famous race car drivers, recorded interviews, flags, uniforms, advertisements, banners, clothing, cars -- Sprint to Stock cars, NASCARS -- and a show cabinet featuring Mario Andretti’s numerous awards. This is truly a GEM of Motor Racing memorabilia!

P.S. Look for the Shea Stadium vintage Fan seat.



GO Mets!

FREE, Donations accepted. Contact www.emmr.org for hours of operation.

“GETTYSBURG OR BUST”
HAPPY CORVAIR CRUISING

The WYNDHAM, one of the Top Rated TRIPADVISOR* hotels in Gettysburg, PA, awaits your stay for a meaningful and historical 2026 CORSA INTERNATIONAL CONVENTION.

 **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!'"



CORSA International Convention Website is Open

For all things you need to know about the CORSA Convention, go to: <https://2026corsaconvention.com/>

From this site you can register, find the schedule and lots of other useful and fun information.

Vair Vendor

For Sale: Full set of 5 Cragar SS Wheels. 15 x 7 with Chevrolet bolt patterns. (Wheels only, tires have been removed.) While these aren't new, they are show quality. New these go for about \$340 each; all five for \$625 (that's \$125 each). You pick up in Bowie, MD. Jerry Yates, yatesj@verizon.net, 301-575-6341



New Products

So Just What is This?

You've probably seen the new Tachometer and Speedometer/Odometer replacements and the Cylinder Head Temperature Sensor replacement that have been produced by *Vairtrix* and sold through Clark's Corvair Parts. Well, *Vairtrix* continues to be busy with designing new products for our Corvairs.

This is a new speaker that not only has better audio but adds a new capability to your stock AM or AM/FM Corvair radio.

To enhance the audio, it has a pair of high-performance speakers powered by a built-in amplifier. Not only does the amplifier give more sound than the radio could ever provide, but the speakers are also enclosed in an acoustic enclosure to enhance the fidelity of the system. And there's a provision for a subwoofer connection – perhaps you'd like a little bass boost under your seat?



And to add new capability, it has a Bluetooth link! Just about all modern automobile radio systems have Bluetooth links. This allows you to link your cell phone, laptop, Bluetooth CD player, or any other audio source and play music, stream podcasts, and more.

Yes, you could get this capability with an aftermarket radio – and to be frank the modern technology in the aftermarket radios perform much better than the original Delco radio – but it would no longer look stock. This new speaker just replaces the original one and has no extra switches or anything else visible that would detract from the stock appearance.

I have one for "beta" testing and hope to demonstrate it at the 2026 CORSA International Convention. I'm not sure when it will go on sale, but versions will be available for early, late, and FC installations.

Corvair Part and Services

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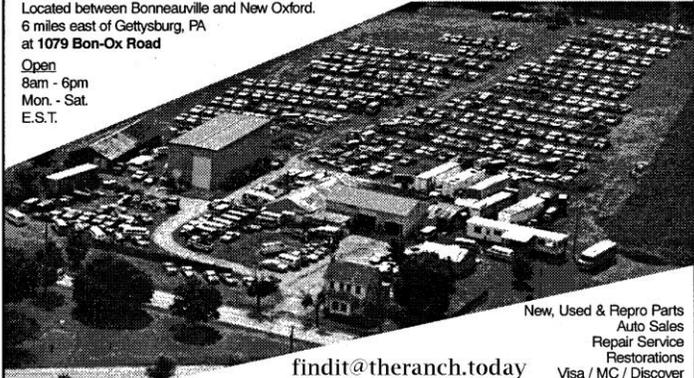
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