



Group Corvair Comments

GROUP CORVAIR'S NEWSLETTER FOR THE NATIONAL CAPITAL AREA



VOLUME LIV, No. 7

July 2026



Group Corvair, 2026 CORSA International Convention Sunday Morning, Lined up for the Car Show

CALENDAR OF COMING EVENTS

July

- 16 – Group Corvair Outing.** 10:00 – 12:30, 4601 Newgate Avenue, Baltimore MD. Parking is on the dock that's shared with the Liberty Ship John W. Brown. We're planning on taking a tour of the decommissioned NS Savannah, the first commercial, nuclear-powered vessel. She's currently docked in Baltimore, and our own Rob Neighbour is a docent. Unfortunately, she's going to be losing her berth this fall and it's unclear what will happen afterward. So, this may be your last chance to tour this historic ship!
- 21 – Group Corvair On-Line Meeting.** 7:30 p.m. Convention wrap-up and plans for the rest of the year! Link info will be sent to all Group Corvair members the weekend before.

August

1 – **Group Corvair cookout.** 1 p.m. to ? Jerry Yates has offered to host us at his home, 13461 Overbrook Lane, Bowie, MD, for a post-convention gathering and cookout. Jerry will provide all the food and drink (?), so come prepared to eat and chat.

8 – All-GM Show, hosted by Capital City Rockets, 9 a.m. – 2 p.m., Eagle Ridge Middle School, 42901 Waxpool Rd., Ashburn, VA. Open to GM cars only. Food, dash plaques, awards to top 25. Info and registration: <https://www.capitolcityrockets.com/all-gm-show> .

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

September

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

19 – 50th Edgar Rohr Memorial Car Meet, 8 a.m. – 3 p.m., Historic Manassas Rail Depot, 9431 West St., Manassas, VA. For more information: <https://bullrun.aaca.com/> The web site provides a QR code to scan.

October

17 – Rockville Antique and Classic Car Show. **Registration is now open and you must pre-register. No on-site registrations!** 8:30 a.m. the gates open to show cars; **all** cars must be on the field by 11:00 a.m. when the gates close. 3:00 p.m. show closes. Group Corvair is a sponsor for this show. It's one of the best and largest car shows in the immediate area with typically 12,000 spectators. It's restricted to antique and classic cars (up to 2001!) that represent their period, so no custom rods, trick trucks, or others that would be inauthentic. We'd like to have a huge Corvair turnout; the crowds really seem to love us. Go to <https://www.rockvillemd.gov/services/rockville-antique-and-classic-car-show/> for more information and to register.

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

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From the Oval Garage

Bob Hall

I'd say the 2026 CORSA Gettysburg Convention was a success with 140+ Corvairs registered for the car show and around 80 for the concours. There were also several beautifully done "specials". I have heard nothing but positive comments for the econo-run, rally and autocross events by those who competed. The valve cover races were standing room only. Phil's efforts organizing the model competition were very impressive from what I saw being set up early, but I wasn't able to see the final display. The severe storm warning for the opening day car show kept Jim and Marolyn (and volunteers) alert, but, aside from a few sprinkles, the lot stayed dry. While walking around and admiring the cars (wearing my Group Corvair shirt—thank you Mark) we heard nothing but positive comments from entrants who appreciated receiving instructions from Jim via email before they left home for the convention.

Jim and Marolyn's work continued into the evening as they tallied the votes with Eileen's help to be able to announce the winners.

The rain waited until Tuesday to make concours a very wet affair. The cars were still beautiful, but the judges deserved extra praise for rating the cars under umbrellas and lying on mats to check the underside of each vehicle. Kudos to Jim and Marolyn, Phil and Karen, Mark and Dorothy, Jerry (and Diana) for their HIGH scores.

Carl Kelson's presentation explaining how he converted his 1965 show car to right hand drive was well received by a capacity audience. Carl certainly deserved an award for having traveled the furthest from Melbourne to get to the convention.

It took the efforts of four Corvair clubs – Mid- Maryland, Central Pennsylvania, Group Corvair and Northern Virginia – and CORSA to make Gettysburg 2026 such a success. Titus Stewart and Rick Sanford were on site a week early solving problems (who ordered gravel?) with the hotel and seemed to be everywhere once things started. Jeanette Alberte's experience from past events filled any gaps in instructions and reassured first timers. And I've left out all the planning and hard work of those who have worked for the past two years to make registration, hospitality and the banquet successful. But this is about my tenth attempt to get things summarized and sent to Jim for our July newsletter so your own experiences will have to fill the large gaps.

NS Savannah tour arranged by Rob Neighbour will be Thursday, July 16th at 10:00 a.m., 4601 Newgate Avenue, Baltimore MD 21224. The Savannah is down the pier past the Liberty Ship John W. Brown. All those who expressed interest have been contacted. Rob Neighbour's phone: 321 287 3625.

Group Corvair summer cook out meeting **August 1st 1:00 pm at Jerry Yates home 13461 Overbrook Lane Bowie MD.** Jerry has graciously organized the food and we'll bring the beverages. Look for more details to follow.

"See" all of you at our July Zoom meeting.

Minutes of the June Virtual Meeting

Marolyn Simpson

On Tuesday, June 16, at 7:37 pm Bob Hall, president, called the Group Corvair business meeting to order with 9 members present. The minutes of the May meeting were approved as written in the newsletter. Jim Simpson gave the treasurer's report: our one expense was getting the club logo digitized for use on club logo hats and shirts.

Bob is still waiting to get several signs. Central Pennsylvania has 10 signs we can use. At the convention we will need to take down our car show signs by Tuesday morning, but the Corvair parking signs will stay up.

Plans for the car show that Group Corvair is organizing are coming along well. Jim still needs to get a final count of the number of cars participating. We keep getting more volunteers; we now have four people lined up to do photography. Jim has tested out the photo process from getting the photos taken, to emailing them to a special email address, to making the presentation so we can project the pictures of the winners at the awards presentation. The opening day car show layout looks like it will be the forward control down the middle with early and late on each side. Mark Shiffler has some signposts to go into the cones. On the downside, it looks like the possibility of rain that day. When the car show is over, we don't have to wait until the presentation is over to start moving the cars.

Many of the club members plan to stay for the whole convention. About half are going up on Saturday and half on Sunday. Mark has a CD that members can borrow that narrates a tour of the battlefield.

The autocross will be on Thursday. Randy Rictor is planning to run as a rookie.

Concours still could use some help with setting up the show

Phil has lots of tables to set up the models, so he is in good shape. You don't have to be at the convention to enter a model in the show.

The Savannah tour will have to be during the week, not on a weekend. Jim will need logistics info so it can go into the newsletter.

There was a discussion on clutch cables, fan belts, and the famous John Moody "bent wrenches".

Randy met someone at a cruise-in who was interested in Corvairs. There was a suggestion to invite him to a social meeting.

The meeting wrapped up at 8:30 pm.

Special Opportunity -- Missed!

Bring a Trailer had a rather special car up for sale recently. Tom Keosababian's 1965 Corvair Corsa land-speed record car was up for sale. <https://bringatrailer.com/listing/1965-chevrolet-corvair-corsa-sport-coupe-14/8> It sold for \$48,550. Take a look at the listing – it's worth reading just to get Tom Keosababian's comments.



Tom used two different cars in his speed runs; this one was used for his gasoline powered runs in 1966 and 1967. In the comments for the sale, Tom said he built two propane fueled engines. The dual turbo engine was used in a different car for the 176 mph run at Bonneville, but he saved the single turbo engine for this one. No matter what, for \$48K, the new owner has a significant piece of Corvair history in his garage.

CORSA Board of Directors Nominations

CORSA is looking for nominees for the CORSA Board of Directors. Nominations are open from now through 15 August. Nominees (and yes, you can self-nominate) need to provide an autobiographical article and a photo for the October **CORSA Communique**. There are a few other requirements regarding signing a code of conduct, etc. Submit the nominations to the CORSA Vice President, Josh Deitcher: vondeitch@gmail.com or Josh Deitcher, 38 Executive Ct., Napa, Ca 94558.

This is your chance to make your mark on the future of CORSA!

The 2026 CORSA International Convention

Jim Simpson

Wow! It's over! And in my somewhat biased opinion, Group Corvair shined!

Unless you have been lost in the Amazon jungle or out on an exploratory trip to Mars for the last few months, I'm sure you are aware that the 2026 CORSA International Convention was just held in Gettysburg, PA. The convention itself was a full five days long, but for many Group Corvair members, it was a full week up there, and for some of us, there were months of advance preparation.

CORSA will publish lots of pictures, articles, and results in an upcoming issue of the **CORSA Communique**, so I won't try to tell the whole convention story here. But I do want to touch on what Group Corvair and a bunch of great volunteers from the Northern Virginia Corvair Club did. And to congratulate the Group Corvair members who participated in the CORSA events.

Group Corvair took on one complete event – the Opening Day Car Show – and co-chaired another – the Model Cars Concours. Both took a lot of prior planning, and both came off very well.

The Opening Day Car Show. This was Group Corvair's signature event. During the early planning, there was some discussion as to if the club wanted to just provide volunteers for the various events or if we should take on one event and "own" it. We decided on the latter. Of course that entailed some risk; what would happen if we screwed

it up? But on the other hand, we would have something of a free hand in the planning and operation subject only to CORSA approval.

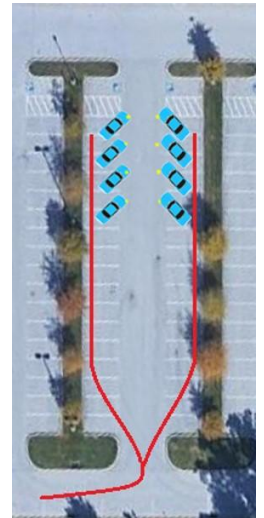
Having made that decision and received CORSA's concurrence, the planning started in earnest. One major asset was the great location. The Wyndham has a very large parking lot behind the hotel and the hotel management and staff have experience with large car club gatherings over the years. We were assured that for the CORSA convention, we would "own" that lot and as long as the hotel employees and suppliers could get to their entries, we could do pretty much whatever we wanted out there. The lot itself has 61' wide aisles and each parking spot is nearly 10' wide which gave us lots of parking options.



The Photo Doesn't Do the Size Justice

We outlined all the things that would have to take place to make the car show work. These included signs to get everyone there, laying out how we would arrange the cars, checking them in, photographing the cars for the awards presentation, getting the cars to their proper parking locations, distributing, collecting, and counting ballots, and doing an awards presentation. Plus, there had to be supplies – chalk for marking up the parking lot, shelter, chairs, water, and snacks for the workers. And volunteers to make it all work.

Since we had a very large lot to work with, Ron Fedorczak made an excellent suggestion. Instead of the usual "park everyone perpendicular to the curb", how about we park them on diagonals? Putting the cars on diagonals had some major benefits. First, it positioned the cars at a better angle for viewing and photography. Second, it largely eliminated the possibility of door dings. And with wide aisles, we could position the cars far enough from the curbs so that there would be plenty of space for spectators to walk behind the cars checking out the most significant feature of Corvairs, the rear engine. We ran with that idea. Of course, it did require a bit more planning on our part and would cooperation from the participants to get their cars into the correct positions, but we could deal with that.



After months of work, we had written plans. One set was for all the workers and included the layout, where to put signs, and general directions on how to get the cars into position. Another set of instructions was for the photographers; it included a convention-specific email address so they could send the pictures to me as they took them. And we made sure that everyone who had signed up for the Opening Day Car Show received their own set of directions.

And then came the convention. Early estimates by CORSA were that we'd have perhaps 80 or so cars in the show. (I thought more; the east coast shows are always larger.) But then the registrations started up and the numbers rapidly



Car Show Early Arrivals

climbed. The last official count was 144, but that was from five days before the convention started. (There was a computer problem that prevented CORSA from providing the final registration data at the start of the car show;



Rob Amsler's '61 Custom "Camino" and trailer



Fitch Phoenix

hopefully *Communique* will have the numbers.) Of course, there are no-shows and last-minute additions, so we probably had between 140 and 150 cars, FCs, Ultravans, and specialty cars in the display. In my opinion, that's a pretty good turnout.

Did everything go perfectly? Of course not. Some things were completely out of our control. For instance, CORSA planned for this to be not only a car show, but also to have food vendors there to make it the opening day welcome party. As it turned out, the weather forecast for that evening was terrible with predictions of heavy rain. So, one vendor backed out completely, and the one that did come, anticipating the rains that didn't come, didn't set up their grills. As a consequence, the food choice was very limited.

But most of the things that were under our control worked well. Some people did manage to avoid our photographers, so we didn't have their car pictures available for the awards presentation. (We did get 14 out of the 16 winners.) And we hadn't checked out the video projector that was provided so when it came time for the awards, we found it was inadequate for the job. But we recovered by showing the car show awards while everyone was

eating during the Friday awards banquet. And as far as I know, no cars received any new damage while they were in the Opening Day Car Show.

Model Car Concours: Phil Richardson reports that he had the privilege of being the local convention chair for the Model Car Concours. We occupied a corner in the vendor room for the week, with table risers and platforms which provided an eye-catching display. There was a strong turnout this year with 40 entries of creative and well-crafted models across multiple categories. Represented were models of stock Corvairs, modified Corvairs, race cars as well as Corvair powered street rods and a dune buggy. Also, there were Corvair toys and diecasts, and one Lego Corvair. The diorama category was well represented with some very creative storytelling. The available Corvair models from the major kit manufacturers haven't changed much in the last several years, however, with the rise of 3D printed model kits and parts recently it was very exciting to see several examples of 3D printed Corvairs at our show. They provided a great contrast to several very old Corvair display models from the sixties that were entered. Judging was very close, but our volunteer judges did a great job in selecting winners, who were recognized with trophies at the banquet. Group Corvair's own Randy Ricktor took a prize in the diorama category!



Randy Ricktor's Model Car Diorama

Concours d'Elegance: Group Corvair members entered four cars in the concours, Jerry Yates' '66 Yenko Stinger replica, Mark Shiffler's '66 Corsa, Phil Richardson's '69 500, and Jim & Marolyn Simpson's '66 Corsa. I'm not



Yes, It Rained!

sure of the actual number who showed up, but the last number I heard from registration was 80 cars. That's a really large concours! But the rain that had been predicted for the Monday car show, showed up on Tuesday morning. It started early and continued all the way through the judging. Mark Shiffler and I had (foolishly?) volunteered to be judges. I lucked out – I got "Trunk and Trim" to judge.



Mark Shiffler Judging Undercarriage -- in the Rain!

Mark drew the short straw and was assigned to

“Undercarriage”. So, while I got to stand in the rain (and drip rainwater into all the concours car’s trunks), Mark had to lay down on a soggy piece of carpet and inspect the undersides.

Rally: We only had one pair of members brave enough to enter the rally – Randy Ricktor driving his ’66 red Corsa Convertible with Rob Neighbour navigating. I don’t have their official finishing position – look for the upcoming Communique – but they reported having a lot of fun and really enjoyed the route.

Autocross: Once again, Randy Ricktor was the only Group Corvair member to bring a car to the autocross. We did have two more competitors from the club though, Dave Edsinger and Seth Emerson (our west coast member), who ran in borrowed cars.



Randy Tearing Up the Autocross Course

This was Randy’s first time out on an autocross course. He was a bit cautious out there – after all, he did have to drive the car home again. But he stayed on course, which is something you can’t say for all the competitors, and didn’t break anything. And with some more practice, I’m sure he’ll move up the ranks!

Awards Banquet: The banquet is where all the competitors learn where they placed. I’m not sure that’s such a great idea, eating your dinner while your stomach is turning flip-flops over the results. Perhaps they should have Tums dispensers at the tables... In any case, Randy & Rob didn’t do well enough in the rally to place in the top three, nor did Randy score well enough in the autocross to earn an award. But Seth Emerson and Dave Edsinger, both skilled and experienced racers, scored autocross awards. Congratulations to both of you.

Then came the concours awards. In fine dramatic fashion, Ray Morales announced the car placements. He started with all the cars that didn’t quite come up to Bronze medal standards, thanking them for their participation and



noting that armed with their judging sheets, they were sure to do better next time. None of the Group Corvair entries were in that group, so all the Group Corvair entries were assured of at least a Bronze award. Then Ray announced the Bronze award winners. One by one they came up to the head table to collect their plaques. Again, no Group Corvair cars were announced. So, everyone had at least a Silver award!

Jerry Yates' '66 Yenko Stinger Replica – Silver Award

Now things started to get a bit more tense. Slowly Ray worked his way up the rankings. Finally, Jerry Yates and Mark Shiffler were named as Silver Award winners, no small accomplishment for first-time CORSA International Concours entries!

But then Ray ran out of Silvers. That assured Phil Richardson of a Gold for his first time out and a continued streak of Golds for me as well. That was a huge relief, but the tension didn't end there.



Mark Shiffler's '66 Corsa – Silver Award

Now came the final countdown of the Gold awards, building to the best of show. (I didn't keep count or make notes of the points, but they will all be in the Communique.) Neither Phil nor I were named for the first few Gold awards. About halfway through the awards, Phil and his '69 500 were named for a Gold award. That's great



Phil Richardson's '69 500 -- Gold Award



Jim & Marolyn Simpson's '66 Corsa – Gold Award, 2nd Overall

accomplishment for a first-time entry! But Marolyn and my '66 Corsa hadn't been mentioned yet. Ray got down to the final five; and still no mention. Final three, and still no mention. Finally, our '66 Corsa was named as taking second place in the concours! Bill Hubbell and the beautifully restored '64 "John Glenn" car was named as best in show – a well-deserved win.

Other Highlights: A big shout-out to **Carl Kelson** and his presentation on his decades-long restoration and conversion of his '65 air-conditioned Corvair Monza convertible to right-hand drive.

This was a labor of love and exquisitely executed. Luckily for those of us who had cars in the concours, the car is in Australia otherwise I suspect we'd have all moved down a place in the rankings. The meeting room should have been larger; every seat was filled and there were plenty of people standing. Well done, Carl!

Given how many Group Corvair members were at the convention, at least 20 at various times, we made multiple efforts to get together for meals. The most notable was the



Motor Week Interview of Bill Hubbell with the John Glenn Car

dinner at **Olivia's Mediterranean Restaurant**, on Rt-97, just southeast of Gettysburg. The menus were interesting and extensive; I selected the "Yia-Yia's Meatballs", Greek-style, with lemon dill sauce over rice pilaf. As it turned out, there was only one meatball – about the size of a grapefruit! It was delicious. Everyone seemed to enjoy both the food and company for a very successful outing.

As you can see in the photo of the John Glenn car, **Maryland Public TV's Motor Week** crew was there to do some filming and interviews. We don't have a date for when it will be aired, but when we hear, we'll be sure to get the word out.

In addition, the local TV news station (**ABC-27**) came and filmed for their evening news broadcast. The one-minute report managed to tell the story straight without a single mention of Ralph Nader or "Unsafe at Any Speed". <https://www.abc27.com/local-news/chevrolet-corvair-an-american-icon-takes-over-gettysburg/>



Dinner at Olivia's Mediterranean Restaurant

And as something of a surprise, while I was working on the opening day car show results, a young lady came by and introduced herself, Alison Lintal. She explained that she was the **Mayor of Gettysburg** and was looking for Titus Stewart. She had been invited to come to the show but didn't have a lot of time since she had to get to a city council meeting. We were unable to find Titus immediately and rather than waste the mayor's time, I took her out to the car display, and we did a whirlwind tour. She seemed particularly impressed with the Ultravans and the FC's, particularly the Rampside pickups.

Hospitality was a life saver for everyone who was working during the convention. It provided an oasis where everyone could grab a bottle of water, a quick snack, and perhaps sit for a minute or two before heading off on the next task. Rick Sanford sent me these photos of the supplies:



No wonder CORSA has a hard time making a profit on the conventions!

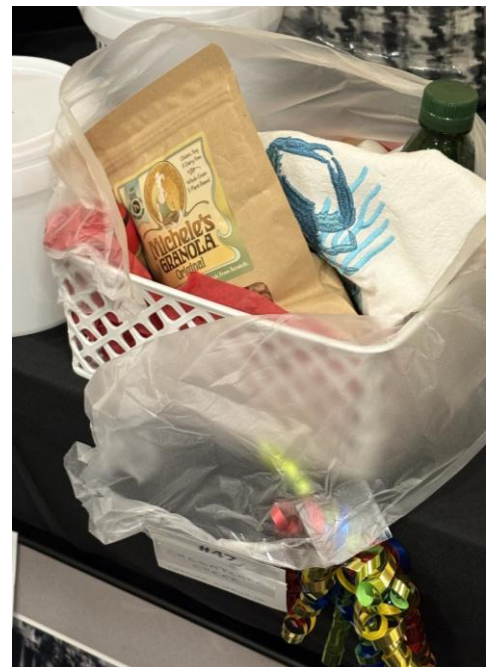


And thanks to **Eileen Clegg and the Shifflers**, Group Corvair had a silent auction basket with goodies representative of Maryland in the Hospitality room. We sure hope the lucky winner enjoys it.

I can't speak for anyone else, but I thought it was a great convention. But when Saturday morning rolled around, I was ready to head home. Marolyn and I were exhausted.

Group Corvair and CORSA owe a major debt to **all the**

volunteers who made this work. We had people show up two days before the convention to start helping to set things up. I'm not going to try to list everyone because I'm certain I'll leave someone out, but thanks again to the folks from the Northern Virginia Corvair Club and our own Group Corvair members who came out to mark up the parking lot, plant signs, direct traffic, take photos, tally ballots, provide supplies (thanks for the pop-up sun shelters and cold drinks!), and all the rest of the big and small things they did.





Late Model Coupe Row