



Group Corvair Comments

GROUP CORVAIR'S NEWSLETTER FOR THE NATIONAL CAPITAL AREA



VOLUME LI, No. 4

April 2023



Mark Shiffler's "new" '66 Corsa

CALENDAR OF COMING EVENTS

April

- 15 -- LVCC Corvair Parts Swap Meet. Location: Egerton's Farm, 2510 Community Drive, Summit Station (Bath), PA 18014. Admission: Free. Contact John Egerton email address: jegerton@ptd.net
- 15 -- Central Virginia Corvair Club Corvair swap meet and people's choice show. 10 a.m. to 3 p.m., Classic Car Center, 3591 Lee Hill Dr., Fredericksburg, VA. Free to enter & vend. <http://classiccarcenter.net/>

- 15 -- **Group Corvair Social Meeting.** Unless we pick a new location, this will be at the Beijing of Greenbelt Chinese restaurant, 131 Centerway, Greenbelt, MD. (This is in the old Greenbelt shopping center.) Plan to be there by **6 p.m.**, they close at 8 p.m.
- 18 -- **Group Corvair Zoom Meeting.** 7:30 p.m. Zoom link details will be sent out the weekend before; check your email.
- 21-22 – Springfest Corvair Show, Helen, GA. For more information: <https://corvairspringfest.com>

May

- 16 -- **Group Corvair Zoom Meeting.** 7:30 p.m. Zoom link details will be sent out the weekend before; check your email.
- 20 -- **Group Corvair Social Meeting.** Unless we pick a new location, this will be at the Beijing of Greenbelt Chinese restaurant, 131 Centerway, Greenbelt, MD. (This is in the old Greenbelt shopping center.) Plan to be there by **6 p.m.**, they close at 8 p.m.

June

- 4 – GM on Display Car Show. Includes Corvair class. Macungie Memorial Park, 50 N. Poplar St., Macungie, PA. Info: email macungiepark@gmail.com or call 610-966-4289.
- 12 – 16 – CORSA International Convention, Chula Vista Resort, Wisconsin Dells, WI. Info: www.corvair.org
- 17 -- **Group Corvair Social Meeting.** Unless we pick a new location, this will be at the Beijing of Greenbelt Chinese restaurant, 131 Centerway, Greenbelt, MD. (This is in the old Greenbelt shopping center.) Plan to be there by **6 p.m.**, they close at 8 p.m.
- 20 -- **Group Corvair Zoom Meeting.** 7:30 p.m. Zoom link details will be sent out the weekend before; check your email.

October

- 14 – Rockville Antique and Classic Car Show. Rockville Civic Center Park, 8 a.m. – 3:30 p.m. All cars must be on the field by 11 a.m. – no exceptions! Due to the popularity of the show, you **MUST** pre-register to show your car. There will be **NO DAY OF SHOW** registration. (Registration will open on July 1 on the Rockville city website.)

Continuing Events

- Every Sunday – Annapolis Cars & Coffee, Annapolis City Dock, 7:30 a.m. to noon. All makes and models welcome.
- Every Sunday – “Church of the Holy Donut” Cars & Coffee, Burtonsville Town Square, 15662 Old Columbia Rd., Burtonsville, MD, 7:30 a.m. until the last car leaves.
- 1st & 3rd Sundays – Vienna Cars & Coffee, Cedar Park Shopping Center, Vienna, VA, 7:30 a.m. to 9:30 a.m.

GROUP CORVAIR 2023 OFFICERS and Points of Contact

President: Bob Hall

4612 Franklin St., Kensington, MD 20895
301-493-8405 HallGrenn@aol.com

Vice President: (Vacant)

Secretary: Marolyn Simpson

3845 Wayson Road, Davidsonville, MD 21035
301-262-0978 or 240-232-2820
MarolynSimpson1@gmail.com

Treasurer: Jim Simpson

3845 Wayson Road, Davidsonville, MD 21035
301-262-0978 or 240-232-2820 simpsonj@verizon.net

Newsletter Editor: Jim Simpson

3845 Wayson Road, Davidsonville, MD 21035
301-262-0978 or 240-232-2820 simpsonj@verizon.net

From the Oval Garage

Bob Hall

Gettysburg 2026 update. Yes, you read that correctly -- the Gettysburg International Corvair Convention has been moved back one year to allow for a west coast convention to replace the one lost during the Covid pandemic. Now we have an additional year to support Tom Rahochik as he leads our multi-club efforts to host Corvair people in 2026. The pending hotel contract has already been modified to reflect the date changes and our planning continues. There will be more to report after our May Zoom meeting.

In our March face-to-face and zoom meetings we discussed a “road trip” get together in early summer in southern Maryland close enough to the new Nice/Middleton Potomac River Bridge to entice Corvair people from southern Maryland as well as Virginia. We’re looking at locations for a Saturday or Sunday gathering so if there are any you’d recommend please give us feedback.

Mike Coale has bought a '69 Monza PG coupe that looks very solid. His shop also rebuilt Rob Fedorczak's Greenbrier parking brake linkage recently. Mike is the third-generation owner of Coale's Automotive in Millersville. No it isn't a Corvair shop, but if you have some generic auto work that needs to be done (on your Corvair?) it wouldn't hurt to give him a call (410-923-6911). Mike's shop also makes Corvair specific dolly wheels that bolt to suspension body mounts to allow cars to be moved around while suspensions are removed for rebuilding.

I hope this beautiful spring weather is encouraging you with your Corvair projects. Carol and I are looking forward to seeing club members at both our face-to-face meeting at the Beijing of Greenbelt and/or our April Zoom meeting.

Minutes of the March Virtual Meeting

Marolyn Simpson

On March 21 eight Group Corvair members logged into the monthly Zoom meeting at 7:30 pm. Bob Hall, president, called the meeting to order at 7:40 pm. Jerry Yates made a motion to accept the minutes of the February meeting as they appeared in the newsletter. The motion was approved.

Jim Simpson gave the treasurer's report. Income for the last month came from dues; there were no expenses. According to his records, there are currently 21 paid-up members. But there are still a number of former members who have not responded to requests to renew their membership.

We heard a bit about the history of Group Corvair which has been in existence since 1969. It was started by a group of autocrossers. Back in the 60's autocrossing was popular in the area. They were often held at mall parking lots because the stores were mostly closed on Sundays. Bob Walker and Bob McElwee (both participating in the Zoom meeting) were two of the very first members. Participants shared several other stories about activities that took place during the early days of the club.

Bob Hall reported that he had attended a Zoom meeting on the upcoming 2025 (now 2026) national convention. Mid-Maryland is taking the lead on that, but several Group Corvair members have offered to help.

Mark Shiffler informed us of the progress he has made on his Corvair. The car has not been on the road since 1974. He is refurbishing parts as he takes them off the car so they will be ready to go when it is time to put them back in. There was a discussion on the type of fuel pump – mechanical or electric – that will be installed.

John Lanning, President of the V8 Registry, is researching the Art Silva rear V8 conversions. (These conversions used the 215 cu. in. aluminum V8 to replace the stock Corvair engine.) He was looking for information on Pete Frailey's car, one built by Art Silva, as well as any leads on any others. Apparently there were 300+ cars and kits produced. We put him in touch with Barbara Frailey who was able to give him some more info on Pete's car's fate.

There was a suggestion that we might try to meet at Prince Frederick for a social meeting. Bob H. plans to contact Phil Richardson about that possibility.

Mark Shiffler may host a tech session in the not-too-distant future. He is working on a complete car ('66 Corsa coupe) restoration that he might use some help with.

The final topic of the evening was a discussion on the pros and cons of 2- and 4-post lifts.

Jim made a motion to adjourn; Bob H. seconded it. The meeting ended at 8:45 pm.

Another Corvair Museum!

Jim Simpson



Corvair Preservation Foundation

On behalf of the **Corvair Preservation Foundation** and **National Corvair Museum**, we want to congratulate Chris Shade on the announced plans for his Corvair Museum of America located in Hastings, Nebraska. How exciting for car enthusiasts to have more than one place to visit and celebrate all things Corvair.

As a result of this announcement and to clear up any confusion, we want folks to understand that the CPF National Corvair Museum and Mr. Shade's Corvair Museum of America are two separate organizations not affiliated with each other. To clarify, General Motors has an exclusive partnership agreement with our National Corvair Museum, and GM has declared it to be the official Corvair Museum of North America with additional endorsements from the Corvair Society of America (COSA).

Our National Corvair Museum is located at 10041 Palm Rd. (Old Route 66), in Glenarm, Illinois, continues to serve the classic car community by preserving the history and legacy of this air-cooled wonder by acquiring and displaying items which include historically significant vehicles, many examples of production and custom cars and trucks, prototype engine displays, showcasing various sketch artwork, literature and memorabilia. In addition to researching, educating, and archiving Corvair's history and technical information, we're also proud to offer Frank Winchell scholarships to qualified worthy high school students of active COSA members.

In the meantime, CPF will be making some exciting announcements at this year's COSA Convention in Wisconsin pertaining to the National Corvair Museum. Stay tuned.

Mike Hall

For more information on our National Corvair Museum, please visit our website: www.nationalcorvairmuseum.com

To take a look at Chris Shade's proposed **Corvair Museum of America**, take a look at his web site: <https://www.corvairmuseum.org/>

I may have the opportunity to visit Mr. Shade in the coming months and if I do, I'll certainly ask him about his plans.

Mark Shiffler Restores a '66 Corsa

Hello fellow Corvair enthusiasts. Many of you do not know me but I am a recent addition to Group Corvair with the purchase of a 1966 Corsa Coupe that I would characterize as “a good starting point”. I purchased the car from the original owner in Trenton, NJ who last had the car on the road in 1974; Yes almost 50 years ago! Needless to say “lots of work to follow.”



When I purchased the car, the engine (140 Hp) was frozen, transmission stuck in gear, no clutch, or brakes, but basically a solid body, good interior, new tires (although 13”).

I’ve started work on the rebuild, starting at the back end, pulling the power plant and rear suspension. Clark’s and Corvair Ranch are both on speed dial now and bookmarked on Google. So far, the rear suspension and transaxle are done and ready to go back in!

Many other parts have been cleaned and ready for reinstallation. Carb kits have been ordered but still a job to be accomplished along with rebuild the distributor. I’m still undecided on using a stock or electric fuel pump.



The big challenge so far has been the engine. It was frozen solid and I couldn’t break it free with a big breaker bar and additional leverage (aka – a 5’ bar). So after all the shrouding, top fan cover and oil pan were off it was time to get the heads off. All but one of the head nuts came off but one (you know there is always one!) I had to cut the long stud and order a replacement.





The right head (cylinders 1-3-5) came off with some persuasion from many pieces of wood and a dead blow hammer. But the other head was stuck solid. The heat from a propane torch helped and I was able to see



movement on cylinders 2 and 4 but cylinder 6 was not going anywhere. And the engine was still frozen and would not rotate. Some of you provided advice, which was all good and I tried all of it. I even tried air pressure with the set up shown to the right.

While it was a good idea and helped some, as soon as the head moved a little bit, the air seal was broken (head gasket leak) and air pressure was no longer effective as my compressor could not keep up. (Unfortunately the boss lady would not authorize a diesel driven air compressor and jack hammer.....rats!)

My final solution was to use a MAPP torch. I had some concerns about overheating and melting the aluminum head. But here seems to be enough aluminum, which dissipates the heat readily, so that melting was never an issue and the extra heat finally broke it free.

Today (5 April) I delivered the heads, flywheel, and pressure plate to the Corvair Ranch for rebuilding. They'll put new valve seats in the heads as a minimum and the flywheel has loose rivets so it will have bolts installed. Don't worry though, until they come back, I have lots



more work to do.



I honed the cylinders today. One cylinder was pretty clean to begin with and, when measured, looked like it will work with standard cast iron rings. The picture shows one after honing and one before. The cylinders were really not that bad considering they had been sitting for almost 50 years. The rest came out just fine. Also looks like standard rod bearings will work.

I finally figured out the major reason the engine was frozen was that the wrist pins between the piston and connecting rod were completely stuck, apparently due to the old oil turning to varnish. It took lots of oil,

persuasion, and a little bit of sweat to get them to move. Now after a good soak in oil they are completely loose and should be fine.

Vair Vendor

For Sale: '65 and '66 Manual Convertible Top Frames. '65 frame is black, '66 is cameo beige. Fabric on both is completely shot. Good for renovation and new tops. Asking \$250 each. Bob Hall, 301-213-9852.

For Sale: '65 Monza Convertible, powerglide, manual top. Engine out, needs rebuild. The car was partially disassembled but have all parts. Reasonable offers!
Brian Whitehead, 301-440-8400



For Sale: Set of Four American Racing Chrome Wheels.

Complete with caps, chrome lug nuts, and locking nuts with key. 14" with 3" offset so **not** correct for Corvairs, but fine for GM midsize cars from the late '60s. The tires are too old for the road, but OK for rolling around the garage. Some pitting on one wheel, but others good. The top layer of chrome is thin in a few very small areas of rims. Closeup photos of each wheel available upon request. Asking \$150 for the set. Bob Hall, 301-213-9852.



For Sale: Mike Coale is thinning his collection: 1965 Corsa

coupe body, no drive train, gold interior (with '66 front seats), Corsa dash. Fair condition, but highly restorable. \$1,500 or best offer. **1965 Corsa convertible body**, power top, Corsa dash, steering wheel, no seats, but has correct door panels. It does have a '64 engine/positrac differential, and empty 4-speed case in it to allow it to roll around. Fair condition, but highly restorable. \$1,500 or best offer.

1965 Monza convertible, complete, 110 hp, powerglide. Silver with red interior, older restoration, decent condition. Asking \$3,000. **1965 Monza Four-Door**, 4-speed. White, fair condition, but highly restorable. \$1,500 or best offer. **1967 Monza convertible**, 110, Powerglide. Relatively rare – only 2,109 convertibles were produced in 1967. Complete, including the "Protecta Plate". Asking \$3,500. All have titles. Contact Mike Coale, mikecoale@verizon.net or 443-994-2559.



'65 Corsa Body



'65 Monza 4-Door



'65 Corsa Convertible



'67 Convertible

For Parts, Old and New, and All Body, Mechanical, and Suspension Work

Corvair Ranch

1079 Bon-Ox Road
Gettysburg, PA 17325
717-625-2805

Clark's
Corvair Parts®



[Website](#) [Order Parts](#) [Online Catalog](#) [New Items](#) [Contact Us](#)

2023- Clark's Corvair Parts 50th Anniversary!!

SPECIAL SALES EACH MONTH

We'll send a **sales email** at the beginning of **each month**
& **post it** at the top of our website home page January-
December 2023. Sign up for Email Updates if you haven't
already on our website at the bottom of the home page.

Be sure your spam filter allows emails from
clarks@corvair.com.

March sale ends 3/31 at 3:00 and April sale starts 3/31 at 5:00

CHASSIS BROADCAST COPY

122										123 - 124 - 125 - 126 - 127				128									
PROD. DATE	SEQUENCE	SERIAL NO.	IDENT. NUMBER	TRIM	BODY COLOR	DRIVE	MODEL	TRANS TYPE	SH	SEAT	ENGINE CYL	OPT											
0523	012	182973	207504	E	NN	.	10737	4F3			67	.											
129 130 131 132 133 134 135 136 137 138 139 140 141 142 143 144 145 146 147 148 149 150 151																							
HEAT	STRG	BRK	ENG VENT	TAXI POLICE	SPEC. SUS. FRT	SUS. RR	SUPER SHOCK	BK/UP LAMPS	RADIO	TRANS IGN	TACH	OBAC	TRLR PROV	GAGE									
H	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
153 154-155 156 157-158 159 161 162 163 165 166 167 169 171 173 175 176 178 180																							
TRANS	SPEEDO GEAR	CRUISE ADTR	COOL. LINE IN	OUT	ENGINE	START	HOT WIRE	COIL	CARBURETOR FRT CTR RR				AIR CLEANER	BATTERY CABLE POS NEG									
ZC	.	.	.	.	RB	J	.	.	A	.	BP	.	BG	RB	.	ZF EW							
182 184 186 187 189 191 193 195 196 197 199 201 203 205 206 207 208																							
GEN	GEN. MOUNT BRACE BRKT		PULLEYS FRONT C. SHAFT W. PUMP				GEN	FAN	FAN CLUTCH	V BELTS GEN P. STRG				COMP	STRG GEAR								
NO	EA		.				AP	.	.	.	UP				.	T							
210 211 212 213 214 215 216 217 219 221 223 224 226 228 230																							
FRAME		FRT. CONT. ARM. UPPER LOWER		FRT HUB	STAB BAR	SPRINGS FRONT RH		REAR	SHOCK ABSORBER FRONT RH		REAR LH RH	BRK CYL	PROP SHAFT										
.	.	.	.	.	A	D1	.	HA	.	AR	AS	AS	.	A	.	.							
238 239 240 241 242 243 245 247 248 249 250 251 252 253 254 255 257 259 261 262 263																							
RR. AXLE	RR CONT. ARMS UPPER LOWER		ENG. HARN	FWD LP HARN	VOLT REG	HORN	TONE	R	RADIATOR	RADIATOR HOSES IN OUT		EXP PREP.											
.	BC		.	C	XH	.	A	.	DP	.	.	.											
264 265 267 269 270 271 273 274 275 276 277 279 280 282																							
EXHAUST SYSTEM DUAL EXH PIPE MUFF TAIL PIPE RESONAT				FIRE BRAND	WHEELS COLOR SIZE QTY		HIGHWAY TIRES SIZE RTG PLY MAT. WALL TUBE				ON-OFF ROAD TIRES SIZE RTG PLY MAT. WALL TUBE												
AH AJ				.	.	A E 5	700 1342 R				.												

F & SO OR C.O.P.O. NO.

CARBURETOR	ENGINE	TRANSMISSION	REAR AXLE

Original Build Sheet for Mark Shiffler's '66 Corsa

COMPETITION TUNING:



CHEVROLET CORVAIR

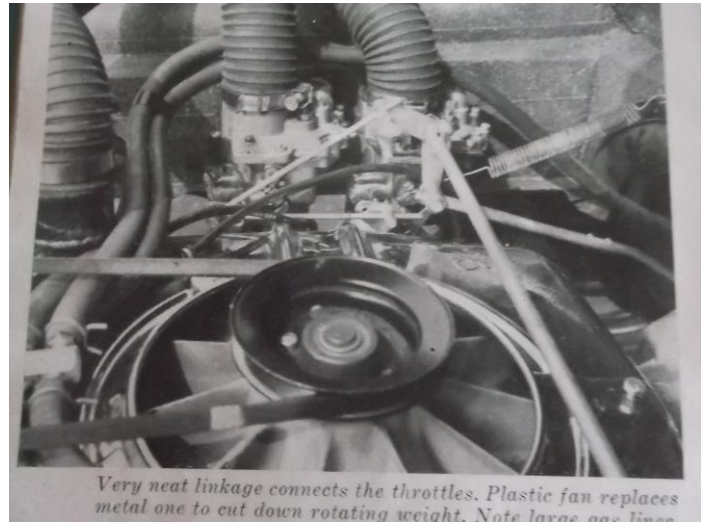
The Corvair is fast becoming a top rally car; let's jazz it up a bit more and go out and play with the sporty car crowd!

ARTICLE/PHOTOS: OCEE RITCH

SIR THOMAS MORE SAID, "For every... race, to the few non-purists in the audience) by scampering through the standing quarter mile in 13.45 seconds and attaining a..."



Tuner Bill Thomas, above, lifts the duplicated-in-fiberglass hood of lightened car. Note the bayonet-hairpin type latches.



Very neat linkage connects the throttles. Plastic fan replaces metal one to cut down rotating weight. Note large gas lines.