

NORTHERN VIRGINIA
CORVAIR CLUB
HOT AIR MAIL



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Chapter Chatter
By Rory Clark

With the cold winds of March that blew in from February and the salt brine left on the roads, I only managed to get the Corsa out for one decent drive. It wasn't a long drive but enough to get the car up to operating temperature while cruising around the extended neighborhood. No matter how long or short of a drive, I still get a smile on my face as I row through the gears and return waves to people who recognize a Corvair.

I was on my way home from a drive recently when a restomod early Mustang fastback pulled up next to me. It was a beautiful car and I gave the driver a thumbs up. He returned the compliment by saying that he had never see such a nice looking Corvair. It's hard to explain but to get a compliment like that from an owner of a show quality car is testament to how much influence Corvair's have on people.

The cold, windy, snowy and icy weather has kept me out of the RnR garage. All work on Rampy has been put on a hold until it warms up a bit.

Among the list of things I am raring to start working on are:

Installing the windshield

Fixing the accelerator pedal

Starting and tuning the engine

Fixing the non-working brake lights (I think it is the switch at the brake pedal)

I also bought two new 15" tires to use as spares. Luckily, I have two 15" rims that came on Rampy when we bought it.

Stan forwarded this -

<https://vimeo.com/519724842/07858011ad>

It is a video from the band SHAED and it features his Greenbrier and Donovan.

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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer, NVCC" at the address herein. A prorated amount of \$5 is accepted for periods of less than six months. All other correspondence and submissions can be addressed to the Secretary/Editor. Newsletter expiration date is three months beyond dues anniversary if they are not current. Original material appearing in the HOT AIR MAIL may be reprinted in other non-profit publications with appropriate credits.

Bob Walker provided this fantastic article (which was also in a recent Group Corvair newsletter).

Marlboro Raceway & Racing Corvair's 11/12/20

Jerry Yates and I remember watching Corvair's and Yenko Stingers race at Marlboro Raceway back in the 1960s. We have put together some remembrances and information about those times to share some Corvair and local racing history with the club.

Marlboro Raceway was located in Prince George's County, just outside Upper Marlboro, MD. Originally built in 1952, Marlboro Raceway started as an all-dirt oval track. For the 1954 season, the owners added a paved road course that they later expanded to 1.7 miles. The facility also featured a karting track in the infield of the oval.

Marlboro Raceway was a primary sports car racetrack for the Mid-Atlantic area and was used for Sports Car Club of America (SCCA) sports car racing, NASCAR oval track racing and motorcycle racing. The track was also a regular site for autocrosses, some of which used significant portions of the road course.

Marlboro Raceway closed after the 1969 season and local SCCA racing moved to the Summit Point Motorsports Park due to safety concerns and issues with Marlboro Raceway's management. The remains of the track are still visible from US Route 301 and the entire track layout can still be seen in modern satellite imagery.

The first Corvair's in SCCA racing were early models racing in the local sedan class as SCCA did not have official classes for sedans before the mid-60's; the SCCA focused on sports cars only. With the development of the SCCA Sedan classes,

defined by engine displacement, the Corvair was in Sedan Class A. This was for engines over 2.5 liters up to 5 liters, so it included compact V8 American sedans where the Corvair was at something of a disadvantage. To promote sedan racing, in 1961 the local SCCA Region initiated an annual 12 hr. endurance race for sedans only, the "*Marlboro 12hr*". This 12hr race was run for the next 5 years and was very popular drawing at least 25 entries and peaking at nearly 50 cars in 1964 in the starting field.

I went to Marlboro in the 60's to see selected SCCA races. I was mostly interested in the sedan endurance races, but also went to a couple of SCCA National Championship races and a regional race. Unfortunately, I missed the 1961 and 1962 Marlboro 12hr races. The 1962 race was notable for a Corvair Spyder driven by Charlie Hayes, a well-known sports car racer, who started on the pole and led the race until the transmission developed a problem. The Spyder eventually finished 11th and was credited with the fastest lap of the race (1:48 minutes with an average speed of 57 mph).

The first race I attended was the third Marlboro 12 hr. in 1963. I remember my father went with me since Marlboro, Maryland was way far away on the other side of the world from where we lived in Virginia. We went in our sporty 1962 Ford Falcon Futura, which had bucket seats and the upgraded engine. I wanted to see the Holman & Moody Falcon Sprint V8s and the factory (Ford UK) Cortina GTs. There was a Corvair Spyder, co-driven by Don Yenko and Ed Lowther, which finished 17th overall, but took 2nd in the Sedan A class. The factory Cortina GTs finished 1 and 2 overall with one of the Falcon Sprints taking 3rd place. I was impressed watching the Cortina GTs demolish the competition. I was so impressed with the dominating

Cortina GTs, I bought a new Cortina GT in June 64. A really fun, but very basic car. Next year, I was back at the 1964 12hr by myself this time. The Corvair Spyders were back in force with three in the race this time. The Don Yenke co-driven Spyder qualified 3rd behind two "Team Lotus" Lotus Cortinas which had replaced the Cortina GTs of last year. Don Yenke's Spyder finished a respectable 7th behind the dominating Lotus Cortinas. The Lotus Cortinas were as impressive as the GTs, 3 wheeling around the course to a 1-2 finish. The other Spyders had problems; one driven by Donna-Mae Mimms retired very early and the Spyder co-driven by one-time Group Corvair member Dave Roethel finished 18th.

Also, in 1964 there was an SCCA National race where I watched the Cobras beat up on the Corvettes. I liked to stand by the fence next to where the cars exit the oval onto the road course. The cars in the left lane would have a jump and get 2 or 3 wheels off the ground while passing the cars in the right lane. Get a pack with a couple of Cobras and several Corvettes and the ground shakes when that pack roars by.

In 1965, I was back for a 6 hr. endurance race for sports cars and sedans in July and the 12 hr. in August. There was one A Sedan class new Corvair Corsa in the 6 hr., but only ran in the accompanying sprint races, probably preparing for the 12 hr. Sure enough that Corvair Corsa was one of two in the 12-hr. entry list. It was driven by Marius Valsmis, Doug Diffendorfer and local racer and one-time Group Corvair member, Dave Roethel. The second Corvair Corsa was driven by Costley and Bynum. Unfortunately, the Valsmis Diffendorfer Roethel Corvair Corsa had mechanical problems and was out early. I took some lap times for grins and found the Costley

and Bynum Corvair, which finished 11th overall, 2nd in Sedan A class, was well off the pace of the fastest cars. The Corvair had times about 1:55 minute laps (average speed 53 mph) and the factory Lotus Cortinas were at 1:47 laps with an average speed 57 mph. I tried taking some pictures from the fence with a cheap camera, and while you could see there were cars in the distance, that was about all you could see.

My Cortina GT had been serving me well except for a couple of not-so-minor problems. The problems could have been handled, but my father leveraged those to get me to buy American. So, what was a good, sporty 'small' American sedan in 1965? A Ford Falcon/Mustang would have been his pick (we were on our 2nd of 3 Falcons). My research led me elsewhere and the Cortina GT got traded in on a new 1966 Madeira Maroon Corvair Corsa, delivered mid-November of 1965. This was a definite step up from the Cortina GT and far better handling than the Ford Falcons I was used to driving.

In 1966, I attended 2 races where Corvairs were running, the 12 hr., now part of the Trans Am series, and a regional sprint race weekend. There were two Sedan A Corvair's in the 12 hr., one driven by Tony Delorenzo and Don Eichstaedt and one co-driven by Donna-Mae Mimms. They were well back of the factory supported Mustang/Cougar/Barracuda/etc. teams, finishing 23rd and 26th, respectively. An Alfa sedan won the 12hr, beating all the factory backed entries. At the sprint races, H. Shaffer entered a Yenke Stinger in DP; but I believe a TR4 won the class.

I attended some races in 1967 but missed any that had a Corvair or Yenke Stinger entered. But the shortened Trans Am races were pretty good. A Dodge Dart was 1st. And finally, in 1968, I attended an SCCA National race where Dave Roethel entered

his Yenko Stinger in DP. My jinx held for the racing Corvairs that I go to see, so Dave didn't win. His Stinger was a bit under-prepared compared to a Yenko fully prepared race car.

That's what I saw of Corvairs racing at Marlboro. More involvement with Corvairs and racing would have to wait until my trips to Summit Point Raceway a few years later. However, Jerry Yates had a good day at the Marlboro sports car races in 1966 which he will now tell in his own words.

(Jerry): In 1966 had only been married for six months at that time, and I was still bonding with my new brother in-law. Both he & I were into cars & racing, me more into stock cars which I grew up around, and he was a sports car fan. One day we decided to attend a sports car race at Marlboro Speedway. That was Sunday, April 3rd 1966. I remember both of us were standing in line for the tickets when we looked over to our right and about 20 yards away we saw people pouring through a hole in the fence you large enough that could have driven a truck through. Oh well, we paid for our tickets and went in legally. Sometime during the race, I spotted it...a Corvair Yenko Stinger. While I had a Corvair at the time, I don't think I knew what a Stinger was at the time, all I knew was it was a Corvair. I jumped from my seat and yelled "It's a Corvair, it's a Corvair!" My brother in-law and I were both excited, even though I thought the oil cooler looked a little out of place hanging on the rear fender. We cheered the little car as it seemed to be holding its own against the likes of a full race, factory backed TR4. We later found out that the TR4 was a Group 44 TR4 driven by the great Bob Tullius. Eventually the Stinger rolled to a stop with what turned out be a throttle linkage failure. That Stinger was driven by the famous Flying Dentist, Dr. Dick Thompson. I can't say for sure if it was #43,

my memory's not that clear. I owned a '64 Monza with powerglide then, but just three months later I traded it for a '66 Monza coupe, 110 hp and 4-speed. (It has since morphed from a blue Monza to a white Yenko Stinger clone.)

A good day at the sports car races! Thanks Jerry. It should be said that the "Group 44" racing shop name was the inspiration for Group Corvair's name, most of the original members being autocrossers.

I will end with a picture I got from the internet of Yenko Stingers at Marlboro. The Yenkos appear to be getting winners checkered flags for winning D Production, but I don't know why there are two. The Porsche right behind the Yenkos is driven by Bruce Jennings, one of the top Porsche 356 drivers in the country, and a frequent winner of E Production as he appears to be this day.

In the future, I plan to do an article on Corvairs in auto crossing in the Washington-Baltimore area. We will mention Marlboro Raceway again as it was a regular venue for autocrosses as well as racing until it closed in 1969. Corvair's with a number of different drivers have a long history of winning several different classes in the late 1960's, the 1970's and the early 1980's.

Bob Walker



This Month's Featured Corvair

Rampy is this month's featured Corvair. We can't wait for the weather to cooperate so we can get back to getting it on the road. In the meantime, this is what makes a Rampside unique. If you would like to showcase your Corvair, send me a picture and I will feature it in an upcoming issue.



Local Car shows throughout the DMV for 2021 Spring, Summer & Fall

Car shows around the DMV

There is a show close to you so get out, have fun, and send me some pictures. <http://www.cruisein.us>

29th Orphan Car Tour, Saturday, June 5, 2021- A flyer and tour updates will be available by late March on the Tour's website at www.orphancartour.org. Further information is available from Jon Battle at (540) 364-1770, or tourdirector@orphancartour.org.

Corvair Society of America Chapter Officer Zoom Call - Mar 28, 2021 04:00 PM Eastern Time

CORSA is hosting a Chapter Officer Zoom Call on Sunday, March 28th at 4pm ET/ 1pm PT for approximately 1 hour. Recently, regional directors of CORSA have begun meeting with the US and Canadian chapters and have heard you would like the opportunity to meet and learn from other CORSA chapters. This is the email address on record with CORSA for your chapter. Please forward this invitation to your officers to ensure they have the information. If there is a different address we should be using for your chapter, please reply.

Josh Deitcher, Director West Region, will moderate the call. If you have topics or questions you'd like addressed, please reply to this email and we'll capture them. We will host chapter calls on a regular basis. Looking forward to meeting everyone.

You are invited to a Zoom meeting.

When: Mar 28, 2021 04:00 PM Eastern Time (US and Canada)

Register in advance for this meeting:

<https://us02web.zoom.us/meeting/register/tZludOqsrT8pGdLD8Hq2Rt1u2vsxVVCd5Mnv>

After registering, you will receive a confirmation email containing information about joining the meeting.

FOR SALE

EM bumper brackets: 8 of 10 brackets, not bent or other damage with some surface rust. 11 bumper bolts included.	\$10
Clark's brake shoes for Corvairs 1965 - 69, full set of fronts and rears, used less than 50 miles	\$38
Used Clark's single brake master cylinder, from 66 Corvair, recently replaced with Clark's dual master cylinder, used 4 years with no problems	\$30
Nearly new Delco single brake master cylinder for 62-63 Corvair with metallic brakes, part #5464275, needs secondary seal	\$35
1 used widened stock 13inch steel wheel, 7 in wide, 5 lug, for 65 - 69 Corvair	\$18
2 new Clark's rear brake hoses for 65 - 69 Corvair	\$10ea
Pair of 110 heads for 65 - 69 Corvair, good condition, complete with valves, springs, etc., not used since last refurb, casting #3878566	\$250
2 new EM dipstick boots	\$3.00ea

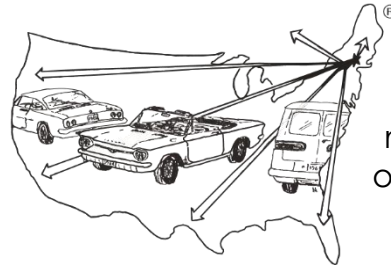
Shipping is extra.

Contact Bob Walker at bobrstn@gmail.com

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2021 Meeting Schedule

March 20th

Fred Marx
12606 Split Creek Court
Potomac, MD 20878

Task at hand – either replace lifters or work on brakes (or both) and get some fresh air.

April 17th

Andy Normand
7510 Pollen Street
Lorton, VA 22079

Treasurer's Report

Balance 1/31/20	\$3,933.80
Dues Collected	\$90.00
Balance 2/28/21	\$4,023.80

Club dues are due! Please send a check to A. J. Paluska, Jr at 6839 Brimstone Lane, Fairfax Station, VA 22039. Due to the current pandemic, please send **CHECKS ONLY** made out to NVCC. Dues are \$10.00 per year.

For More Pictures of everything Corvair related click here [NVCC Facebook](#)

Website: <http://www.corvair.org/chapters/chapter220/>

Instagram: <https://www.instagram.com/northernvirginiacorvairs/> [[instagram.com](https://www.instagram.com/)]

Remember, we have been given a special Corvair power. With that power comes responsibility. That responsibility is keeping this marque alive and viable for future generations. We still have the most affordable classic 60's cars in existence but we, as a club, need to be a part of promoting the Corvair as a really unique and cool collectable car. Let's keep on driving them, fixing them and promoting them everywhere we go.