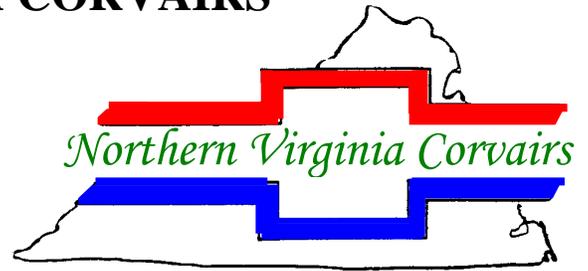


NORTHERN VIRGINIA CORVAIRS



**HOT
AIR
MAIL**



NVCC, CORSA Chapter 220

Volume XXIV, Number 10

October 2012

CHAPTER CHATTER

By Doug Jones

Newsletter time... this article is about a car that didn't stop but would go and then it would stop but wouldn't go.

A.J.'s car has had a rough time as of late. In January, the meeting's goal was to get A.J.'s car running. That was accomplished but his brakes were not working. In the coming months, the brakes were fixed but then for a test drive, the car would not go. It had taken months to get the brakes fixed. It was a frustrating time, indeed. As my dad would say, "the joys of owning a car."

A.J. then scheduled a meeting of the donut and bagel mechanics, a.k.a. the Corvair Club, to rescue his little red coupe. The ace donut crew included Ron, A.J., Justin, and me. Since we were not getting any fuel to the carburetors, and the "under the car" January meeting fixed the hose from the hard line to the hose, we decided to start at the source: the gas tank.

Jacking the car up and taking off the fuel line, we noticed that not much gas came out. Only about five ounces or so came out. (Could it be a gas problem?) A.J. had a new sending unit. With no gas in the tank, this was the time to install the new sending unit. Yours truly had the gas sending unit tool to

make installing the new sending unit a breeze. With the unit installed and connected, we sent A.J. to get gas for his tank.

While A.J. was off to get gas, Justin's car had no power so it was time to take a look at that. Ron diagnosed that the accelerator linkage was not working properly where a new floorboard had been installed. It seemed that the gas pedal had not been properly installed correctly after the floorboards were replaced. Ron and I reattached the pedal correctly and that seemed to fix the problem. We advised Justin to buy a new pedal.

A.J. arrived backed from his gas mission with about three gallons of gas. The next step was to see if the car would start. No such luck. We next checked to see if the electric fuel pump was working. It was humming. Crawling underneath the car, we disconnected the hose from the carb side of the pump and it was as dry as the Sahara Desert. We determined the pump had failed. A.J. had a new pump, same make and model. Ron and I installed the new pump, connected the wires, and the little red coupe came back to life.

Now A.J. has a car that will stop and go!! Happy Motoring, A.J.!

I look forward to seeing everyone at Darrin's in two weeks for another Corvair adventure!

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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.



*****AUTOMOTIVE CLASSIFIED*****

65 Sedan: 110HP, Powerglide, new carpet. Contact former NVCC member Aaron Payne at aaronpayne@me.com. (6/11)

66 Convertible: 110 HP PG, Restored in 2007, Regal Red. \$18,000 invested. \$15,000 or Best Offer Call Jay at (910) 270-0785. (1/12)

Parts/Miscellaneous For Sale

Parts: From our club's 65 coupe parts car: Right hand door, 4 Monza Wheel disks. Call Venice Cox at (703) 791-6517. (1/05)

NEW LISTING: 40+ year collection of Corvair Parts. Please contact John Getz at jpgetz@comcast.net or 301-717-9452 for a list of sale items. Parts located in Frederick, Md.

NEW ITEM: 31st Vair Fair T-shirts. Priced for quick sale. You don't want to miss this opportunity to own rare Corvair Memorabilia! **HURRY**, as they will go fast!

Gas Tanks: Six or so good used gas tanks \$30 and YOU pick up; NE Maryland. Harry Yarnell hyarnell1@earthlink.net

Early Model Bumper Guards: Good Condition: front and rear; best offer: Call Doug Jones 703-309-8705

Corvair Vendors and Services

Clark's Corvair Parts, Inc.
Route 2, 400 Mohawk Trail, Shelburne Falls, MA
01370-9748 (413) 625-9776

Corvair Underground
PO Box 339 Dundee, OR 97115
(503) 434-1648 or (800) 825-VAIR

Corvair Ranch, Inc
1079 Bon-Ox Road, Gettysburg, PA 17325
(717) 624-2805, www.corvairranch.com Email: corvairranchinc@earthlink.net

NVCC Calendar

13 October 2012, Regular NVCC Meeting

9:00 a.m. – 12:00 p.m.
Hosted by Darrin Hartzler, 301-365-7332
8214 Beech Tree Drive,
Bethesda, MD 20817
dhartzler@ifc.org

28 October 2012, Cruisin' the Vineyards

Beginning @ 12:00 p.m.
Family Event
Cruise Virginia Vineyards west of Fairfax County
Enjoy the countryside and changing leaves, wine tasting, stop for lunch
If interested in participating in this social event,
Email dj2063@comcast.net

17 November 2012, Regular NVCC Meeting

9:00 – 12:00 p.m.
Host Needed

Anyone interested in hosting a future meeting, please email Doug Jones at dj2063@comcast.net so that we can provide information on meeting locations in the upcoming issues of the HAM. Thank you.

Treasurer's Report

Balance as of 8/31/12	2933.95
Dues Income	45.00
Interest Income	1.37
Balance as of 9/30/12	2980.32

Hot off the press from the September issue of
Negative Camber
From the Corvair Club of Cincinnati

The prez (Joe VonDerHaar) says:
Also, I've been thinking of a winter trip. It may be a bit of a stretch but would be very cool and well worth it. Visit Dave Commack's Tucker Collection in VA. It is not open to the public but to groups. With the Corvair sharing some things with the Tucker, I think it would be a great thing to do. We will discuss.

Any thoughts on offering to host their trip with a Corvair get together? Maybe their idea came from our own January edition of the HAM!

THERE STILL ARE "BARN" FINDS

You hear and read about barn finds all the time and figure most of them have already occurred or there are not any around you. With all the cars that have been manufactured and the gift of land (with barns) the USA has, there are indeed lots of possible finds out there. I was lucky enough to stumble over one such find myself. Following up on a lead that a Corvair might be for sale, I discovered a 1966 Monza that has been sitting in a Peebles, Ohio pole barn since the original owner had passed away in 1997.

The son of the original owner was really not ready to sell but his wife was. Our first visit to the car ended with a "not ready to sell" outcome and actually a relief for a car addict that REALLY did NOT need another car.

A year went by and life had moved on. One evening I received an email from the son of the Peeble's barn car. He was ready to sell. Great, I had gotten over it once but now the wound was back open. I ignored the email for weeks hoping I could hold out. The emails kept coming. I could envision the car cleaned up and ready to go. It was Lemonwood Yellow (which I am a sucker for) and had what I call a party interior – black & white. Ask me why it is a party interior in person someday. It had 44,000 original miles, original paperwork and mostly original paint. It was covered with dirt and had four flat tires.

Well, you guessed it – I caved in. I decided I could not pass it up. How many Corvairs is the limit? I guess not three.

The next step was to get it home. I secured a trailer, air compressor, battery, extra wheels and hand tools. My son, Sam, and I set off on our trek to retrieve the new find from its barn slumber. Sam did (does) not realize it now, but these type adventures will be special memories for him. I know that all these type trips to get old cars (and we found some doozies) with my dad were very special. Hey dad, there is still time for a few more – I'm in!!!

All four tires pumped up fine and held air. No need for the extra wheels I brought. Maybe this will be easy? Guess again. Brakes frozen. After about two hours in 95-degree heat inside the barn, I finally got the frozen right front wheel to roll. We pushed it outside and up on the trailer. Off we go to the new home.

One other tradition that is a must is eating. You MUST stop on the way home with your new find and eat a meal. You admire and discuss the big plans you have for the new find. Again, Sam will understand in the future.

So there you have it; barn finds do exist. Another 1966 Monza is in a safe place and soon to be on the road. Stay tuned for another update. My plan is to bring it to a monthly meeting soon.

Oh, by the way, there is a family feud over whose car it is. For some reason, Carla seems to think it's hers, right guys? You heard her at the Corvairs on the River event.

"Barn Find – VA Style"

You never really know where they are hiding....

The other night, my friend Robbie gave me a call after work. He was called out to Fredericksburg to provide a quote to fix the hail damage and paint an enclosed car trailer. The owner was eager to show him what was inside the trailer...a Yenko Stinger....a 1966 white Yenko Stinger by Don Yenko from Pennsylvania. But not to worry, the owner is already part of the Corvair brotherhood.