



NVCC, CORSA Chapter 220 **December 2016**

Chapter Chatter
By Bob Marshall

On December 11th our annual Christmas party was held at the recreations center in Centerville. Thanks to Doug Jones for making the arraignments for the facility again this year. We had a great turn out and plenty of food was brought by members. Even with questionable weather we had 5 Corvairs arrive covering early, late and a Greenbrier. . Nominations for the 2017 slate of officers was held and voted on by the 17 members present. All officers agreed to continue in their respective positions for another year. See that was easy. Discussions regarding locations for our 2017 meetings were held and locations were set for the first 6 months of 2017. See the dates and locations at the end of this newsletter. After stuffing ourselves with all sorts of culinary delights AJ reminded everyone that membership dues for renewal were due on January 1st for 2017. Quite a few paid their dues during the party but keep in mind that your \$10.00 annual dues are to be paid in January. Please forward your check made out to "Treasurer, NVCC to AJ. His mailing address is listed below.

As we move into a new year our membership remains fairly constant. We did pick up a couple of new members in 2016. Our current roster has NVCC with 46 members. Membership is the life blood of any club and we need to all be working to help grow our rolls. If you know of anyone that has a Corvair or is interested in Corvairs encourage them to become a member. We need to work to get new blood into the hobby to insure that the marque continues on. Watching the big auctions on the TV you can see that there is a demographic shift in the car hobby. Generation X is now starting to become more active in the car collection hobby as their income grows and allows them to afford their dream car. Many of this generation are not even aware of the Corvair. I would like to see NVCC have a club turn out at one of the local "Cars and Coffee" events in the area to introduce our cars to the different age groups. It is also a great venue to sign up new members and encourage those who have Corvairs stored away to get active again.

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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.

Member Profile

Our member of the month is your editor.

My introduction to Corvairs was due in part me bugging my father to let me get my own car when I turned 16. My older brother had been responsible for a number of teenager driver related repairs to our family fleet so to save money he found me a 1963 Monza convertible for \$300. It was burgundy with a white top and had a non-synco 3 speed. I didn't know anything about Corvairs but all I knew was it was a car. Learning to drive a manual transmission was the first order of business. After much gear grinding I finally figured out how to use the clutch and figured out what the term synchromesh meant. I was soon learning about flipping fanbelts on a regular basis. In spite of my lack of mechanical knowledge the car served me well without once stranding me and I survived in an era of no seat belts and a teenage brain. My father acquired another car that he felt was safer for me so the Corvair was replaced with a 64 Olds F-85 with a three on the tree but the die was cast in my life for Corvairs. My next Vair was a 1965 500 coupe that I purchased for next to nothing my junior year in high school. The car had a miss and the owner couldn't figure it out so the price was right. I bought a Chiltons manual and realized that two of the plug wires were crossed. Problem solved! That car lasted two years until a Kenworth wrecker rear ended me at about 30 MPH. The entire drive train was pushed forward a couple of inches but the car still ran but with a few more oil leaks. Over the course of the next two decades life happened with family and job changes but I still kept going back to our quirky little cars. All told I have owned at least 8 corvairs. I have autocrossed them (Auto X is where I first met a young Bryan Blackwell). Belonged to Group Corvair where I met Al and Peggy Harris along with others, and spent countless hours under them. To this day I still wonder at the unique nature and engineering of these marvelous cars. They have been responsible for more nicks, cuts and skinned knuckles than most people experience in a entire lifetime but I wouldn't change it for anything. My current 1966 Corsa is a joy to drive and work on. I scan craigslist almost daily for other Corvairs but my garage is not big enough for another car but I still look. It is safe to say that Corvairs have in some ways changed my life slightly. I have made lifelong friendships and look forward to our meetings and tech sessions each month. After 40+ years of Corvairs I can safely say this is not a passing fad for me.

Newletter Articles Submitted by Rory Clark

When Rita and I bought our Corvair we wanted to keep it as stock as possible. My initial thoughts were that it would be worth more if left original if we decided to sell. After owning it for a few months we came to the conclusion that certain things had to be upgraded to provide better safety and reliability. While we have never been left stranded there have been a few driving adventures that were a bit stressful. And, anything that we removed we would keep for the future owner but visions of selling our car have long faded away.

One of the easiest things I did was to wire the rear lights correctly. The PO, or maybe the PPO, wired the backup lights to come on when the driving, brake and turn signals were on. This would've been fine except the clear lenses were never changed so, at night, it looked like the car was in reverse.

The next thing was to figure out why the master cylinder was leaking. After a bunch of head scratching I realized the bolt that holds the cover on was too long. It was bottoming out before the lid would seal. A few washers fixed that. I adjusted the brakes to get rid of that that hard pull when first applied. I started on the fronts but realized it was the left rear shoes that needed adjusting. With that done the car was braking in a straight line.

Next was a tune up. While this is a simple task that requires more time than effort I ran into some issues. The first was the #6 spark plug hole was stripped. It did have an insert in it that but it came out with the plug, which looked like it was the second plug to be installed after they stripped the hole. The insert was also too long. It extended past the spark plug electrode slightly. I managed to get the insert back into the hole, plugs in, points, etc. and then using my dwell meter I set the points and then set the timing. The problem was that only one bank of cylinders were not firing. I don't know how many times I went through my work troubleshooting the issue but I never figured it out.

With the help of a mechanic friend we were able to fix the insert correctly and permanently and determine the misfiring. It appears that while using the dwell meter I was using the 8 cylinder setting and dividing by *half*. I have no idea why I did not use the 6 cylinder setting! Now the car has a nice tune up. It's a little more reliable.

Next was rebuilding the carbs. I researched doing this myself as I rebuilt many of motorcycle carbs. I also wanted to really start getting into the car to learn about it. After reading about all the kits and carburetors that may be on my car I sent them to Greg Wolf instead. For a few more dollars I would have a professional build and guarantee them. It's a good thing I did. Apparently the internals were whatever someone could stick in them. They came back looking like brand new and they were plug_and_play. I also bought a set of Roger Parent throttle linkage. I had already taken the original linkage off more than once to try to fix it but there were flat spots, slop and pieces missing. These were another set of great investments in the reliability and performance of the car.

Having had it with points I bought a used Pertronix. I wanted to eliminate one more potential source of constant adjusting, etc. This install was easy. Once in, the car ran great. I was in love with Pertronix until it tried to leave us on the side of the beltway coming back from a NVCC meeting. I was able to limp the car home whereas I discovered a tiny little magnet on the collar that slips over the lobed shaft on the distributor flew out. I am a resourceful guy so I set out to repair the collar not realizing the magnets are coded for a certain position in the collar. At this point the collar is trash and it's back to points. But I knew that an electronic ignition was in the future.

Next were new wheels and tires. There was nothing wrong with the original ones except they were 13". I wanted a bigger tire for more road grip, better handling and braking as well as a smoother ride. This was a multifaceted challenge that I could have made a little easier if I realized that Bryan Blackwell is the authority on wheels and tires. Once I bought the wheels and tires I had to change out the lug nuts. I could say this was a safety related change since the lugs nuts were probably original but it had two purposes. With the new wheels I needed more stud length. Go ahead and have fun with that statement. Removing the front studs was easy. It also allowed me to check and repack the wheels bearings. Installing the studs was difficult since it was all manual labor. The rear studs were a lot harder to remove so I bought a ball joint separator tool. I was able to press the studs out but not back in unfortunately. With a bit more muscle that was waning quickly I got all the studs in and the new tires mounted.

Now I had to deal with a slipping clutch and several oil leaks. Most of the group members know this story already but with the help and support of NVCC we dropped the engine, replaced seals and gaskets, installed a new clutch, and everything else that goes with removing and replacing the powerpack. Now the car is leak free, the clutch is awesome and I learned a lot more about my car. I can use this knowledge and experience to assist in the next project for another member.

Now let's get back to the points. I was not happy with them and I had no idea if the lobes in the distributor were within spec. I knew that I was not going back to Pertronix so I started researching the Stinger from Seth Emerson. The funny thing is that Pertronix is almost the same price as the Stinger. However, the Stinger is a brand new distributor and is backed by someone in the Corvair community. Seth was great on the phone with install instructions and advice. It was decided. Rita bought the Stinger and it was delivered a few weeks ago. I tried to get it in before our October meeting but time was not on my side. Nonetheless, the hardest part (and it wasn't hard at all) was removing the #4 wire (the resistor wire) from the 12 plug molex connector. I ran a new wire from that position to the new distributor (now mounted on the rear most vertical bracket, got the original distributor on the #1 position, removed it, installed the new one, connected the mini wiring harness per instructions, started the car and timed it. It runs like a Bat out of Hell. Now I feel confident that my car will start and run without issues.

At this point I feel the car is a lot safer and reliable although I still need to fix the fuel gauge and possibly install an electric fuel pump. I have gone through 3 or 4 of them since we have owned the car. I want to go over the front suspension also to make sure it's in good shape. If there is anything amiss, the parts will be replaced.

All in all, while having to invest a little bit of money into these upgrades I believe it was well worth the peace of mind in regard to safety and reliability.

Montly Tech Tip

Well it's that time of year again. Winter has arrived and with the exception of the occasional Indian Summer Day so its time to store our cars. Here are a few suggestions from the experts to hibernate your Corvair:

- Fill the fuel tank. This prevents condensation from forming in a half empty tank.
- Use a fuel stabilizer in the fuel. Sta Bil or Lucas make great products. You can't over dose these products.
- Change the oil and filter. A good quality 10W30 is what is recommended for our engines.
- Plug the exhaust system with tape or steel wool to keep critters out. They love our engines for nesting which is not good for an air cooled engine.
- Place mouse traps in the interior and engine compartment. Bait with peanut butter. They will get in and for some reason like to chew on wiring.
- Put the car on jack stands to prevent flat spotting the tires. Air up the tires to suggesed pressures.
- Disconnect the battery cables, clean the terminals and install a battery tender.
- Put a couple of refrigerator baking soda containers in the interior.

Take the time to do these simple tasks and your spring start up will be uneventful.



Miscellaneous For Sale

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

Pair 110 Heads

Part number 3878566 65-67 non smog heads for sale. These were part of a batch of parts I purchased. Previous owner said he got them from the Ranch. They are in good shape with good plug threads. No inserts. The head gasket sealing surface should be machined as they have a slight groove. \$25.00 Each. Contact Bob Marshall at ram0672@verizon.net or call 571-352-9028.

Cars for Sale

1961 500

I have a 1961 Corvair 500 which has been in our family since newly purchased. The car has a little over 56,600 original miles and has been well maintained throughout the years. The car has spend most of its life in a garage and has been mechanically well kept for which I have many of the receipts. The car has been repainted its original color and has new upholstery and headliner. While having sentimental attachment to the car, my wife and I have decided to sell it to someone who appreciates Corvairs and will take good care of it. I recently spent over \$2,000 to get the car back on the road but have yet to purchase tags. If additional information is needed, I will be happy to provide it. We are hoping to get at least **\$5,000** for the car but are willing to negotiate. Please feel free to contact me via email or by calling 540-293-0859. Marvin W. Barbre

1965 Monza 4 Door

It is a four door Hardtop - 6-cyl 164/110hp 2x1bbl (dual carbs) automatic Monza. It was purchased new and has always been in our immediate family and always garage kept. It is driven on a regular monthly schedule to keep everything humming. We are asking **\$5,500**.

As for the condition. Per an Appraisal done on 12/5/15. All chrome in very good shape, all original, no rust or pit. All glass in good condition and in working order. Original engine 35K miles, belts & hoses good no leaks no smoke. Sheet Metal very good, no signs of filler, minor corrosion bottom of rockers. Paint has been repainted in the original color has a little minor run on right sail panel have to look very close under correct lighting to see it. Interior is all original has some fade and wear but for original is very good condition. Trunk is in very good condition has been repainted no rust very solid. Has original wheels and wheel covers, tires fairly new. Exhaust in good shape, minor surface rust, little grease bottom of engine. Summary: Vehicle is a very solid car, all original except for the paint.

We live in Ellicott City, MD which is just west of Baltimore. Yes, our little town was the one that had the flash flood. Fortunately we are on a hill, a block above the flooded area so we had no water damage. For photos contact Patty Leepa at 410-465-5172.

1962 Monza Convertible

I'd like to sell this 1962 Corvair 2-door convertible and will ask **\$10,500**. I actually have \$18K into it but I think that might be the fair value. It was restored 2 years ago, is in good condition and runs well. My Dad owned it and lived in Florida. I bought it from my Mother when did a few years ago. I used the Corvair Ranch in Gettysburg to restore it. New tires, new canvass top, new paint job, went through the engine. Please contact Mike Raymond at mraymond@A10networks.com for more details and photos.



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

Don't forget to visit our Facebook page and Instagram page NorthernVirginiaCorvairs

Treasurers Report

Previous Balance 11-30-16	\$1,959.66
Dues Received	<u>\$ 140.00</u>
Balance 12-31-16	\$2099.66

Membership dues are payable in January. If you have not paid for 2017 please send your \$10 to AJ or bring to the next meeting. Forego your Starbucks Latte or Burger with fries and pay your dues. Beginning in February 2017 unpaid members will not continue to receive the monthly newsletter.

2017 Meeting Schedule

January 21st

Trey Nelson
7004 Bears Den Court
Manassas, VA 20111

February 18th

Ron Tumolo
905 North Amelia St
Sterling, VA 20164

March 18th

Fred Marx
12206 Split Creek Court
North Potomac, MD 20878

April 15th

AJ Paluska or Al Harris TBD

May 20th

Vair Fair

June 10th Greg Walthour
7025 Coventry Road
Alexandria, VA 22306

July 15th Bryan Blackwell
11115 Henderson Road
Fairfax Station, VA

August 19th Open

September 16th Open

October 21st Open

November 18th Open

December 17th Annual Holiday Party

All meetings begin at 9AM

2016 was a great year for NVCC with lots of fun meetings and great fellowship. This was made possible by everyone's participation. Remember our club is only as good as the collective members and their involvement. If you have an idea for a meeting send me a note or give me a call. If you have a car that needs work let me or any member know and we will do our best to make the repair the focus of a meeting. As our cars age it becomes increasingly harder to find repair shops that have the expertise or want to work on old cars. We are fortunate to have a number of experienced members that are able to advise and work on most of our Corvairs.

Happy New Year to the members of NVCC. Wishing everyone a healthy and prosperous 2017!

Bob