



**NVCC, CORSA Chapter 220**

**Volume XXXIV, Number 6**

**July 2016**

Chapter Chatter  
By Bob Marshall

July has sure been one of the hottest on record even for the DC Metro area. Except for those fortunate few who have A/C in their Corvairs, the rest of us were relegated to driving in the early morning or the late evenings. Using our classic 460 (4 windows down at 60 MPH) air conditioners to try to stay comfortable. Then there is the first time you flipped your front vent windows open only to realize you still need to replace the vent window handle before it lets go entirely. And then there are the kick panel vents that are also part of our circulation system. Hopefully you didn't decide to open them up on the highway and risk a face full of dirt that had accumulated since they were last opened. Ah the joy of owning an old car.

As most are aware the CORSA national convention was held last month in Springfield IL. I was not able to attend this year but there are many reports and photo's on the internet for you to see the activities. Next year the convention will be held in Independence MO. A bit further west that this years so start saving those air miles for next year.

Around here the typical summer shows are constant. One we, as a club, usually attend is the 40<sup>th</sup> annual Edgar Rohr Antique Car Meet. It is held on the lawn of the Manassas Museum on September 19<sup>th</sup> from 10AM to 3PM. Entry fee for cars is \$15 before Septmeber 14<sup>th</sup> and \$20 at the gate on the day of the show. Last year NVCC was represented by a number of members cars spanning most models and series. For more information visit their web site at:

[http://visitmanassas.org/event/40th-annual-edgar-rohr-antique-car-meet/?instance\\_id=](http://visitmanassas.org/event/40th-annual-edgar-rohr-antique-car-meet/?instance_id=)

This months meeting is Saturday the 20<sup>th</sup> at 9AM It will be held at the home of Rita Murphy and Rory Clark. The address is 13201 Hathaway Drive Silver Spring, MD 20906. The project of the day is their 1966 Black Corsa 140 which is in need of a clutch replacement. In discussing some of the typical pitfalls of dropping the power pack on a 50 year old car I talked with Rory about making sure all the mounting points have been shot with PB or similar penetrating oil

**NVCC OFFICERS**

**President**

Doug Jones  
5176 Woodfield Drive  
Centreville, VA 20120  
(703) 309-8705  
1963.jones.d@gmail.com

**Vice President**

Mark Walters  
5707 Ridgedale Drive  
Woodbridge, VA 22193  
(703) 220-8940  
Mark.walters1@verizon.net

**Secretary/Treasurer**

A.J. Paluska  
6839 Brimstone Lane  
Fairfax Station, VA 22309  
(703) 250-4455  
Ajrl13@earthlink.net

**Editor**

Bob Marshall  
1919 Upper Lake Drive  
Reston, Virginia 20191  
(571)287-1983  
ram0672@verizon.net

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.

To make sure things come apart without the usual breaker bars, saw blades and playing with fire. The good news is that the rear struts have already been rebuilt which almost insures the outside bolts are not rusted in place. Roy has been communicating with everyone on the mailing list to insure he has all the necessary parts and pieces to insure the job goes as smooth as possible. Rory also assured me that in spite of his last name being the same as one of our parts vendors he did NOT get a friends and family discount on the large quantity of parts he as bought for this job.

Our goal is to get the power pack out and split apart to replace the necessary gaskets, bearing, bushings and gear oil. Replace the clutch and pressure plate, install a new clutch release bearing, refill with gear oil and get the power pack installed back in the car. It will be a long day but we can do it if we all chip in. Fred Marx and I proved it can be done in a day when we reinstalled Daniel Goldberg's power pack in a day and we only know half of what a lot of our members do! Roy and Rita have a nice large two car garage with lots of room. Rory said he wasn't sure if the new central A/C would be finished by Saturday so dress appropriately. Lets have a good turnout with many helping hands and lots of experience. See you there.

## **Newsletter Articles**

I welcome any suggestions for articles/topics for future newsletters. It doesn't necessarily have to be Corvair related. It could feature a product or auto related service you have tried and think would be applicable for our cars. I could be about anything you feel would be of interest to the members. Remember this is your newsletter not something I sit at a keyboard with my beverage of the day and make up. Well maybe a little of the latter. OK FOLKS....no one has come up with any ideas for articles or fun stories. Help a guy out here will ya!

## **Montly Tech Tip**

Ran out of really interesting subjects for this issue so I'll pick on tires. The most abused and ignored part on a car. We rely on them to keep us in contact with the road under every conceivable condition. Rain, Snow, salt, sand, Ice, heat, cold and debris. They are mostly made of a natural material that can be degraded by a combination of time, UV rays, cuts, nails and anything else we run over. From a time perspective each tire has a code on the sidewall that tells you when it was produced. Kind of a born on date except not beer. This date is required by the NHTSA so that consumers don't risk a tire failure due to age related issues. The general rule of thumb by Tire Safety Group is a tires life is six years from the date of manufacture. I expect most of our cars far exceed that life. Several factors affect the tire and its life expectance. They include but are not limited to (See what I did there, yeah a disclaimer right Fred!) UV exposure, heat cycles, inflation pressure, general use, vehicle alignment and so on. Being as our cars are typically driven less than 1,000 miles a year we tend to think that they will last a long time. While this may be the case it is critical that we do several things.

1. Check the date code on the side of the tire. I bought four brand new (as in never mounted) tires for my car and found that they had been stored in the tire stores racks for 6 years already.
2. Keep them inflated correctly. Tire pressure can vary due to temperature, age, valve stem degradation, and punctures. Check them often and make sure the front rear pressures are correct. This is particularly true for Corvairs. ALL CORVAIRS. The general rule of thumb from our own Bryan Blackwell is to maintain a pressure differential of 8 to 10 pounds front to rear. The front being less than the rear.
3. Inspect them often. Small deterioration cracks on the side wall and between the tread. This can be a result of age and or excessive exposure to UV rays. Now don't put SPF 50 on your tires but you can protect them from UV damage by applying 303 Aerospace Protectant or similar UV inhibiting products. The best thing to do is keep them out of direct sunlight.
4. Replace in pairs and rotate them each year.

## **Treasurers Report**

Balance as of 5/31/16	<b>\$1906.66</b>
Dues	<b>\$ 55.00</b>
Balance as of 5/31/16	<b>\$1,961.66</b>

## Miscellaneous For Sale

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

## Cars for Sale

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  
Editor: Due to space limitations the pictures were not attached.

## 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](http://www.corvairranch.com) Email:  
[corvairranchinc@earthlink.net](mailto:corvairranchinc@earthlink.net)

### **Our 41<sup>st</sup> Year!**

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

**Return To:**  
Bob Marshall  
1919 Upper Lake Drive  
Reston, Virginia 20191

## 2016 Meeting Schedule

August 20th 9AM

Rory Clark  
Rita Murphy  
13201 Hathaway Drive  
Silver Spring, MD 20906

September 17<sup>th</sup> 9AM

Fred Marx  
12606 Split Creek Court  
North Potomac, MD 20878

October 15<sup>th</sup> 9AM

Bob Marshall  
1919 Upper Lake Drive  
Reston, VA 20191

November 19<sup>th</sup> 9AM

Bryan Blackwell  
11115 Henderson Rd.  
Fairfax Station, Va. 22039

December 17<sup>th</sup>

XMAS Party Meeting

**Membership dues are payable the first of the year. If you have not paid for 2016 please send your \$10 to AJ or bring to the next meeting. Forego your Starbucks Latte and cake pop and pay your dues. Unpaid members will not continue to receive the monthly newsletter.**