



Chapter Chatter  
By Bob Marshall

I am sure everyone was wondering by now if there would be a newsletter. The delayed release was due to work related time constraints that kept your editor traveling for business extensively. My company does not consider writing and publication of our newsletter an essential part of my job description. My protest to HR was ignored! I will be more prompt with future volumes.

We have entered a time in the year where we will go without a monthly meeting for the months of June and July. The May meeting was the Vair Fair which I will review later in this newsletter. June was the driving tour to Staunton which I was unable to attend but had one of the nicest days of the year for a scenic drive and museum tour. July is the CORSA National Convention which some members will no doubt attend. Beginning in August we will resume our regular monthly meetings with a clutch job at the home of Rory and Rita in Silver Spring MD. This is a great time to participate and learn some of the tricks and skills required to remove a LM drive train and replace a clutch.

In May we hosted the Vair Fair in Leesburg Virginia. In spite of local meteorologists predictions for rain we had clear skies and dry conditions Friday and part of Saturday. Saturday afternoon was interrupted by a cold front and accompanying rain that lasted about 2 hours. This did not dampen the spirits of the attendees. We had 33 pre registrations and last I counted 40+ cars/FC corvairs on display. Music was handled by NVCC's own DJ Al Harris who played a great mix of music. The festivities started Friday night with beer and pizza. Saturday morning registration began early to clear skies and cars rolling in through the morning. We were even able to convince the local Chevrolet Dealer to bring over a 2016 white Corvette to display during the day. We had a fine assortment of all models and years on display. NVCC's own Frank Duval conducted a tech session during the day and we even had a hands on tech session in the parking lot in the form of a starter replacement. We did have one hard luck story. NVCC member Daniel Goldberg suffered a dropped valve seat in his beautiful 65 Corsa Convertible. In spite of the noise he kept motoring and made it to Leesburg. Way to press on Daniel!

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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.

## 2016 Vair Fair Trophy

Here are the results of the judging at the Vair Fair held last month in Leesburg. Congratulations to all. Check out our Facebook page for photos of the event.

### 1966

1<sup>ST</sup> Donald Putnam- Gold Convertible  
2<sup>ND</sup> Marlene & Paul Passini-Blue Convertible  
3<sup>RD</sup> John Loth-Red Coupe  
4<sup>TH</sup> Darrin Hartzler-Red Monza

### FC

1<sup>st</sup> James Enfield 62 Corvan  
2<sup>nd</sup> Allen White 62 Rumpy

### Open

1<sup>ST</sup> Rex & Ann Buel  
2<sup>ND</sup> Jeff Roadcap  
3<sup>rd</sup> Ray Davis  
4<sup>th</sup> Ron Tumolo

### Specialty

Joe Darinsig-Yenko Stinger

### Closed

1<sup>st</sup> Mark Sellers  
2<sup>nd</sup> Rick Sanford  
3<sup>rd</sup> Rucker Posey  
4<sup>th</sup> TIE Greg Walthour  
TIE John Porterfield

### Model

Joe Darinsig- Diorama

## 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. It 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.

## Monthly Tech Tip

Even though our engines have the entire atmosphere as their cooling systems they are not without the need for periodic maintenance. To understand how we are able to run our engines and not melt them down into a puddle of Aluminium you have to understand how GM designed the "cooling system" on a Corvair. The engine is enveloped in a case that consists of an inlet (the top fan opening) and an outlet (the lower shroud doors under the engine). Air is drawn in through the top fan which is spun by the fan belt. Once inside the air circulates around the finned cylinders to cool them, provides blended warm air for the heater, flows through the oil cooler to keep the oil within the proper temperature range and back out the bottom of the engine. Several things can interfere with the operation of the system. First and most obvious is the loss of a fan belt. This can happen for several reasons. 1. An old belt that breaks. Always check your belt regularly. Look for frayed edges and cracks. Always carry a spare belt with you. 2. Belt is too loose or too tight. To determine if the belt is the correct tension all you need to do is check it by pulling on the alternator fan blades with one finger. Not running of course. With the engine cold you should just be able to turn the alternator fan with one finger. 3. Belt guides are not adjusted correctly or missing. There are two guides. One on the idler pulley and one for the top fan. The guides are there for a reason. When you go from acceleration to off the gas the belt will slack on the right side and that slack will be enough to allow the belt to potentially ride up off the idler or top fan pulley. The guide should be adjusted so that it has slight clearance to the belt. 4. Debris. This is a big one. Because the fan pulls air in to the opening on the top cover it is essentially a big vacuum. Anything that is loose will get pulled into the fan opening. Shop towels are the worst. If you were working on your engine and had a shop rag on the engine and find it missing chances are it is now under the shroud. The second source of debris is material taken into the engine by your friendly garage mouse. There are numerous photos on the forums that show just how bad this can be. If you suspect you have a mouse nest pull off your top shroud and

use your shop vac to clean house so to speak. Don't forget to pull your oil cooler cover periodically and clean that area as well. 5. Shrouds. Loose or missing shrouds cause air leaks that reduce your cooling. Broken heater hoses are typical with the age of our cars. Stuck lower damper doors. Missing perimeter seals can allow hot air into the engine compartment which will raise the temperature. Summer/Winter oil cooler plate. If this is left open in the summer it can cause a 40-60 degree difference in the engine. Make it part of your usual maintenance plan to check these items and you can run your Corvair on the hottest day with no worries.

## Treasurers Report

|                       |              |
|-----------------------|--------------|
| Balance as of 4/31/16 | \$2,821.69   |
| VF Income             | \$1,933.00   |
| VF Expenses           | (\$2,848.00) |
| Balance as of 5/31/16 | \$1,906.66   |

## 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 spent 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!**

**Get the New 2013-2018 Catalog**  
**If you did not get our new catalog in 2013,**  
**you can get one free on your first \$50 order**  
**during 2014.** (Additional catalogs \$3 with an order)

*The new Catalog includes parts from the last 5  
Supplements as well as 100's of improvements.  
This is our most major revision ever.*

June 2016

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

**Return To:**

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**2016 Meeting Schedule**

**July 16th**

National Convention No Meeting

**August 20th 9AM**

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

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

Darrin Hartzler  
8214 Beech Tree Drive  
Bethesda, MD 20817

**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. After this newsletter, unpaid members will not continue to receive the monthly newsletter.**