



**NVCC, CORSA Chapter 220**

Chapter Chatter  
By Bob Marshall

The November meeting was held at Bryan Blackwells new digs in Fairfax Station this month. His house has a two car garage and ample space to accumulate what ever he wants. Free from covenants and next door neighbors but not lacking ample timber to be dropped and used as firewood. Turnout was good for a fall day when most wanted to escape raking of leaves. The project was to install turn cut out carbs on Bryan's LM coupe. For those who have not seen this car it is a kind of "lime green that was applied by Byran's son Trevor. We also welcomed Gary Weber and his 1969 500 as the newest member of the club. Look for Gary's member profile later in this newsletter. Gary was accompanied by his friend \_\_\_\_\_ (that means I could not remember his name) who rode over with Gary on what he called his longest drive in the 69. Gary we all take that leap of faith with our cars. Glad you made it. The weather was perfect and Bryan was able donate several spare 13" wheels to members. For those of you who have switched over to 14" or 15" wheels remember that a spare can keep you from a slow drive home or calling a flat bed.

The remainder of the day was spent with the usual tire kicking and looking at the ever growing rust cut out holes in my Corsa. Let me reiterate comments from the last newsletter topic about rust. If you can see it bubbling under the paint it is probably double what you can see. Cut it out and stop further spread. Later in this newsletter Mark Walters has penned an article about the dreaded tin worm. We are fast approaching our annual Christmas Party meeting. It will be held on Saturday December 11<sup>th</sup> at the recreation center near Doug Jones house. For those who attended last year it is the same location. For those new folks the address is listed at the end of the newsletter. As we approach 2017 we need to start scheduling the location of our meetings for at least the first six months. We are looking for volunteers who are willing to host a meeting or (better yet) need work done on their car. Remember this is your club and we make it what we want. One exception is large projects like barn raising or whole house remodeling. Let's stick to Corvair related stuff. We also need to talk about our club officers and who will carry the torch in 2017 so don't be shy younger members. No pain involved.

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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 Pete Weber. Glad to have you on board Pete.

I have two daughters age 3 and 5. I take care of them during the day while my wife is at work and then pass them off to her, after a quick meal, and head to work for the evening. Obviously this doesn't leave much free time. Most weekends are family time but my wonderful wife does allow me to get away occasionally for some man time.

I purchased my car, a 69 500 coupe two years ago from a private owner near Mechanicsburg, PA. When I got it ran but not well. I had low compression in a couple cylinders. It leaked oil pretty badly and I replaced push rod tubes and valve cover gaskets and adjusted the valves thinking that maybe a tight valve was causing the low compression. It ran better but would lose any power under acceleration. I found that a worn point's plate was causing the dwell to change when the vacuum advance pulled on it. After running it a while it started to improve until one day it started missing badly. Another compression check found zero compression in one cylinder. Out came the power pack and the discovery of a dropped valve seat.

I considered rebuilding an engine for a while and started cleaning up parts when a running engine came up on Craigslist, again in PA. I drove up to see it and heard it run on a cart. The seller, Dennis Stamm, happened to be the President of the Lehigh Valley Corvair Club. He is a really nice guy and threw in a posi differential and four speed transmission. The engine had automatic bell housing so I swapped mine using new gaskets and seals. I installed the Trans and engine on my differential and put it in the car. I soon found out the trans was toast and crunched in every gear. Out came the pack again for a swap back to the three speed.

Some of the other thing done along the way. Moved the seats back to accommodate my long legs. Rebuilt the shifter with brass bushings. Rebuilt the carbs. Installed a rebuilt harmonic dampener. Fabricated a good working pcv system. Added an oil temp gauge. And too many other things to even remember them all.

That brings the car to where it is today. The trip to Bryan's was the farthest we have traveled to date. (Close to 100 miles) I swear she ran the best she ever has on the way home. I think she sensed the love and good vibes at the meeting.

I have to add that Pete has the true passion for Corvairs. Not many would have persevered as he has to put in all the work needed to get the car mechanically sound. Nice job Pete. Remember what I said about that 3 speed! I call first dibs on it if you decide to swap it out for the 4 speed. Glad you found NVCC.

## **New Member Profile (baby version)**

It is with great joy that we welcome the newest member of NVCC to our club. Donovan Charles Darke has joined the rolls as the unquestionable youngest member of NVCC. Born on 10-31-16 Donovan has had his first two years dues prepaid by a very generous Corvair benefactor. Insuring that the marquee will continue for many generations. His dad owns four Corvairs so it is a foregone conclusion that Corvairs will be a part of his future. Congratulations to Carrie (who did all the work) and Stan the proud papa. Hey Stan, let me know when Donovan has his own email or Instagram (or whatever they will be using in the future) account so I can forward this newsletter each month.

## **Newsletter Articles**

Finally after all my whining someone was convinced (shamed actually) into contributing an article. Hats off to Mark Walters for banging away on his keyboard to give us the following article on rust and corrosion on our cars.

## **Rust and Corrosion**

Corvairs were produced from 1960 to 1969 and we all know time can take its toll on a car. More than likely, yours has an ominous brown stain on the rocker panel, bubbles in the paint at the bottom of a door, maybe you can even hear the sound of air rustling through your floorboards. These are signs that rust and corrosion have been hard at work. Understanding the rust and corrosion process, the problematic areas on your Corvair, and the ways to address trouble means your pride and joy can stay on the road for another 50 years.

Only iron or iron alloys (such as steel) can rust, but other metals (such as aluminum) can corrode in similar ways. Rusting is an electrochemical process that occurs when iron is exposed to oxygen and moisture over a long period of time. This causes the metal to "oxidize," to weaken and become brittle and crumbly. Moisture is the main culprit to the rusting process and the high relative humidity of our Eastern climate provides the necessary amount of water to fuel that process. However, the absence of either oxygen or moisture is enough to prevent rust from occurring to any significant extent.

There are many areas that are prone to rust and corrosion on the Corvair and need to be monitored. Some of these areas include the windshield pillar, front of the rocker panels (just in front of the doors), the wheel arches that connect to the rocker panels, floorboards, reinforcements, the cross member and front suspension attachment points, the inside front door pillars (top and bottom), the metal panel in front of the windshield, the trunk floor and the area below the brake master cylinder, rear shock mounts, the outer door skins in the front and rear lower corners, the area near the battery in the engine compartment and the front wall of the engine compartment.

Regular inspection and rust prevention will keep rust from advancing and causing additional damage. The best advice is the most obvious. Wash your car regularly to keep the body and underside clean of the road grime, salts, and dirt that trap moisture and aid corrosion. Check the drain holes at the back of the rocker panels, which allow rain and road water to flow out.

Should rust appear despite your best efforts, it's best to correct it as soon as you see it. For small patches of rust, there are several excellent preventive coatings that are painted directly over rusted or clean metal surfaces to stop rust permanently and provide a paintable surface. POR-15 is one that is highly recommended. Rustoleum Rust Reformer is also a good choice. For large areas of surface rust, the fix is not unlike general paint repair.

Start by using an abrasive wheel or sandpaper to cut through the paint and corrosion until you find clean, bright metal. Next, apply primer, followed by paint, then clear coat. Buff to blend the finishes.

Keep an eye on your car and remember preventing rust and corrosion is much easier than treating it. Great article Mark thanks for putting this together.

## **Montly Tech Tip**

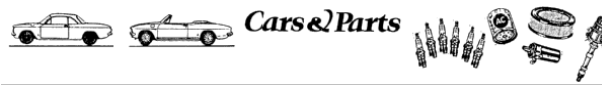
Following up on Mark's informative article I wanted to spend a few lines diving deeper into the rust that infects all our Corvair's. In the 60's auto manufacturers did not have the extensive use of anti-corrosions techniques available today. Even in today's high tech world, corrosion still plagues modern cars in the "rust belt". Some of this is due to the extensive use of road salt in the winter and some of it is due to a lack of awareness by owners. Recently city and state governments have resorted to using a brine solution in place of granular salt. The reason is the studies have shown that the truck mounted salt spreaders were very inefficeint. Only 30% of the salt stayed on the road surface. Why is this important to us? That residual salt stays on the road surface longer and rain reactivates it in the spring when we are getting our cars out of winter storage. The point is that just because spring has arrived the change in salt application has extended the time frame when it could affect our cars. Corvairs were treated to old style spray on undercoating which has long since lost its effectiveness. Be dilligent when it comes to inspecting your cars and staying ahead of the dreaded rust. Our first meeting in 2017 will focus on where to look and how to minimize corrosion on your cars.

There are several areas that should be looked at on a regular basis to insure that drain holes and debris is not allowed to accumulate. Basic techniques will be discussed to minimize the aggressive nature of corrosion. Bring your car to this meeting and we can show you what to look for and how to deal with rust issues.

## December Christmas Party

We will be celebrating our annual Christmas Party on December 11<sup>th</sup> from 1-5PM. It will be held at the same location as last year. Address is in the schedule at the end of this newsletter. It is a pot luck style event so bring a dish to share and if weather is favorable Doug Jones may bring a grill to cook any form of protein you care to bring. Exchange gifts are optional with a value limit of \$20.00. Officers for 2017 will be nominated at the meeting but don't let that scare you off. We are all about fun and Corvairs not formality and booring stuff.

If you don't make the Christmas Party, from everyone at NVCC we wish you and your family happy holidays and a safe and prosperous 2017. Thanks to everyone for your friendship and support of the club during 2016.



### 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

#### **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](mailto: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](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.*

**Don't forget to visit our Facebook page and Instagram page Northern Virginia Corvairs**

**Treasurers Report**

No change to the treasurer's report for November

Balance as of 9/30/16      **\$1946.66**

**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.**

**2016-2017 Meeting Schedule**

<b><u>December 11<sup>th</sup></u></b>	XMAS Party Meeting 1PM-5PM 5101 Sequoia Farms Drive Centreville Va
<b><u>January 21<sup>st</sup></u></b>	Open
<b><u>February 18<sup>th</sup></u></b>	Open
<b><u>March 18<sup>th</sup></u></b>	Open
<b><u>April 15<sup>th</sup></u></b>	Open
<b><u>May 20<sup>th</sup></u></b>	Open

**Time to start scheduling our meetings for 2017. If you have a project you need help with or just want us to come to your house to stand around and eat donuts and pizza send me an email.**