



NVCC, CORSA Chapter 220 **October 2016**

Chapter Chatter
By Bob Marshall

October signaling the beginning of the end of nice car related weather. But just as DST will end we will have more nice days to drive our cars with the occasional indian summer weekends. It seems that the cooler weather tends to bring out more of our classic brethren since they have radiators that don't like the 90 plus degree DC area summer days. Long lead in to my tech article for this month. The October meeting was held at Fred Marx well appointed garage with the task of whatever Fred wanted to do. Work continues on his 1963 Spyder convertible but the list is starting to get smaller with each turn of the wrenches. Most of the day was spent assembling the trans/diff to his turbo engine. Next the top fan cover was installed using gaskets and the latest suggestion, a new RTV like product called Right Stuff from Permatex. Seems that this product comes highly recommended by a number of Corvair folks including our own Frank DuVal. Lee meticulously spread the product over the gasket surfaces and everything was put in place. Fortunately Mark was paying attention when the rest of us

had mentally checked out and asked if we had removed the rags from inside the crankcase. Lucky for us the RTV had not set up and we were able to lift the top cover and baffle to see that the rags were still nestled inside the engine. Disaster averted! I guess that is why surgeons typically count the sponges most of the time. The clutch was installed along with the pressure plate and the entire assembly was reconnected to the engine. It wasn't quite that easy but in the interest of word efficiency lets just say it is together. Break time for beer and pizza that was procured and delivered by Barbara Marx fast enough to burn the roof of your mouth. I spent part of the meeting readjusting the drivers side muffler and U pipe on my Corsa as it had slipped down enough to drag on the pavement when the suspension compressed. And for a while I thought it was from my skillful driving of the roads in Potomac MD. Next month we will hold our meeting at the new spacious digs of Bryan Blackwell. Bryan has not yet revealed the project du jour but it will be fun what ever it is. On the note of meetings, we are at the end of our schedule for 2016 and need to set meeting locations for at least the first quarter of 2017. Lets see a show of hands!

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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

Again no member profile so I will make one up for our next host. Bryan Blackwell has been involved with Corvairs since he was 2 years old. The end!

Newsletter Articles

Thanks to Rory for providing this months newsletter article.

It was mentioned in the last newsletter the need to drive our cars for various reasons. One is to keep the cars operational. Starting the car is fine but it doesn't address the needs of getting everything up to operating temperatures like the transmission and differential. It also helps keep the seals pliable so they can do their job. Other benefits include the longevity of the manual fuel pumps. While ethanol is a culprit of failed pumps so is the lack of using the pumps.

Another reason is to continue to promote our Corvairs and club. Rita and I attend a local car show at least once a month. It is an ad hoc show held at the Burtonsville Shopping center (Rt 29 and Rt 198). There are all types of cars and people, from owners to spectators, in attendance. There are some cool vehicles there running the gamut of muscle cars, trucks, new models, vintage, foreign, etc. We are always the only Corvair and we typically park between the 60s Camaro's for a very specific reason. We like explain how the Camaro lines were influenced by the LM Corvair. Once they look at the body lines you can see connection and then they have an even better appreciation for the Corvair.

As soon as we pull in people start gravitating to the car and are talking to us before we can get out. Then we do the car show thing and pop the hood (never the trunk – there is nothing to see there anyway). The questions about the car are endless. It is so cool talking to everyone about the car and equally as cool listening to the people talk about how they had one or their parents or friends had one back in the day. I remember one day a young kid walks over. He was studying body work in high school but wanted to learn more of the mechanical aspects. While he didn't know what a Corvair was he was quick to point out that it had to have a flat opposing engine. He thought ours was a flat four because of the four carbs. After explaining about the engine he correlated it to the Subaru engine but cooler! Maybe he will be a future Corvair fan.

The last time we were at the show a guy walks up and says that his buddy has a Corvair engine sitting on a pallet in his garage. He takes my number and his friend called me the other day. He stated that he and his dad used to work on Corvair's back in the day. He is now into British cars but has a stash of Corvair parts that he doesn't know what to do with. He contemplated taking them to the landfill until he got my name. This is a local guy yet did not know of any Corvair people or groups despite working on them for years! Apparently he has a lot of EM parts, including a NOS white interior for a 64 convertible that is still in the packaging, and a few LM parts. He invited me over to check it out and hopefully find homes for the parts. Opportunities like this is the power of getting out in our cars so people can see them.

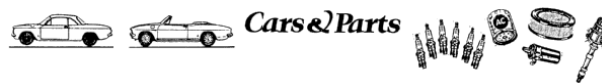
This past Sunday we went for a cruise through the country to My Airy. During the drive people were waving, honking the horn, giving a thumbs up, etc. On the way back home we stopped at our favorite brewery (Brookeville Beer Farm) and managed to park right next to the patio. The amount of people to come over and talk was unbelievable as were the number of people looking at the car. While getting a beer the owner said he saw our car and checked it out. Then his son came over and asked what it was. He was shocked to learn the engine is in the rear!

So the point of my ramblings is to solidify what Bob has stated. People relate to our cars and will talk to us about them given the opportunity. Any positive publicity that we can generate will help keep the marque alive.

Montly Tech Tip

I am going to go out on a limb on this one as I am not an expert on valve seas. Based on some articles I have read our cars are at an age where the increased heat cycles of our engines may be the cause of dropped valve seats. Corvair heads are made of aluminium and the seats are made of hardened steel. To install the seats they are cooled to create the contraction that will allow them to be pressed into place. As the engine goes through it's normal run temperature/ cool down cycles the fit between the seat and the head material changes. This makes stabilizing your engine temperature prior to shutting it off really important. In spite of the fact that we have the entire atmosphere as our cooling system our engines do run hotter when pushed. A couple of factors can impact engine temperatures. Driving at high speed, climbing steep hills or mountains, reving the engine higher than you normally would are just a few circumstances that can increase your engine temps. Belive it or not GM engineers did not design our cooling fans for maximal cooling at 4,000 RPM. They cool better at lower speeds. Some of our cars have the luxury of temperature gauges while others only have temp lights and buzzers. These are also getting old and out of calibration so it is a smart praticce to let our engines run for a few minutes before you shut them off. This is also critical to you Turbo owners. If you shut off the engine immediately after driving the turbo impeller, which can spin at up to 150,00 RPM, doesn't have enough time to slow down. Corvair turbos bearings are both cooled and lubricated by engine oil. If you shut off the engine you cut off the oil supply to the bearing. LET IT RUN!

Also it is getting close to time to flip your summer/winter plate in the engine compartment. For those of you who are not familiar with this feature it is located just below the oil cooler on the left (drivers) sid and should be in the open position for winter operation and closed for summer. This is also a good time to pull your oil cooler cover and vacuum out any debris. Leaves in the engine shrouds are really bad for cooling. I also am tired of raking them!



Miscellaneous For Sale

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

OEM REAR PANEL This is a factory replacement rear panel for a late model. Excellent condition. \$400.00. Contact Bob Marshall 571-352-9028.

OEM REAR GRILL OEM rear grill for 65 \$180. Contact Bob Marshall 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:
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page NorthernVirginiaCorvairs**

Treasurers Report

No treasurers report for October

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

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.

2016 Meeting Schedule

November 19th 9AM Bryan Blackwell
11115 Henderson Rd
Fairfax Station, VA

December 17th XMAS Party Meeting

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.

Don't make me start handing out assignments people!

PSA- Set back your stupid clocks since we mostly have abandoned watches for cell phones and other electronic devices! Not blinking appliance clocks. What if your cell phone battery should die you won't know what time it is!

Return To:
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