



Chapter Chatter
By Bob Marshall

The September meeting was again held at Rita and Rory's house. The goal was to finish what we started the month before. Rory spent the time between meetings installing new transmission mounts, cleaning up the Diff/trans and a bunch of other nagging things that can only be done when you have the power pack out. A few diehard members showed up for part deu of the surgery on the "black beauty". Sorry R&R that's the best I could come up for a name on short notice.

The new (used) bellhousing was installed, flywheel bolted on and new clutch disk and pressure plate bolted on. The Diff/trans was slid into place with almost no effort, and only one pinched finger to my recollection. The entire assembly was rolled back under the car and bolted in place before lunch. All the ancillary bits and pieces were attached and the Corsva was back on the ground in another hour and a half. Everything was checked over topside and the final tightening of the rear strut camber bolts was attempted by several members who may or may not have hernia's as a result. More grunting was heard than a herd of ferral hogs in Texas.

With everything finished it was time to fire her up. Which we did after some cranking. The car sounded great and ran well BUT, you know that things to typically don't go just right with our cars, the 6 month old Clarks fuel pump was shooting a stream of gas out of the top vent hole. Damn you Ethan!!!! Fortunately Rory had another new Clarks fuel pump in inventory and within 15 minutes had the car running again. A quick test drive and the beauty and it's owner returned with a big smile and no problems. One note to members. When we work on your car and you go for a test drive after the repair, don't make it a loooooog test drive. After more than a few minutes we start to wonder what we missed that caused you to be sitting on the side of Montrose Road or what ever route you decided to take. Anyway the work done resulted in another of our baby's being back on the road again. Thanks to everyone who participated in the operation. I for one enjoyed everyone's company and comederie during the repair. That is after all the point of these meeting/repair events. That and of course the beer! Nice home brew by the way Rory and Rita.

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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

There is no member profile this month so I will take this space to pontificate. I think every now and then we need to be reminded that there is more than one purpose of NVCC. First and foremost is the continuation of the marque. If you haven't taken your corvair out for a drive on a sunny day in a while DO IT! No mater how long the drive I take in my Corsa I am always approached or followed by people of all ages and given either a thumbs up or a long converstaion in a Safeway parking lot about what is that? I recently took a 30 something friend for a short ride to get beer at the local shopping center. He was amazed at how many looks, honks and smiles we received. After purchasing our IPA I let him drive my car and he was stunned at how great it drove. His words not mine. He owns a manual Mazda and said that the Corvair clutch was easier than the Mazda. I let him drive it for as long as he wanted and after a half an hour the beer was getting warm so we went back to my house. I do have my priorities! My point is the best way to promote our cars is to drive them and be seen on the road. There are several generations that don't even know these cars existed. They tend to be the most excited about our little wonder cars. My second point is that the club is defined by its members. Meeting attendance, while obviously not mandatory, is what keeps us alive,vibrant and growing. Last month I had the pleasure of meeting and helping out our newest member Ron Kolakowski of Woodbridge Va. I responded to an email from Ron about his 63 Spyder that wouldn't start after a broken belt. Within 15 minutes we had diagnosed a leaking fuel pump (Again, what is this devil Ethanol) and Ron ordered a replacement from NAPA. Ron reports that the new pump solved the problem and he will try to make it to the October meeting. No pressure here Ron but that is one of the nicest 63 Spyder convertibles I have seen. Oh and he also got my lecture about the crappy gas and using Sta-bil in every tank. I know that life gets in the way of our hobby and our cars but an old corvair friend of mine once said "you have to **make** time for leisure time". So even if you show up for a half an hour or five hours the life blood of the club is the members. So summer is over, it's not 100 degrees, vacations are over and...oh crap I forgot about the falling leaves. Let them blow around for another day and attend the meetings. Elections are coming up so don't be worried about scratching your head and finding yourself as president. We will railroad Doug Jones again or maybe a surprise candidate. See everyone on October 15th at Fred's house. We will be installing his Diff/trans back onto the engine and maybe even get the powerpack back up in the car. OH a two post lift is so sweet!!!! No ab workouts at Fred's house.

Newsletter Articles

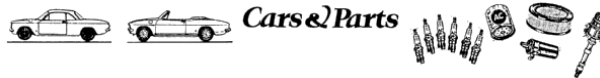
WOW really! NOTHING people. Re-read the above LOOOG paragagraph about participation. Come on you can do it!

Montly Tech Tip

RUST, TINWORM, BODY CANCER whatever you call it your car has it. You may not see it but it is insidious and as they say "rust never sleeps". I have been bothered by some paint blistering on my lower right front fender forever! Well put together a rainy Sunday with all my car shows on the DVR watched and I decided to poke around with a cutoff wheel! FYI you can't just "poke around" with a cutoff wheel! When I was done I found that my couple of paint blisters covered up the previous owners attempt at stopping the cursed tinworm. Let me tell you the tinworm eats bondo for breakfast! Here is a picture of what is left of my right front fender.



I found all kinds of organic matter behind the rusted out section. GM did provide a hole to clean out this area but most are either still covered with the factory plug or have been covered over with bondo or undercoating. On the LM cars theres is also a rubber flap at the back of the rocker that can be removed. Pullout the front plug and the rear flap and use compressed air to blow the debris out of the rockers. You will slow down the tinworm. Time to call Motohead for a patch panel and learn how to weld body stuff. This will be our next meeting topic at Bryan's.



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
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Treasurers Report

Treasurer's report for September HAM

Balance as of 6/30/16	\$1961.66
Dues Income	\$20.00
CORSA Chapter Fee	(\$35.00)
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

October 15th 9AM

Fred Marx
12606 Split Creek Court
North Potomac, MD 20878

November 19th 9AM

Greg Walthour
7025 Coventry Road
Alexandria, VA 22306

December 17th

XMAS Party Meeting

Reminder that annual dues need to be paid the first of January. You have 81 days to raise the cash if you read this newsletter now. Start saving up your pennies now. \$10 is the bargain of the century for all this fun and comedy.

Return To:

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