



Chapter Chatter
By Rory Clark

After a long cold, windy winter, spring is finally here despite the snow showers yesterday. As long as the sun is out, we have been cruising upper MoCo almost every weekend.

This past Saturday we spotted a red Rampside at RT97 and Old Frederick Road going the opposite way. Who was that?

On the way home we decided to stop by a local brewery, Waredaca. As we neared the entrance we noticed the parking lots were full. That's a lot of people and knowing how small the bar area is we diverted to the Brookville Beer Farm. While Waredaca was packed, the Beer Farm had three times the amount of people.

Thankfully I brewed a NEIPA a few weeks ago so we enjoyed a beer out on our deck instead.

Now that is the proper way to end a fantastic drive on a beautiful sunny day.

Fred's Garage

The March tech session was held at Fred's garage. Running fashionably late (as usual) Rita and I arrived just as Darrin, Mark and Fred were finishing up on the valve adjustment. There may have been others involved in the work as there was a nice turnout so my apologies if, due to my tardiness, I missed a few wrenching hands.

While Fred and Darrin took a test drive the rest of the crew enjoyed the sunshine, a cold beverage or two and caught up on current events and news.

Upon their return it was determined that the car was running as it should. With another tech session successful the gang started to head out while looking forward to the next tech session at Andy's garage, which is summarized right after the pictures of the tech session.

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Andy's Garage

Andy's ongoing saga trying to get his '64 convertible roadworthy by summertime continues. The next tech session is being held at Andy's so let's get his car sorted.

During the last episode, I was trying to get the car to start without priming it but was having little luck. Also my Gen light was not operating as it should and was acting up intermittently. Obviously it is an electrical problem. So, after inspecting the wiring harness more closely, I decided to rewire the entire car...trunk, main body, dash and engine compartment. The trunk and engine compartment were a breeze. The main body was a B*****. Thank you Doug for the loan of your lift. I could not have done it without your wonderful lift. I owe you big time. I stopped at this point because I didn't want to interject too many variables into the equation as the dash harness is rather complex.

At this point I pulled the carbs and cleaned them as best as I could then reinstalled them. I noticed that there were two extra screws on the workbench when I finished. Boy, I hate that! While inspecting the carbs to see if fuel was being injected into them, I noticed the little jet inside the carb was loose. Aha! I found a home for my two extra screws.

Unfortunately, I had to remove everything I had attached to get to it but it wasn't all that bad. So you ask, "Did that fix the problem?" Well, I'm not sure as several other gremlins raised their ugly heads.

While starting the car, I felt a slight catch when turning the key, but the car did start. Then when I turned the key to "off" the engine continued running...not dieseling, running. I honestly do not recall how I turned it off, but it did finally stop running after a minute or so. Any ideas? Well, it is getting late so I stop for the night and return to my project a few days later.

When attempting to start the car, the battery was dead...11.4 VDC. Out comes the charger. I noticed that there was a tiny spark when I removed and reattached the positive cable. AHA, another electrical issue. I notice the GEN light is on constantly, even with the key turned off. Then I remember the catch in the ignition switch. Maybe there is an issue there.

After charging the battery, I am able to start the engine, but not without priming the carbs first. Is my original problem still a problem? I monitor the GEN light. It seems to be working as advertised but it remains lit when I turn the key off. However, at times it does turn off, but then eventually lights up again without touching the key switch. So, I disconnect the positive cable and retire. I'll return to face the gremlins when I am fresh and the garage is warm.

Current status? Not sure about the engine starting without priming the carbs as I haven't been able to really address the issue with the other things popping up. There is an electrical issue that might be in the key switch that is intermittent causing the GEN light to remain on and drain the battery as well as causing the engine to continue to run after turning the key to off. Sound like a challenge for a tech session.

This Month's Featured Corvair

Rampy is this month's featured Corvair again. It has taken a few trips up and down the driveway under its own power but we can't wait to getting it road worthy. If you would like to showcase your Corvair, send me a picture and I will feature it in an upcoming issue.



Local Car shows throughout the DMV for 2021 Spring, Summer & Fall

Car shows around the DMV

There is a show close to you so get out, have fun, and send me some pictures. <http://www.cruisein.us>

29th Orphan Car Tour, Saturday, June 5, 2021- The flyer and tour updates are now available on the Tour's website at www.orphancartour.org Further information is available from Jon Battle at (540) 364-1770, or tourdirector@orphancartour.org

FOR SALE

EM bumper brackets: 8 of 10 brackets, not bent or other damage with some surface rust. 11 bumper bolts included.	\$10
Clark's brake shoes for Corvairs 1965 - 69, full set of fronts and rears, used less than 50 miles	\$38
Used Clark's single brake master cylinder, from 66 Corvair, recently replaced with Clark's dual master cylinder, used 4 years with no problems	\$30
Nearly new Delco single brake master cylinder for 62-63 Corvair with metallic brakes, part #5464275, needs secondary seal	\$35
1 used widened stock 13inch steel wheel, 7 in wide, 5 lug, for 65 – 69 Corvair	\$18
2 new Clark's rear brake hoses for 65 – 69 Corvair	\$10ea
Pair of 110 heads for 65 - 69 Corvair, good condition, complete with valves, springs, etc., not used since last refurb, casting #3878566	\$250
2 new EM dipstick boots	\$3.00ea

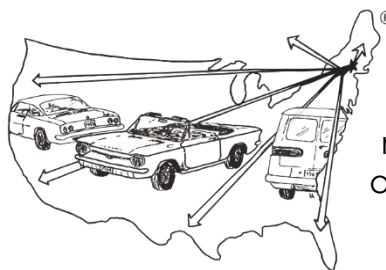
Shipping is extra.

Contact Bob Walker at bobrstn@gmail.com

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2021 Meeting Schedule

April 17th

Andy Normand
7510 Pollen Street
Lorton, VA 22079

Treasurer's Report

Balance 2/28/21	\$4,023.80
Dues Collected	\$40.00
Balance 3/31/21	\$4,063.80

Club dues are due! Please send a check to A. J. Paluska, Jr at 6839 Brimstone Lane, Fairfax Station, VA 22039. Due to the current pandemic, please send **CHECKS ONLY** made out to NVCC. Dues are \$10.00 per year.

For More Pictures of everything Corvair related click here [NVCC Facebook](#)

Website: <http://www.corvair.org/chapters/chapter220/>

Instagram: <https://www.instagram.com/northernvirginiacorvairs/> [\[instagram.com\]](#)

Remember, we have been given a special Corvair power. With that power comes responsibility. That responsibility is keeping this marque alive and viable for future generations. We still have the most affordable classic 60's cars in existence but we, as a club, need to be a part of promoting the Corvair as a really unique and cool collectable car. Let's keep on driving them, fixing them and promoting them everywhere we go.