



Chapter Chatter  
By Rory Clark

The November meeting was held at Stan's DMV Tees shop. We helped Stan work on Mabel (the Ultravan). There were also a few Vairs in the parking lot, which were nice to see.

Stan has a list of things that he wanted to tackle during the meeting. Fortunately Mabel is big and the tasks at hand were all in different areas. Additionally, his shop also allowed for different projects being done at the same time with little to no impact on the other team.

When Rita and I arrived the entire group was attempting to pull the power pack. The motor appeared to be a transplant and the oil filler tube was too tall to clear the bottom of Mabel. Using the built in leveling jacks and a floor jack the crew managed to get the rear end high enough for the filler tube to finally clear. It literally looked like a whale that was breaching the surface due to the angle. It also looked sketchy to me but I am always 'ultra' careful when it comes to jacking and getting under a vehicle.

Once removed several of us started tearing down the power pack. I tried to keep parts in some kind of order but with so many hands and pieces like nuts, bolts, tins, carbs, and etc. they seemed to be all over the place. It reminded me of something my grandfather told me years ago. He said that he once took a car apart and when he put it back together he had enough parts to make another car.

Another crew was busy removing the holding tanks. There were three tanks and they came out with a little persuasion and determination. One of the tanks had a leak in it so Stan will look into having it repaired by someone that welds aluminum.

After the crew had finished working on Mabel, Stan made some cool silk screen tee shirts for us with the NVCC logo and our choice of a Rampside or late model Corsa (Yenko?). Now when we hit the local car shows Rita and I can show off the tees and spread the word on our club.

**NVCC OFFICERS**

**President**

Doug Jones  
5176 Woodfield Drive  
Centreville, VA 20120  
(703) 309-8705  
1963.jones.d@gmail.com

**Vice President**

Greg Walthour  
7025 Coventry Road  
Alexandria, VA 22306  
(703) 768-6040  
63redbrier@comcast.net

**Secretary/Treasurer**

A.J. Paluska  
6839 Brimstone Lane  
Fairfax Station, VA 22309  
(703) 250-4455  
Ajrl13@earthlink.net

**Editor**

Rory Clark  
13201 Hathaway Drive  
Silver Spring, MD 20906  
(240) 463-7542  
roryinmd@gmail.com

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.

Later in the week Stan had the opportunity to tear the engine down further to discover that the cam and crank gears were almost completely destroyed. I believe Stan is sourcing another engine from a member that is in a lot better condition.





## From the Walthour Garage

If you have never been to Hershey, I HIGHLY RECOMMEND IT! Unlike Carlisle, it is easy to get to, is free, but you have to pay \$15 to park. My son, Mitchell, and I went for the day on Wednesday. We heard this was the best day weather-wise, and we both got sunburned to prove it! I only bought \$14.25 in parts! \$10 for a Corvair rear air grill. The seller wanted me to buy all three, but I just selected the best one; \$2 each for 2 outside rearview mirrors for my RampSide, that are currently chrome, but I will blast and "age" them black to qualify for an HPOF; and a '65 New Car magazine which Mitchell spotted for 25 cents! I hope the lady's husband wasn't mad when he came back to their booth!

Spring Carlisle caters more to the postwar, mostly 50s, 60s, and 70s vehicles, while Hershey is more prewar, but you will see plenty of the Carlisle vehicles there too. Everything at Hershey is on pavement, except for parking, and you would need DAYS to see everything, while Carlisle you can cover in a long day. When I showed Mitch on a map board how many aisles we went up and down, we may have covered 5-10%! The most expensive car we saw for sale at Hershey was an early 30's Chrysler for \$565,000! The reasons I went to Hershey this year was first to take Mitchell for his first time, look at the vehicles for sale, and maybe find the mirrors which I did for cheap! I would go again in a heartbeat. Carlisle in the Spring; Hershey in the Fall. Carlisle is like McDonald's and Hershey is more like Texas Roadhouse/LoneStar.

## ARTICLE OF INTEREST

Jim Simpson of Group Corvair sent this article to me. I like these collaborations as it makes it easier to find cool and interesting factoids about Corvairs. Thanks to Jim for sharing this article.

For those of you interested in the early model Corvair, here's an interesting article from Australia.

Their contribution to the Corvair was the Holden "mule" that was used to test the Corvair in disguise. (This was contributed by an Australian member of CORSA -- Carl Kelsen, in Melbourne, Australia.)

The article, [Holden Now](#), goes into detail on how Ed Cole wanted (needed) to keep the "Project Corvair" identity and destiny under the radar of GM and out of the public eye as long as possible.

The article is really cool as it features a lot of detail, some of which I have covered in previous newsletters, on how the Corvair came about but it also contains a lot of great pictures of the different types of mule cars used to test the Corvair power pack. There are some great designs in the early model designs that eventually lead to the production models as we know them today.

While I can paraphrase the article it really is better if you take a few minutes to flip through the pages to see all of the great design ideas (page 16/17 are cool), clones, and copycat cars.

Flipping through the entire magazine provides good reads on other non-Corvair related articles that are sure to please the reader.

To finish out the **Articles of Interest**, have a look at this article on the Rampside – [Rampage - Wild and Weird](#). It was written by Chris Perkin from the August 30, 2018 Road&Track magazine. I am not sure who forwarded this to me so I will send an anonymous thanks to the contributor.

The article starts off stating that not all 1960s era American pickups had their engines up front. This not only includes the Rampside and Loadside but also the Ford and Dodge versions.

The latter two cab-over-engines designs had their engines in-between the seats. By the way, finding any of these early pickups is difficult (not impossible) and, like the Corvair and condition, can cost a pretty penny to buy.

It may not be well known but the Rampside was a direct result and the answer to the VW Type 2 pickup. However, collectively none of these pickups sold well. There were only 21,000 RampSides sold during their 4 year run. Grab one while you can!

## Local Car Shows and Cruises

Winter weather has been threatening us for a while now and it is just too cold to take our Corvairs for a drive. But occasionally the weather cooperates and when it does we should be showcasing our Corvairs. That said, Rita and I hope the weather is nice on Sunday so we can drive ours to the Holiday Party. Will you drive yours? Let's try to get a good turnout for a group photo.

We didn't make it to any car shows this past month. It has either been too busy or it was raining or threatening to rain. So, instead of our car I am honored to feature Vern's Marina Blue '66 Monza. He was part of a parade in Washington, VA this past Sunday. Thanks Vern. If you want your Corvair to be featured here please send me a picture. It would be great to feature a different Corvair every month.



### **The Donut aka Cars & Coffee**

Burtonsville Town Square  
15650 Old Columbia Pike Burtonsville, MD 20866  
Burtonsville, MD 20866  
Every Sunday @ 8:00am

### **43<sup>rd</sup> Edgar Rohr Memorial Antique Car Meet**

Manassas Museum  
9101 Prince William Street Manassas, VA  
Annual

### **Cars 'N Coffee**

Corner Bakery  
10327 Westlake Drive  
Bethesda, MD 20817  
8-10am every Saturday

### **Car shows around the DMV and Beyond**

There is a show close to you so get out and have fun.

<http://www.cruisein.us/cruise-ins-car-events>

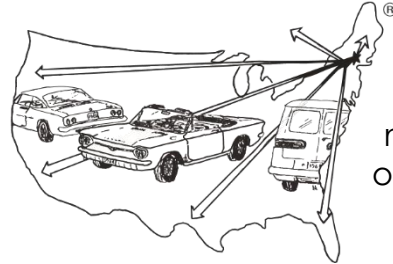
## Cars and Parts for Sale/Wanted

Still looking for a nicely priced windshield and 15" wheels for the Rumpy - Rory and Rita

## Corvair Vendors and Services

### **Clark's Corvair Parts®**

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#### **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)

#### **Original Parts Group, INC.**

<https://www.opgi.com/restoration-parts-catalog-corvair.asp>

## 2018 Meeting Schedule

### All meetings begin at 9AM

#### December 9<sup>th</sup>

Holiday Party 1 to 5pm  
Bryan and Ellie's House  
11115 Henderson Road  
Fairfax Station, VA 22039  
Bring a dish/drink to share

#### January 19<sup>th</sup>

Open

## Treasurers Report

Balance 10/31/18	\$2879.05
Dues Received	40.00
Balance 11/30/18	\$2919.05

**For More Pictures of last month's meeting at Stan's click here**  
[NVCC Facebook](#) Thanks to Mark H for posting them.

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

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

Remember, we are responsible for 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. Drive em, fix em and promote them everywhere you go.