



**NVCC, CORSA Chapter 220**

**February 2017**

Chapter Chatter  
By Bob Marshall

Greg Walthour was nice enough to write the opening for this month's newsletter with his synopsis of the meeting at Ron's house this month.

Greetings! Well, we had another great turn out and much was accomplished! The plan was to work on my wife's '65 Monza Coupe. The first order of business was to replace a broken tail light socket and bulb. Done in 5 minutes. Next, Ron hoisted the car up on the E-Z-Car Lift to begin two of the three missions for the day. One was to replace the driver's side rear hub and backing plate which Darrin and I rebuilt with all new bearings and races last year. (We replaced the PS rear hub assembly at a meeting at my house last year). We ran into one snag in the reassembly process. The Corvair is a '65, while the new rear hub was a '66 with the bigger bolts to hold in the u-joint. Since Ron has been an EM guy to date, Mark "Goop of Oil" Holmland actually knew where he could put his hands on the parts needed and was willing to run home in his bright yellow Saturn to pick them up! Thanks Mark! You're the best... I started this project and Vernon and Fred finished it!

Today also happened to be my daughter's 13th birthday, so I needed to be back at my house by 1 or 2 to celebrate with takeout Chinese and then go to Caroline's last basketball game for the season. Ron gave me a ride back to Alexandria in his F150. Thanks for the ride, Ron!

At the front of the Corvair, Ron and Mark were given the mission to install factory quick steering arms. I did not realize how much this would effect the alignment until Mark pointed it out.

Mark was asked if he would like to tackle the installation of the Roger Parent cross shaft kit in the engine compartment and said he liked following schematics and did a GREAT job! Thank you Mark! The car continues to run fantastic!

Meanwhile, outside, Al Harris helped Dan Weiss balance the carbs on his maroon '69 convertible (#511). I'm unsure, but I believe a few test drives improved the drivability. We had one new member Brian Brooksby who attended and I didn't get the opportunity to see his Corvair, but I heard it was nice! Midmorning Sunday I drove the RedBrier back out to Ron's knowing we just had to bleed the brakes and align the front end. I thought I would be there until 4 or 5, but was home again by 2! The brake work went fine and the tie rod sleeves actually were not too difficult to turn! We used a tape measure to get the wheels pointed as straight as we could however this was with the wheels suspended in the air. After getting the Corvair back down on the ground and taking it for a test drive I will need to readjust the alignment with the Corvair on its own weight. Thanks to Lee and Fred! It took all three of us to get one of the brake parts reinstalled on the emergency brake cable but we succeeded. A BIG THANK YOU TO RON AND KAREN FOR HOSTING and working on one of my projects. See you all next month at Fred's! Greg

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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 Fred Marx**

I was born and grew up in NJ in the Asbury Park area. I have always been a gear head, and was the only person in my house with a tool set (craftsman—still have many of them). I also really enjoyed the 3 years I spent during high school in auto/engine shop, and seriously considered becoming a mechanic after graduation, until my parents informed me that was not a possibility.

My first experience with a Corvair was one of best friends in high school had a blue, '68 two door hard top, which we and some other friends drove all over the NJ shore. Among other things, I learned to change fan belts in the dark while under significant duress. A lot of other memorable things happened, but fortunately I can't remember them anymore. Sadly, the car met its end one Saturday evening while being driven—just slightly—in the wrong lane. No one was seriously hurt, but the car was totaled. My friend got a Pontiac after that, which was not nearly as exciting as the Corvair. For those of you interested, I had a green 1971 Opel Kadett Wagon in high school—a 1,000 cc four banger. Yeah, that's why I spent more time in the Corvair.

After college and law school, kids and mini-vans, my gear head passions reemerged with muscle cars, which I have used as daily drivers since then. My addiction started in the late 1980's with a Camaro Z-28, and I have had a succession of corvettes (at least 6) since then, including my current drive, a 2011 Callaway Corvette. I am sure I have driven a million miles in these cars, and have not suffered any major mechanical problem—a shout-out to GM. But over the last 20 years or so, it has gotten more and more difficult to do any real service myself on cars—computers, electronics etc. So, about 5 years ago I started to think seriously about getting a 1960 era car to restore and work on.

Well, the Corvair is a perfect candidate. It is unique (air-cooled) and there is even a turbo available. They are still relatively cheap and parts are generally available. So, almost 3 years ago, after a long courtship, I bought a rusty 1963 Spyder turbo convertible for \$1500, with the interior, dash and much of the rest of the car in boxes. The mileage was unknown since the dash had been smashed, but I reckon it is in the 60K range. Lots of other issues. But since then I have been slowly (emphasis on slowly) restoring it as work and other commitments permit. It has been a great experience, the exterior is done, the suspension sorted, and the motor, which ran before I messed with it, is just about finished. I would be nowhere near where I am now without the resources and support of the Club and its members. I look forward to seeing everyone at my house on the 18<sup>th</sup> to make more progress and visit.

### **Montly Tech Tip Distributors**

The standard formula for an internal combustion engine to run has always been three things. Air, Gas and Spark. Take away any of these and the engine will not run. The air part is in abundance unless you have totally neglected your air filter and it is 100% plugged. Even at that there are enough loose areas in air filter housings that it would still run but poorly. Gas is dependent on the operator in that there needs to be some in the tank and a pump to send it to the carbs which distribute the gas. And finally spark which is provided by the distributor which, as the name implies, distributes spark to the individual cylinder spark plugs. It is a fairly simple system consisting of a Distributor, rotor, cap, wires, coil and plugs. Corvairs originally came with ignition points that opened and closed sending a high voltage current to the spark plug that created the spark to ignite the gas/air mixture. When new, the ignition system worked well provided it was serviced every 12 months and adjusted according to the factory specifications. Modern technology in the form of breakerless (points) ignition became available for our cars and makes the ignition basically maintenance free. As our cars have aged the distributor, which spins with the engine speed, begins to wear. Bushings on the distributor shaft get loose, point plates wear out and even the pin that operates the vacuum advance can wear completely through. You can get them rebuilt from our vendors for about \$200-250 depending on which engine you have. Another alternative is to install a brand new electronic distributor that has current technology. Both Performance Corvair and California Corvairs sell a billet HEI (high energy Ignition) unit that has received very good reviews from users. They are drop in units with the exception of a couple of wires and a high voltage coil. So as our cars get more age on them consider being proactive and replacing your distributor with either a rebuilt one or a new HEI unit. Without a well performing Ignition System all you will have is "SUCK-SQUEEZE no BANG-BLOW" means the motor no go.

**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)

### **1966 Corsa Front Bucket Seats**

I hate to see perfectly good seats sitting. Since I have replaced my seats with more current units these are for sale. They came with the car and appear to have been reupholstered by the previous owner. They are in excellent shape. No worn spots, tears or broken springs. The tracks operate smoothly and all chrome trim parts are intact. Asking \$400 for the pair. Local pickup only. If they don't sell by the end of month they will go on eBay. Here are a few photos. Email me for more pictures at ram0672@verizon.net. 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

## 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)

**Don't forget to visit our Facebook page and Instagram page NorthernVirginiaCorvairs**

### Treasurers Report

Previous Balance 1-31-17	<b>\$2,235.66</b>
Dues Received	<b>\$80.00</b>
Balance 02-28-17	<b>\$2315.66</b>

**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 March 2017 unpaid members will not continue to receive the monthly newsletter.**

## **2017 Meeting Schedule**

**March 18<sup>th</sup>**

Fred Marx  
12206 Split Creek Court  
North Potomac, MD 20878

**April 22<sup>nd</sup>**

AJ Paluska or Al Harris TBD  
**This date was changed as the third Sat in April  
Is Easter weekend.**

**May 20<sup>th</sup>**

Greg Walthour  
7025 Coventry Road  
Alexandria, VA 22306

**June 2-4<sup>th</sup>**

Vair Fair **(NEW)**  
Lexington, VA

**July 15<sup>th</sup>**

Bryan Blackwell  
11115 Henderson Road  
Fairfax Station, VA

**August 19<sup>th</sup>**

Bob Marshall  
1919 Upper Lake Drive  
Reston, Virginia 20191

**September 16<sup>th</sup>**

Open

**October 21<sup>st</sup>**

Open

**November 18<sup>th</sup>**

Open

**December 17<sup>th</sup>**

Annual Holiday Party

**All meetings begin at 9AM**

2017 Is already shaping up to be a great year for the club. We have had record turnouts at the monthly meetings. We picked up several new members in 2016 and already have one new member in 2017. Our membership is the strength of our organization so encourage anyone you know who owns or is interested in Corvairs. You don't have to own one to join. Spring is a good time to encourage people to get back to working on non running cars. It is a great feeling on a warm spring day to roll all the windows down and take a ride in your classic car.

I would like for the membership to consider holding a club meeting at the Cars and Coffee in Great Falls Va. The meetings are every Saturday from 6AM to 9AM. This particular Cars and Coffee (referred to as Katie's) is a particularly good venue to showcase our cars as it attracts auto enthusiasts from VA, MD and DC. The only catch is that to show our cars and vans as a group we would have to arrive at 6AM to get enough empty spaces to keep us together. We could hand out invitations to our next club meeting with a sign up included on the form. Most of the local clubs come as a group and park together. Let's show those Porsche and VW club people that we can get more attention than they do. Imagine how cool it would look to have 10-15 (or more) Corvairs lined up in the parking lot. Every time I have taken my car to Katie's I always have several people who own Corvairs talk to me about our cars.

I propose April 1<sup>st</sup> as the day to attend Katie's. Please contact me directly if you are willing to get your "Crack out of the Sack" on April fool's day to show the world Corvairs are no Joke. I will be there!

**Bob**