



NVCC, CORSA Chapter 220 **January 2017**

Chapter Chatter
By Bob Marshall

I don't know what happened for the January meeting at Trey's but we almost had too many in attendance. Thank goodness Trey had a nice size garage. We had 18 members in attendance including our youngest member Donovan Darke. The task of the day was to install a Clarks dual master cylinder in Trey's early convertible. With all the help on hand the modified lines and master cylinder were installed, brake system bled and ready for a road test. Trey you will have to give us a report on how the system works. Great time with a terrific host and lots to talk about. Our next meeting will be held at Ron Tumolo's house on the 18th. We don't have a topic or task so if you need something done on your car come on out. It needs to be something that can be done in a couple of hours as Ron charges rent by the day after the meeting is over. And no sleeping in his garage. What do you think this is an AirBNB? Loudon and Fairfax have banned them anyway.

Now this January is one of the warmest since they have been keeping records. Good for us with running Corvairs but not so good for

The poor confused flowers that are now starting to poke through the mulch in local gardens. Now I know that last month you got my annual lecture on "time to winterize your car" but most of what I suggested can be undone easily if the 60 degree days are calling to you for that last drive. I had my Corsa out last Saturday and that 140 really liked the cooler denser air. If you do take it out for a run all you need to do upon your return is to top off the tank, disconnect the negative battery cable and done! If you do take it out for a run make sure that you drive it long enough to get the engine up to normal operating temperature to make sure any condensation in the crankcase has a chance to burn off. I recently changed my oil and sent it out to Blackstone labs for analysis. The Rotella T5 I have been using showed plenty of the benifical zinc still flowing but the report said the water content was a little higher which is a result of condensation. The cure for this is to run the car until it's warm. Now that I have talked about the weather and jinxed us it will probably snow next week. Did you know Corvairs are really good in snow!

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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

No profile for this month. How about someone volunteer their story for next month.

Newsletter Articles

Corvaire suspensions - Since I just completed the rebuild of my 66 suspension I thought it would be a good time to discuss this topic. Once again, our cars have quite some age on them. The normal wear parts are any part that either has rubber bushings or are greased like ball joints and other front end suspension parts. All the replacement parts are readily available from any of our vendors. The on exception are the front strut/caster rods or hockey sticks as they are referred to in Corvaire circles. These rods are subject to heavy rust and some have to be cut off with a torch or saw. Used ones are scarce and they are not being made anymore. Next time you are under your car inspect them and try to turn the large nuts. IF you can loosen them make sure to spray some PB or Kroil on them to keep them from freezing up. If you can't move them leave them alone until you have the replacements and the proper tools to get them loose. Usually takes copious amounts of a hot torch like Mapp gas or acetylene to break them loose. In the case of these nuts propane gas is for grilling burgers and hotdogs. On the rear suspension the late and early models are significantly different. The early cars typically only have shocks and bushings to replace. The exception is the 64 model year which has a transverse spring that has special end bushings. On the late model cars the rear suspension is fully adjustable. There are strut rods that adjust the camber and torque arms that allow you to set the rear toe in. The strut rods have rubber busings on both the wheel end and the trans/diff end. By now they are all ready for replacement if they are original. The torque arms each have on large bushing and bolt to the body with 4 bolts per side. These bolts are also commonly rusted in place due to their exposure to road salt and moisture. Again heat is your best friend to remove these. All of these fasteners need to be loosened before trying to get a 4 wheel alignment. A number of repair shops will not work on cars of our vintage unless you assure them that all the parts are free. No shop wants to get a car on the alignment rack and have a suspension bolt break. Ties up the rack, parts are not locally available and so the alignment rack becomes a parking spot for your car until parts arrive. Once you are ready to take it to the shop visit Bryan Blackwells autocrossing website for alignment specifications. It is also a good idea to copy the shop manual for your car to take with you. Most of todays shops don't have specifications for our cars. One last note is once your car is aligned take a paint pen and mark the adjustable parts of the front and rear suspension. These would be the front cam bolts for the camber, strut rod nuts (both inner and outer), front tie rods, rear cam bolts for camber and rear toe in marks on the torque arms. This will make it easier to put everything back together in the event you have to disassemble any of the suspension parts in the future.

Montly Tech Tip

Winterizing tips bear repeating again this month. Winter will get her sooner than later.

- Fill the fuel tank. This prevents condensation from forming in a half empty tank.
- Use a fuel stabilizer in the fuel. Sta Bil or Lucas make great products. You can't over dose these products.
- Change the oil and filter. A good quality 10W30 is what is recommended for our engines.
- Plug the exhaust system with tape or steel wool to keep critters out. They love our engines for nesting which is not good for an air cooled engine.
- Place mouse traps in the interior and engine compartment. Bait with peanut butter. They will get in and for some reason like to chew on wiring.
- Put the car on jack stands to prevent flat spotting the tires. Air up the tires to suggested pressures.
- Disconnect the battery cables, clean the terminals and install a battery tender.
- Put a couple of refrigerator baking soda containers in the interior.

Take the time to do these simple tasks and your spring start up will be uneventful.



Miscellaneous For Sale

Gas Tanks: Six or so good used gas tanks \$30 and YOU pick up; NE Maryland. Harry Yarnell
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 \$450 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 photo's. Email me for more pictures. 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:
corvairranchinc@earthlink.net

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

Treasurers Report

Previous Balance 12-31-16	\$2,099.66
Dues Received	\$100.00
Shirts Sold	<u>\$ 36.00</u>

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

2017 Meeting Schedule

February 18th

Ron Tumolo
905 North Amelia St
Sterling, VA 20164

March 18th

Fred Marx
12206 Split Creek Court
North Potomac, MD 20878

April 15th

AJ Paluska or Al Harris TBD

May 20th

Vair Fair

June 10th

Greg Walthour
7025 Coventry Road
Alexandria, VA 22306

July 15th

Bryan Blackwell
11115 Henderson Road
Fairfax Station, VA

August 19th

Bob Marshall
1919 Upper Lake Drive
Reston, Virginia 20191

September 16th

Open

October 21st

Open

November 18th

Open

December 17th

Annual Holiday Party

All meetings begin at 9AM

2016 was a great year for NVCC with lots of fun meetings and great fellowship. This was made possible by everyone's participation. Remember our club is only as good as the collective members and their involvement. If you have an idea for a meeting send me a note or give me a call. If you have a car that needs work let me or any member know and we will do our best to make the repair the focus of a meeting. As our cars age it becomes increasingly harder to find repair shops that have the expertise or want to work on old cars. We are fortunate to have a number of experienced members that are able to advise and work on most of our Corvairs.

Bob Marshall