



NVCC, CORSA Chapter 220

Chapter Chatter
By Rory Clark

Last months meeting was our annual Christmas party and was held at the Sully Station Community Center. While we all wanted to drive our Corvairs the weather was not cooperating. Additionally, the snow that fell days prior meant the roads had been brined and salted so that limited the number of Corvairs to three. Nonetheless, the turnout was good as was the food. After the feast we held elections and discussed other club business.

We elected Greg Walthour as the Vice President in absentia so keep that in mind for future elections! Actually, Greg accepted the position via text message so we did not blind-side him with the VP honor. I was elected Editor by a lot of eyes looking directly at me. The pressure got to me so I agreed to take on the task. I hope to do as well as Bob. That said, this is NVCC's newsletter and all of us should consider ourselves contributors. Please submit any articles, tool tips, parts for sale, car shows, etc. to me and I will include them into future newsletters.

Bryan Blackwell brought up the Corvair Convention in Pittsburgh (July 23 – 28) and was soliciting ideas on things to do for those planning on attending. I have never attended a convention so I do not know what CoolVair related things happen at the convention. This is my plea for all ideas on activities to be sent to me/presented to the group so we know what our collective interests are.

In early December I made arrangements for Andy Norman and Brian Fife (hopefully a soon to be club member) and me to meet up with an ex-Corvair guy, Jay. I met Jay over a year ago and have been working on getting to see his stash since then. Most of the parts were for EM convertibles and included a lot of interior parts and trim pieces, and a few 4 speed transmissions and differentials.

A deal was struck and we loaded Andy and Brian's trucks to the brim with parts. They may have some extra pieces/parts if anyone with an early convertible needs something.

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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.

Last month or so, Bob suggested that, as a club, we should consider accumulating the specialty tools that are necessary for working on Corvairs. I will carry on with this suggestion to see if it gains a foothold or fizzles out. The club, as a whole, should make a collective decision.

Some of the tools unique to our vehicles are:

Alan Lackie Engine cart
ATV jack for use with engine cart
Differential to bellhousing alignment pins for mating the diff to the bellhousing/engine
Input shaft alignment tool.
Harmonic Balancer removal tool
Brake bleeder system
Siphon Pump for draining Trans/Diff
Brake wheel cylinder hone
Piston Jug hone
Half Valve cover for valve adjustment
Trip removal tools
Unisync
Dwell Meter
Torque Wrench

Bob has the diff/bell housing alignment pins, Harmonic blancer removal tool and Diff/bell housing aligment tool that he will donate to the club to share with members. I have a UniSyn that I am happy to donate as long as we balance my carbs! I also have a ball joint pickle and a scissor type ball joint remover. I used the latter tool to press out my original wheel studs when I installed longer studs.

These are all tools that are needed typically only once and a while. The club could loan them out using a deposit system similar to the way the parts stores do.

If we adopt this idea then someone needs to be appointed to maintain and track the tools that are on loan. Using a laminated card/spreadsheet to track the tools could be incorporated to keep the inventory straight. If the tool is not returned the person will lose their deposit.

Corvair Articles of Interest

I will try to find articles both past and present on our cars and post them for all to enjoy. If you run across any please forward me the link.

For the first in the series, click on this link from Autos CheatSheet® July 2017 edition.
[Corvair-the-Misunderstood-Revolutionary-Chevy](#)

It's a great read that highlights how and why the Corvair came to be and that it was the right car at the wrong time.

To summarize, in 1956 Ed Cole became the chief engineer of Chevrolet due to his work on the Corvette and the Tri-Five Chevys. By then, Ed saw that the rear engine, air-cooled compacts from Europe were catching on in the states. His interest in an American made air-cooled rear engine began the year prior although General Motors brass had long resisted a compact car. Big and full of chrome were the manta. After taking the reins at Chevy he covertly worked on the project enlisted the aid of Opel and Holden engineers as cover.

In 1958, just as the recession was cranking up, Cole had a running prototype, badged as a Holden, and got the green light for production as a 1960 model.

I could paraphrase the whole article but you would miss all the great pictures that accompany the article as well as some history you may not know. Click on the link and enjoy the story.

Local Car Shows and Cruises

In order to market the Corvair marque beyond only attending the major Corvair shows I would like to propose attending more local, smaller shows. The shows and cruises would be in addition to our monthly tech sessions. The group did the Cars & Coffee in Great Falls last year and that was a huge success. We all know that Corvair's are people magnets. When Rita and I cruise around upper MoCo people are always drawn to the car. They mention their parents had one, or they did, or a friend had one and they reminisce about their experiences. For the most part, all the comments and questions are positive and encouraging. There's always the "know-it-all" dotard out there but they are few and far between.

Rita and I attend the Burtonsville Car Show as much as we can. This is a great spring through fall show that's fun to attend and talk cars. If the weather is super nice in the winter a few cars show up. Typically we are the only Corvair at the show - that's our car at the show below. However, this video of the show has a shot of a CorVan - <https://www.youtube.com/watch?v=8Zd6Cq2Gb50>



So here are the first three entries for Local Car Shows and Cruises. Let's get a few more listed.

The Donut aka Cars & Coffee
Burtonsville Town Square
15650 Old Columbia Pike
Burtonsville, MD 20866
Every Sunday

28th Annual Orphan Car Tour
Hartford and Baltimore Counties
June 2, 2018
www.orphancartour.org

The drive entails an afternoon jaunt on scenic country roads for owners of "orphan" (discontinued-make) antiques, starting in Jarrettsville and ending at Friendly Farms Restaurant in Upperco, MD, with stops at several points of interest along the way.

61st Annual Historic Fredericksburg Region AACA
June 2, 2018
<http://www.hfraaca.org/index.html>

Cars and Parts for Sale

This GB is fairly close hence its inclusion. For sale 1964 greenbrier 95hp 3spd 105,000 on odometer. Located in Delaware. \$4500.00 obo. Brand new complete brake system including master cylinder, lines and shoes. Motor running and just resealed, rebuilt carbs. Complete fuel system redone with new rubber lines and tank cleaned. Starts first time. Body in great shape. Needs axle seals, shocks and some hinge pin work. Body work done (not a great job) in 80's and stored in barn since 1990. Some body filler in spots but not bad. No rear seat. Tires are 95% new. It does have rust underneath from wet floor in barn. 302-377-5268



Bob still has parts for sale so take a look at the list below to see if there is something that you want or need.

- Engine tin
- Flywheels
- Pressure Plates
- Front bumper
- Front panel where wiper mechanism is located
- Wiper motors
- Fuel pump and alternator cores for rebuilding
- Trim parts and some new parts from Clarks
- 66 4 speed and 355 Diff out of his Corsa

Email Bob at Ram19195@gmail.com for photos.
He can also be reached by text or phone at 571-599-5314.

I have a few items for sale/trade:

- A set of 4 13" wheels and tires
- Throttle linkage for a 140
- Complete air cleaner for a 140
- Pressure plate
- 2 flywheels

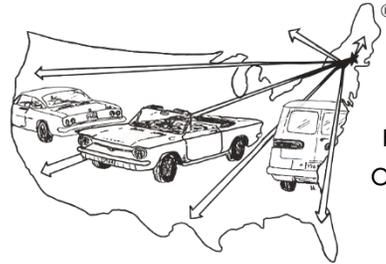
I can be reached at roryinmd@gmail.com or 240-463-7542.

Look in your garages, sheds, basements, living rooms, etc. to see if you have anything to sell. One of us may need that part that you forgot about.

Corvair Vendors and Services

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Corvair Ranch, Inc.

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Email: corvairranchinc@earthlink.net

Treasurers Report

Balance 11/30/17	\$2774.05
Party Rental Fee	(100.00)
Dues Received	40.00
Balance 12/31/17	\$2714.05

2018 Meeting Schedule All meetings begin at 9AM

January 20th

Bryan Blackwell
11115 Henderson Road
Fairfax Station, VA 22039

TASK – '66 Windshield project

February 17th

Fred Marx
12606 Split Creek Court
North Potomac, MD 20878

TASK - Connect dashboard and install heater hoses

March 17th

Al Harris
7900 Carrie Lane
Manassas, VA 22193

TASK – Open format for members

April 21st

Doug Jones
5176 Woodfield Drive
Centreville, VA 20120

TASK - ?

May 19th

VairFair –more information forthcoming

June 16th

OPEN

For Pictures of last month's meeting click here [NVCC Facebook](#)

Winter Tips

This [HAGERTY](#) link is great reference to store your car for the winter including the items listed below.

USE FUEL STABILIZER DESIGNED FOR ETHONAL IN YOU CARS!

Top up your fuel tank.

Use a trickle charger on your battery.

Check the tire pressure.

On nice days take our cars out for a short spin to get everything up to operating temperature. FYI -10 minute startups are not good for the cars.

I want to thank Bob for his excellent work as the Newsletter Editor. I always appreciated getting the newsletter to see what has been happening in our Corvair orbit. I hope that I can provide the same level of writing that flowed seamlessly off of Bob's fingers late at night behind an IPA.

To paraphrase Bob, 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.

Thank you Bob for all of your hard work and dedication to the newsletter.

In closing, remember, this is NVCC's newsletter and all of us should consider ourselves contributors. Please submit any articles, tool tips, parts for sale, car shows, pictures of cruising in your car, etc. to me and I will include them into future newsletters.