



NVCC, CORSA Chapter 220 **July 2017**

Chapter Chatter
By Bob Marshall

This month's meeting was held at Bryan Blackwell's home in Fairfax Station. Excellent turnout with a couple of new members attending. The task for the day was to install a drain plug in a 65 differential. GM stopped installing the drain plug in 1963 but the case still has the casting boss where it would have gone. I am sure they were trying to save 25 cents by eliminating the process and the plug. It does make/discourage regular gear oil changes difficult. As the morning turned into afternoon progress consisted of mounting the diff on an engine stand and draining out the gear oil. I had to leave so I hope that everyone got to see the process. If someone took photos send them to me and I will post them in the next newsletter. July was also the month for the national convention in Independence Missouri. Our own Greg Walthour made the 2,515-mile trip and despite a few setbacks to his plan made it to the convention and back.

Greg was kind enough to chronicle his adventure which you will find at the end of this newsletter along with a few photographs of his trip. Thanks Greg for the great write up and photos.

The August meeting has all the makings of a never before experience for a majority of the membership. The meeting will be held at Stan Darke's shop in Merrifield VA and the project will be his newly acquired Ultra Van named Myrtle. At 22 feet long and sporting a 110 HP 4Speed drivetrain, this should be lots of fun. Stan has contacted Jeff from the Corvair Ranch and invited him to come to the meeting to offer his expertise working on this beast of an RV. The order of the day will be sorting out the home-made shifter and clutch, working on the fuel system (tank cleaning and reserve switch replacement) and inspection and repair of the brake and steering systems. I would expect the usual gourmet food and refreshments that Carrie has provided in the past. **DON'T MISS THIS ONE!**

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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.

See the U.S.A. in your Chevrolet!

Greetings! As you may, or may not, know, I was planning on driving my wife's (Virginia's) '65 Monza coupe 110/PG 1,100 miles to the convention in Independence, Missouri. In preparation for this adventure, I held a club meeting to install cruise control to make the trip easier. We had a great turnout at the meeting and three persistent souls stayed until 5pm to ensure the project was completed. (Thanks again, Darrin, Mark, & Lee!) Unfortunately, it didn't work! The next week I emailed back and forth with Dakota Digital and with Mark "Goop of Oil" Holmlund's help, it was only a matter of switching two wires and the cruise control now works fine! I was also in the process of installing all new KYB shocks from California Corvairs (driver's side done, passenger side still to do), and Mark helped me install one of Seth Emerson's new distributors. After installing the distributor, the Corvair started right up and on the second test run around the block the car died while rolling to a stop and I have not been able to start it since! I also wanted to install a new dual master cylinder, but I just tried to make too many updates and ran out of time...

Now Plan B - I still want to drive a Corvair to the convention. I would take the RedBrier, but right now I'm having a random brake pull in the front, but more importantly, it's chewing up fan belts and spitting them out! They don't break, they just get thin, then flip off. There is a fine dust piling up in various places so something is out of alignment. I may try a cogged belt to see if that helps, but I really need to identify the problem. The next Corvair choice is the '63 convertible I traded Ron for the Rampside. The only rides I have taken it on so far was to Katie's Cars and Coffee, the Wings and Wheels show in Frederick, and once to work while I was in training in Fredericksburg. One thing I do know for sure is that the seats in the '63 are much more comfortable than the seats in the '65! The only things I did to the '63 in preparation for driving it half way across the country was removing the lower shrouds for better cooling and installing an outside rearview mirror on the passenger's side. The Drive Out - I left about 8:30am Sunday morning 25 June with the plan of having lunch with my sister-in-law's Mom and husband (Janice and Efften) who live on a beautiful farm in SW Pennsylvania near the

border of West Virginia. They are family and Efften and I are cut from the same cloth. Their home is immaculate, but the outbuildings are Efften's domain and are overflowing with stuff! A pillow in their home says, "It's not Junk, It's a Collection!" After lunch, I took a NAP! The plan from here was to meet my two friends from the Pittsburgh Corvair club, brother's Bill & Ed Clapper, driving Bill's beautiful '66 140/4 Monza Coupe in Molten Lava (a late model Mustang color). We met at the first rest area in Ohio and caravanned the rest of the way to Independence. We overnighted in Spiceland, Indiana. We stopped at almost every rest area just to get out of the cars for a few minutes and stretch. We arrived about 5pm at the host hotel and went out to dinner with a number of Corvair friends from around the country in a very nice steak house. Economy Run - So my trusted navigator, Curtis Shimp, was unable to come to the convention. I asked around and Ellie Blackwell volunteered to be my navigator! She had never done an Economy Run before but had navigated plenty of times for rallies, so she knew what to expect, but we did most of the ER in the pouring rain! At the only checkpoint, we stopped in a Subway to go to the bathroom. We chatted with some other Corvair folks there, before we made a dash for the Corvair. At the banquet, while listening to the MPG of other competitors in our class, I thought for sure that we were going to win a plaque since I knew our MPG was better. There were seven plaques awarded for our class, but we did not place. Unsure as to why I asked Bryan after the banquet and he said that we did not complete the ER ON TIME! Evidently, there was a time limit and we came in five minutes late! Was there any leeway given for the rain? Man, I wish we would have not been so friendly to our competitors at Subway! Rally - For the rally in the afternoon, the rain subsided and Ann Buel volunteered to be my navigator. We definitely had to pay closer attention to finding landmarks along the route, and found most, but missed at least one. Deer on a gate? Never saw them... I did see the turkeys in the field right in the same area. Thank you for your navigating, companionship, and sense of humor, Ellie and Ann! Autocross - I did not participate in the autocross but former club members Daniel

Goldberg and his fiancé, (now wife?), Lauren, did. I wish I would have taken a photo of Lauren pushing Daniel up to the starting line in their blue LM coupe!

Parts! – The ONE item I was really hoping to find was a better horn ring for the '63. I found a beautiful one from an inside vendor, but I paid up for it! On the last day, I found a '61 FC "Stump Puller" 4 speed transaxle for \$50! The problem was, how am I going to get it home? Then I remembered Ellie had her pickup! Jeff Stonesifer said I stole the transaxle, but I paid the seller what he was asking and I'm sure he didn't want to haul it back to Texas! Bill bought a '66 3:27 4 speed transaxle from the same seller. I did a BIG favor for Jeff by agreeing to display then haul back a "hardtop." Take a look at the accompanying photo. I also supported CORSA by buying a ball cap, button down shirt, and some stickers.

The Car Display – Since it rained most of the day Thursday, the hotel did not want to drive the cars on the grass so the car display was relocated to a church parking lot a few miles away. There was plenty of room, but there was still a lot of confusion about which Corvairs were in which classes. It was sunny and HOT, but there were always coolers full of iced water bottles to keep hydrated. I was ready to leave for the drive home directly from the car display, but Bill & Ed needed to stop back at the host hotel to pick up their gear. This was probably a blessing in disguise, because the '63 would NOT start once we got back to the hotel! I had ordered a rebuilt starter from Mike Dawson for the '65, but did not bring it along since I was not having problems starting the '63. So, Ed and I jumped into Bill's Corvair and drove :30 - :45 minutes each way to pick up ANOTHER rebuilt starter from Mike! (I actually bought two, so if someone needs one, \$90.) A big THANK YOU goes out to Paul Passini, who said he has installed hundreds of starters in Corvairs. I told Paul and his wife, Marlene, that I would take them out to dinner at the next convention as a thank you.

The Journey Home – The only other Corvair I saw in my journey was Bryan & Ellie's lime green LM autocrosser on the trailer when they passed us somewhere along the way home. While the starter was working fine, about ½ way home I developed an oil leak! It seemed as though oil was being pushed out the dipstick tube, and this was confirmed when I

stopped to check the oil and the dipstick was sticking out of the tube about 3-4"! I carefully bent out the upper section of the dipstick and now it is nice and snug. I used, but most likely leaked, about 2 quarts of oil for the entire journey which was 2,515 miles! I averaged 22.76MPG and paid an average of \$2.43 gallon. On my trip to the 2009 Jacksonville convention in Clarabel, my '60 700 sedan, I averaged 20.89MPG and paid an average of \$2.45 gallon. So, in eight years my gas mileage went up, while the average cost per gallon went down! We overnighted in Vandalia, IL (Mark Corbin also overnighted in a Vandalia, but it may have been in another state!) and I overnighted at Janice & Efften's and arrived home midafternoon on Monday 3 July. Right now, the '63 also will not start, but I need to replace the mini wiring harness from the starter to the engine harness.

Afterword - This was my 14th convention, I flew to my first convention in Ontario CA in 1990. I trailered Clarabel to Buffalo in 2006 and trailered the RedBrier to Detroit in 2007. Why? Because my family came along and the Suburban has A/C and a TV in the back! I drove five different Corvairs to ten conventions. Would I do it again? ABSOLUTELY!

Corvair Hardtop???



More photos from Greg's trip

What makes this car so unusual?

Stan this one is for inspiration!



For those of you that get Hot Rod Magazine check out the October issue. This 1969 Camaro has a late model Corvair top grafted on. Any props we can get right folks!





Gas Tanks: Six or so good used gas tanks \$30 and YOU pick up; NE Maryland. Harry Yarnell hyarnell1@earthlink.net

Cars for Sale

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 06-30-17	\$2,245.66
Dues	\$25.00
Balance 07-31-17	\$2270.66

2017 Meeting Schedule

August 19th

Stan Darke
2800 Dorr Ave, Fairfax, VA 22031

September 16th

Rory and Rita
13201 Hathaway Drive
Silver Spring, MD 20906

October 21st

Ron Tomolo

November 18th

Open

December 9th

Annual Holiday Party

All meetings begin at 9AM

Hope to see everyone at Stan's on the 19th. FYI his shop is air conditioned!