



Chapter Chatter
By Rory Clark

Hi everyone. I hope that everyone is staying safe during the pandemic. Rita and I continue the work from home, and I may never physically go back to work once the building is deemed "safe" (whatever that means). I really need to invest in a decent height adjusting desk and chairs though.

On Memorial Day Rita and I cleaned and lined the Rumpy gas tank. It was a long tedious process that required a lot of chemicals and physical strength. The chemicals were the ones included in the Eastwood tank sealer kit as well as acetone and Muriatic acid. I won't go into specifics on the process but, to summarize, there were eight steps required to line the tank from cleaning to etching. That process took about 4.5 hours. After all of that, I must say the inside of the tank looks great and I hope that I never have to do that again.

The chemicals have been placed in properly marked containers and I will take them to the transfer station when time permits.

We are awaiting the new wiring and engine compartment harnesses to arrive before I reinstall the tank. It will make running the harness a lot easier and I am all about working smarter (when possible) rather than harder.

Once these parts are on it should be ready for a short test drive. After which, I will need to install the windshield.



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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.



We have also had a lot of "new" neighbors walking by the RnR garage saying hi and commenting on the Corvair's. Some have even attempted to walk down the driveway to the garage, but I managed to stop them well before they get too close. I guess the draw of Corv and Rumpy over-power their sense of social distancing.

Bryan's Garage

Bryan virtually hosted the May NVCC tech session which he appropriately named the Tool Addict, Corona Edition. This was a first for the group as it was for a few other clubs in the area.

During the tech sessions, Bryan shared technical information on steering boxes and TOOLS (of course!).

Here's the case for the steering box and aluminum top cover. You can see the brass bushings in the cover and case.



The upper driver is the installer, lower is the remover. The remover shoulder bears against the bushing and you drive it through the hole, the installer has the shoulder, so you don't go too far. If you look carefully at the remover in the photos you can see how it's been mushroomed.



The remover post filing. Note the finish is filed off and you can see the end was deformed enough that it's no longer square to the shaft.



The case with the two bushings removed, the long one on the driver came from the case, the smaller one on the bench was in the cover.



Many thanks to Bryan for setting up the video conference call. As with Corvair's, if there is a will there is a way and the same applies for getting the group together while being socially responsible. This won't last forever and hopefully in the very near future we will be able to meet in person. I still have a windshield to install in Rumpy.

Rick Hardie's Garage

Lord Stanley 1966 Corvair Monza

We bought this 1966 in December 2018 from Rod Murray, of Pittsburgh, who some of you may be familiar. We have had it for about a year and a half. Here is some of the history the car. It was a California based car when Rob bought it. The previous owner lived in Santa Monica area, and replaced a battery around 7-21-2000 based on some receipts. I also have a smog emission check and running light repair receipt from 9-15-93. Rod is a video tape producer and worked previously in California for the Anaheim Ducks hockey team as their director of video department. He now is director of video for the Pittsburgh Penguins.

Other than being a great car, its claim to fame, is it had the Stanley Cup in its back seat the year the Ducks won the Stanley Cup in 2007. The cup is in the back seat, with Rod in the driver's seat.



Prior to purchasing the car, I had been in contact with Greg Walthour and he was offering advice and checking craigslist with me. He sent me the link to Rod's listing for the car. This was on December 1, 2018. It was a color I loved and after communicating with Rod, we exchanged info and he updated me on the car's condition, modifications, etc. It was

originally an automatic with a 110 hp motor, since been converted to a 4 speed Muncie. A more through update on the modifications is seen on the *attached* sell sheet.

My wife and I decided we were very interested, and I did some rough negotiations with Rod by phone and also spoke with John Sweet, who had been working with Rod on repairs and rebuilt the 140 hp motor in the car. We had communications between us for first few weeks of December 2018, and I even sent up a deposit to hold the car. Rod could not have nicer, and very up front. My biggest concern was the rust spots behind the Monza emblem on the two front fenders. I also spoke with John Sweet and he even came down when we went to look and pick up and pay for the car. That certainly made me feel more comfortable buying the car. We did a short test ride, with Rod making sure I got the secondary carbs to kick in and feel the cars power and acceleration. Rod wanted to sell the car to provide funds to finish a paint and restoration job on his Greenbrier. I was happy to fund that for him.

I drove the car home from Pittsburgh about 5+ hours and averaging 55 MPH and made it home safe and sound.

My updates to the car have been mostly done by MT Vernon Auto and AC. Hamad Ghafoor is the proprietor. My neighbor with a 1972 Cutlass S convertible recommended the Hamad shop, and I went down and spoke with him. He is also working on a late 1960 Mustang, so he has attachment to classic "muscle" cars. I purchased parts from Clarks parts, for additional fuel filter, and as Greg Walthour suggested, converted to dual master cylinder, replace all four brake cylinders, passenger side brake lines, and new brake shoes on front brakes. This fixed the pulling to the left when braking. I also replaced the Firestone Firehawk tires which were old with BF Goodrich Radial TA' from Costco, and they installed and balanced them on the painted American Racing mags.

I updated the suspension with new bushings and bolts and Clarks deluxe front suspension upgrade, and rear struts core exchange with Clarks. Some of the rear light lenses were dull and dry rotted and I replace those and new high-density bulbs, and halogen headlights. I

refined the stereo console and replace some speakers in the console, and I can remove if needed to for a show.



More recent repairs, etc. concerned switching to an electronic fuel pump, and then a rebuilt set of four Rochester carbs from the Carbminister in FLA. I initially rebuilt the driver's side primarily due to not being able to sustain idle speed. It turned out after 6 hours messing with the rebuild carb myself, and then doing it again, the problem was, the floats were full of fuel and the gas was just being dumped into carb.

That idle problem was solved, but the car had bad hesitation when would take my foot of the gas and we finally figured out that was resolved by moving the distributor setting. I'd say the car is about running about a 9 on a 1-10 scale.



Next I need to replace driver's side muffler attachment, level the mufflers to about the same height, and get a better-looking exhaust tail pipes to either the side or rear of the car. I'd also like to work on both door windows as Rory did to the RnR Corsa. The driver's side will hardly move up or down and is off track frequently.

Other not so pressing tasks, but I'd like to update/upgrade, is to take the 110 emblem off the back hood and replace with the 140 emblem I have. I guess will have to drill some holes on inside of back hood and hope it covers the holes from the 110. Also like to get the 2 rust spots on the front fenders replaced with the Clarks body work that is specific for those rust spots. If anybody can recommend good body shop for that near S. Alexandria let me know. Or if we have anybody, that can do that type of work or repairs, let me know.

I would like to thank all in the club that have offered advice, or suggestions to keep me headed in the right direction or keep me focused on the tasks at hand with a special shout out to Greg Waltham. Greg has generously offered advice, opinions, his time, even riding along, to make observations about Lord Stanley's running condition, and performance etc.

Rick, what a great story behind the car along with some nice pictures. It's always cool to know as much as possible about your car and yours certainly has some history.

Many thanks to Bryan and Rick for providing some real cool commentary and pictures for this month's newsletter. All of your contributions makes my job a lot easier so keep them rolling in.

This Month's Featured Corvair

This month's featured Corvair is AJ's 1964 Monza again. It features a 140 HP 4 Speed with Chrysler New Yorker power seats and Spyder dash. Many other upgrades: AM/FM stereo, close ratio steering, series 60 tires on Datsun mag wheels, electric fuel pump, dual master cylinder and wood steering wheel. If you would like to showcase your Corvair, send me a picture and I will feature it in an upcoming issue.



Local Car shows throughout the DMV for 2020 Spring, Summer & Fall

Car shows around the DMV and Beyond;

There is a show close to you so get out and have fun. <http://www.cruisein.us>

Now that restrictions are being lifted and the weather is finally (hopefully) getting nicer, there may be a few ad hoc car shows taking place around the DMV. As always, be smart and safe by using social distancing and masks when out in a public area where space is limited.

I have read that these two shows will be happening. Please refer to the organizer's websites for up to date information on whether or not these will be held.

June 17-20: SPRING CARLISLE COLLECTOR CAR AUCTION Carlisle Fair Grounds, 1000 Bryn Mar Road, Carlisle, PA Admission: Daily Wed- Sat: \$12. Sunday: \$7. Event Pass: \$35. Kids 12 and Under Free. Event Hours: Wed- Sat: 7AM- 6PM. Sunday: 7AM- 12PM. Spring Carlisle is one of the largest automotive flea markets in the world and one of the best opportunities to get your hands on all things automotive. With 8,100 spaces of vendors selling a vast array of automotive parts, accessories, cars, collectibles and memorabilia, it's almost certain that you won't go home empty handed. <https://carlisleevents.com/events/events-detail/index?id=spring+carlisle> [carlisleevents.com].

June 20: AACA CAR SHOW 161 Museum Drive (Just off Rt.39W) 717-566-1700. Show is open to all makes, models, types, and years. Car registration begins at 8AM and all cars must be on the field no later than 10AM to be judged in their class. Lots of activities including flea market vendors, 2nd chance auction, car corral, kids' activities, food trucks, and more. This event is Rain or Shine. Visit AACAMuseum.org for additional info.

FOR SALE

All for 1963 Rampside* – prices are all negotiable and/or barter or trade (Someone must need some of these)

Front backing plates

Front and rear wheel cylinders – needs rebuilding

Single master cylinder – needs rebuilding

Front wheel hubs

Various other brake related parts

2 – 14" steel wheels for Rampside

*Stinger electronic distributor with two coils (140 motor)

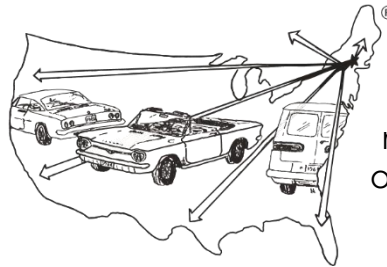
Set of 4 13" factory steel (came off of the Corsa) wheels in very good condition. Tires are mounted and have like new tread on them. \$175.00 or reasonable offer

Contact Rory at roryinmd@gmail.com for more information and pictures.

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2020 Meeting Schedule

June 20th

TBD

Treasurer's Report

Balance 05/31/20	\$3918.80
CORSA Fee	(35.00)
Balance 06/30/20	\$3883.80

For More Pictures of everything Corvair related 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](#)]

Remember, we have been given a special Corvair power. With that power comes responsibility. That responsibility is 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. Let's keep on driving them, fixing them and promoting them everywhere we go.