



Chapter Chatter  
By Rory Clark

So far, nearly every weekend with good weather, Rita and I have taken the Corsa out for long drives. The past several weekends were no exception.

After a recent drive of 1 ½ hours we tallied the thumbs up and down. Thumbs up won two to one. I am not sure why someone gave us a thumbs down. Rita suggested that maybe the person was from ancient Rome and wanted the Corvair to live another day to cruise America's high and by-ways.

On the way home from the last drive we stopped at our local home center. While in the parking lot a fellow approached the car and literally stared at it for a minute.

After asking if it was mine he started asking me questions. He seemed to know Corvair's and I took his knowledge as having owned one back in the day.

He became excited when I asked him if he wanted to see the motor. He said that he has been anxiously waiting to see it. Once he saw the 4 carb setup he was beside himself.

We talked about some of the local car shows and he mentioned the Rockville Antique and Classic Car show. We try to attend the show every year so this may be the year that we participate in the show.

With our purchase in hand we bid goodbye and cruised on back home.

### Andy's Garage

The April tech session was held at Andy's garage.

After the February tech session, Andy replace ALL the wiring in the car; trunk, dash, main body harness and engine compartment because the old harness was toast causing a lot of the intermittent issues.

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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.

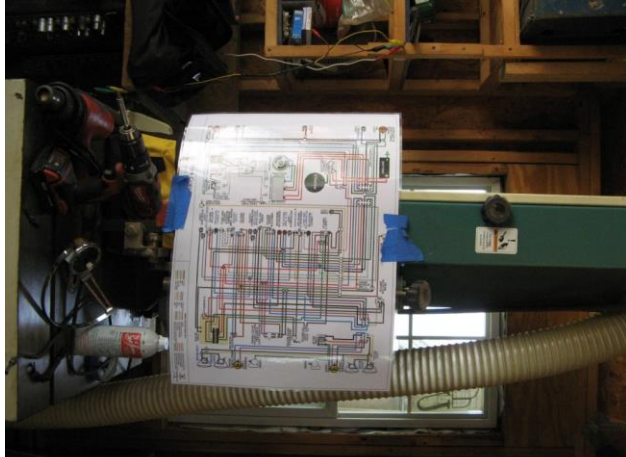
The Tech Session at Andy's garage in Lorton VA on the 17<sup>th</sup> was to address several small projects that needed to be finished. There was a good turnout of folks who wanted to get their hands dirty and Andy briefed everyone on the issues and folks jumped right in to fix the problems.

There was a stubborn grommet to be inserted in the firewall between the interior and the trunk that just didn't want to go in. The grommet was for the new dash wiring harness to trunk wiring harness connectors. After much gnashing of teeth and skinned knuckles, it popped right in. The defroster duct tubing had to be rerouted above the new glove compartment box. The box had to be removed and reinstalled and the reattaching the tube to the defroster outlet was not an easy task. Have you ever tried to attach a round reinforced hose to an oval metal outlet? Out came the outlet, attach the hose, reinstall the outlet, reinstall the glove box then reinstall the glove box cover.

The carbs needed some attention as well. They had been cleaned after the last session and reinstalled but still didn't operate optimally. They were removed and inspected and in the process the spacer was broken. Fortunately someone "happened to have one" in their car so we weren't dead in the water. We also found that the studs were loose and had to be reseated securely. After reinstalling the left carb we noted there was a slight hesitation upon acceleration. Removed the carb to inspect the accelerator pump cup and reinstalled everything again. After a few additional adjustments, the engine seemed to run well. The takeaway was to order a few accelerator pump cups, carb spacers and gaskets to replace the borrowed ones and replace the cups at a future meeting. Lastly the underside was inspected by a neutral party to see if there were any

missing parts/screws/nuts that had not been installed. The inspector gave a thumbs up. He must have missed something because there are quite a few extra screws, nuts and bolts left over. The place looked like a professional shop in that there were bodies working in the trunk, in the interior and in the engine compartment all at the same time. And, every issue was addressed satisfactorily. The next step is to build up confidence in the reliability of the car now that all the major mechanical and electrical issues have been addressed. A big thanks to everyone who helped getting his '64 back on the road.





## This Month's Featured Corvair

This month's featured Corvair is our Corsa. Rita and I went to the Holy Donut car show in Burtonsville. What a great day and turnout. The place was packed with a lot of cool cars but none as cool as Corvy. 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 2021 Spring, Summer & Fall

### **Car shows around the DMV**

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

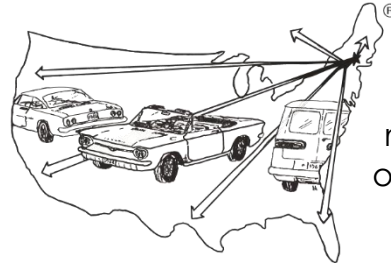
**29th Orphan Car Tour, Saturday, June 5, 2021**- The flyer and tour updates are now available on the Tour's website at [www.orphancartour.org](http://www.orphancartour.org) Further information is available from Jon Battle at (540) 364-1770, or [tourdirector@orphancartour.org](mailto:tourdirector@orphancartour.org)

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## 2021 Meeting Schedule

### May 15<sup>th</sup>

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Task at hand: Oil is coming out of the dipstick tube and PVC system.

### Treasurer's Report

Balance 3/31/21	\$4,063.80
Dues Collected	\$50.00
Balance 4/30/21	\$4,113.80

**For More Pictures of everything Corvair related click here [NVCC Facebook](#)**

Website: <http://www.corvair.org/chapters/chapter220/>

Instagram: <https://www.instagram.com/northernvirginiacorvairs/> [[instagram.com](https://www.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.