



NVCC, CORSA Chapter 220

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Chapter Chatter
By Rory Clark

Fall has arrived and it is a perfect time of year to get out and enjoy your Corvair. Rita and I take drives into up-county hitting all the back roads that cut through fields and open country. It is so relaxing to get out and forget about the year.

I also find my driving style a lot different than previously. I used to hit corners fast and hard. In the long straights, I liked to go WOT while listening to the exhaust rumble.

Now we just cruise along and enjoy the scenery. I certainly appreciate that we have a cool car that gives us a chance to get out of the house and chill. Just cruising in Corvy (Corsa) is always satisfying and it brings a smile to our faces.

We have also been busy with the Rampside. I also finished the striping on Corvy. It came out really well and I learned a lot from the experience. So much that I will never do it again!

Patience is a virtue first and foremost. You have to take your time. This is not a rush job process unless you are a professional.

I used as many tools as possible although nothing was a specialty tool. They included a credit card, hair dryer (obviously not mine☺), masking tape, razor blade, and a tape measure. I think the end result is great although there may be a few flaws if you look real close.



NVCC OFFICERS

President

Doug Jones
4349 Majestic Lane
Fairfax, VA 22033
(703) 309-8705
1963.jones.d@gmail.com

Vice President

Greg Walthour
7025 Coventry Road
Alexandria, VA 22306
(703) 768-6040
63redbrier@comcast.net

Secretary/Treasurer

A.J. Paluska
6839 Brimstone Lane
Fairfax Station, VA 22039
(703) 250-4455
Ajrl13@earthlink.net

Editor

Rory Clark
13201 Hathaway Drive
Silver Spring, MD 20906
(240) 463-7542
roryinmd@gmail.com

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.



As for Rampy, the wiring is all done. I received and installed the marine grade 60 amp circuit breaker. The positive side of the battery is connected to one side and, on the other side, the alternator wire and the 10 gauge red (mine is black) wire that runs up to the instrument cluster.

Over the Labor Day weekend Rita and I installed the gas tank and added some gas. I also filled the crankcase with good, but inexpensive, oil to clean the crankcase of the gas/oil mixture. Next came the big test – will it start. After manually turning the oil pump I installed the distributor again and

primed the carbs. With one turn of the key Rampy fired right up. It took a few more attempts to keep it running but, once it was idling, I knew we did a great job getting these last pieces in place. Rita heard Rampy running and ran outside to see her baby running. The smile on her face only got bigger when I placed the transmission in reverse and slowly backed out of the garage. I moved it forward and backwards a few times to make sure the brakes worked properly after the total rebuild of them, including installing front disks.

Then the big moment came. I backed Rampy all the way up the driveway. We have looked forward to this moment for a long time. All the hard work from everyone finally paid off. There's still more work to do but the first major hurdle is finished.



Stan's Garage

The September meeting was held at Stan's garage. The task was to finish the wiring on Mabel so it could be started. There was a decent turnout with about seven group members attending including a new member, Mike.

The group managed to get the wiring done and it was able to crank over. Fuel lines need to be made and, once that is completed, Stan believes Mabel will start. That is great news as I know Stan and the family are ready to get the UV on the road.

This Month's Featured Corvair

This month's featured Corvair is actually two EMs. These twin '63 Monza 'verts, one Doug Jones', one Greg Walthour's, are both white with red interiors, and are also both PGs! Doug and Greg displayed their Corvairs on Labor Day Weekend at a Cars & Coffee... 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

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

For all shows, please check with the organizers or their website for rules and COVID information.

Bethesda Cars and Coffee – Saturday's Hours are always 8am to 10am and the address is 10327 Westlake Drive right behind Montgomery Mall. Note that while the sponsors do not require masks, they ask that you do not come if you don't plan on wearing one.

Chesapeake Bay Motoring Festival - Saturday October 17th – 18th 117 Yacht Club Dr, Chester, MD 21619
<https://chesapeakebaymotoringfestival.org/>

FOR SALE

All for 1963 Rampside (FC)* – prices are all negotiable and/or barter or trade (Someone must need some of these parts. Please make me an offer so these parts can be put to use again)

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 (FC)

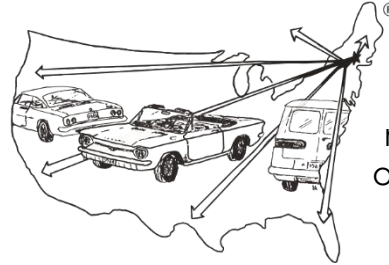
Set of 4 13" factory steel (came off of the Corsa) wheels in very good condition. Tires are mounted and have like new tread on them. \$100.00 or reasonable offer

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

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(413)625-9776

Email: clarks@corvair.com

Corvair Ranch, Inc.

1079 Bon-Ox Road, Gettysburg, PA 17325, (717) 624-2805, www.corvairranch.com

Email: findit@theranch.today

2020 Meeting Schedule

October 17th

No meeting is scheduled

Treasurer's Report

Balance 08/31/20 \$3883.80

Balance 09/30/20 \$3883.80

For More Pictures of everything Corvair related click here [NVCC Facebook](https://www.facebook.com/nvcc)

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.