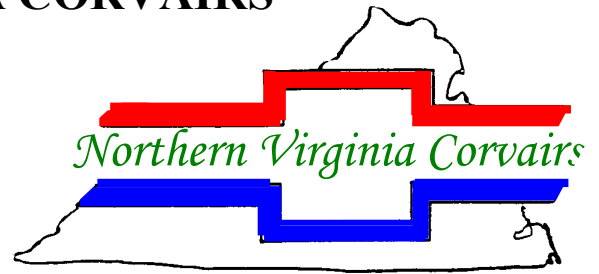


NORTHERN VIRGINIA CORVAIRS



HOT AIR MAIL



NVCC, CORSA Chapter 220

Volume XXXI, Number 2

February 2014

CHAPTER CHATTER

By Doug Jones

Well its past newsletter time again...sorry I'm running late. There has just been so much stuff going on it gets pushed back day after day. Well it's happening today.

The January meeting was held at my mother's house where I store the other '63. The meeting was to install a four way flasher in the driver car because it is a little scary out there with no four way when you have a little problem...people just don't understand you looking in the trunk when the car is stopped on the road. The weather was pretty decent for January. I got to my mom's a little later than I had planned, but still a bit early, so I had time to pull out the left front seat for access to the wires on the steering column. Coffee and doughnuts were then set up, and the heat was turned on in the garage.

Al and Richard were the first to arrive. Richard helped by doing the coffee – he is a coffee expert. There were more people than I had expected, but the more the merrier. I climbed into the car to start with the project, per the instructions from the tech guide. But it seems the tech guide wiring diagram is from a late model, or at least not a '63 – the colors of the wires are not the same. I

strongly recommend checking the wire diagram for your application if you tackle this yourself.

Luckily, Frank Duval, the electrical guru was at the meeting. We had to find a wiring diagram for my '63, which I had up in the garage that I did find (a very nice color laminated large diagram that I got off of eBay comes in handy sometimes. After figuring out what wires were what, the project took on full steam. Frank ended up making the scotch lock connections, and I finished up with the switch connections. Now I have four way flashers without the big ugly four-way switch.

Also at this meeting, we held club elections. The new roster of officers are:

- Bryan Blackwell – President
- Daniel Goldberg – Vice President
- A.J. Pulaski – Secretary/Treasurer
- Doug Jones – Newsletter Editor

It is nice that Daniel has taken over the Vice President job. Thanks Ron for your dedicated service to your club.

Next meeting is at Al Harris's house, where we will play with axle bearings from Bryan's early model. Hope to see everybody there and happy vairing!

2014 NVCC Officers

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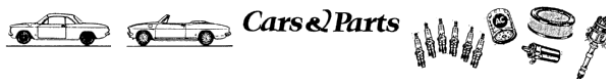
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer, 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.



AUTOMOTIVE CLASSIFIED

65 Sedan: 110HP, Powerglide, new carpet. Contact former NVCC member Aaron Payne at aaronpayne@me.com. (6/11)

66 Convertible: 110 HP PG, Restored in 2007, Regal Red. \$18,000 invested. \$15,000 or Best Offer Call Jay at (910) 270-0785. (1/12)

Parts/Miscellaneous For Sale

NEW LISTING: 40+ year collection of Corvair Parts. Please contact John Getz at jpgetz@comcast.net or 301-717-9452 for a list of sale items. Parts located in Frederick, Md.

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

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
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Don't forget to visit our Facebook page!
<http://www.facebook.com/NVCCHOME>

NVCC Calendar

15 February 2014 – 9:00 a.m.
Regular NVCC Meeting
Hosted by Al Harris
7900 Carrie Lane, Manassas, VA 22193
(703) 369-1433

March 2014 – 9:00 a.m.
Regular NVCC Meeting
Host needed
Please email 1963.jones.d@gmail.com

April 2014 – 9:00 a.m.
Regular NVCC Meeting
Host needed
Please email 1963.jones.d@gmail.com

Treasurer's Report

Balance as of 1/1/14	\$2804.95
Dues Income	\$0.00
Interest Income	\$0.00
Balance as of 1/31/14	\$2804.95

Late front sway bar on early model Corvair

By Bryan Blackwell

Last year I did some front suspension work to install a late model 15/16" front sway bar on our '62 wagon. Here's what I did and why.

First some background. The '60 and '61 cars never came with a sway bar, and there's no provision for one in the crossmember. In '62 a 5/8" bar was an option - and even if not equipped the crossmember has the dimples but no holes for the inner mounts. In '64 a 3/4" front sway became standard, and the 15/16" bar was standard on all '65 - '69 Corvair cars (FCs never got a sway bar of any kind from the factory). Since the wagon has some additional weight versus a coupe or sedan, I wanted to install the heavier late model front bar.

While checking out the '64 lower control arms, I found that they have notably less substantial tabs for the sway bar than late arms, I assume Chevy beefed them up to cope with the bigger late model bar. I then found the LM lower control arm bushings are different to go with the camber adjusting bolts, so that meant if I wanted LM lower control arms I needed a late cross member with slotted lower control arm mounts, that also gave me the holes for the inner mounts.

Looking into this further, the cross members and lower control arms are dimensionally the same, the only differences are in the details above. Converting to late brakes and spindles would make the track wider and requires 5 lug wheels. Since I have wheels that fit and rebuilt brakes, I wanted to keep the early brakes and spindles. Fortunately the early and late Corvair lower ball joints are the same, which means that all the parts simply bolt together. I got a good deal from Wade Lanning for a solid late front cross member at the Vair Fair a few years ago and already had a pair of lower control arms, all I had to do at that point was put it all together.

So, my new hybrid suspension retains the stock '62 upper control arms, springs, spindles, brake reaction rods, and brakes. The front cross member, lower control arms, shocks, sway bar and mounts are late model parts. The result is a nice stock ride, but the car turns in better than before and has much less body roll. We took advantage of both by driving the wagon out to Michigan and at the convention autocross it was the second overall fastest early model.

