



NVCC, CORSA Chapter 220

Volume 41

Number 4

April 2024

The **HOT AIR MAIL** NVCC Club Door is Open.

The March meeting was held at Byron's garage.

With it raining and more rain threatening to come all day, not one Corvair was at the meeting. Even Byron's Corvair was away at the body shop which I guess is a good thing as we were working on a new 140HP Heart for her. A Team of seven members scrubbed in.



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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). \$10 annual dues are payable January 1st, to "Treasurer, NVCC" at the address herein. All other correspondence and submissions can be addressed to the NVCC Officers. Original material appearing in the HOT AIR MAIL may be reprinted in other non-profit publications with appropriate credits.



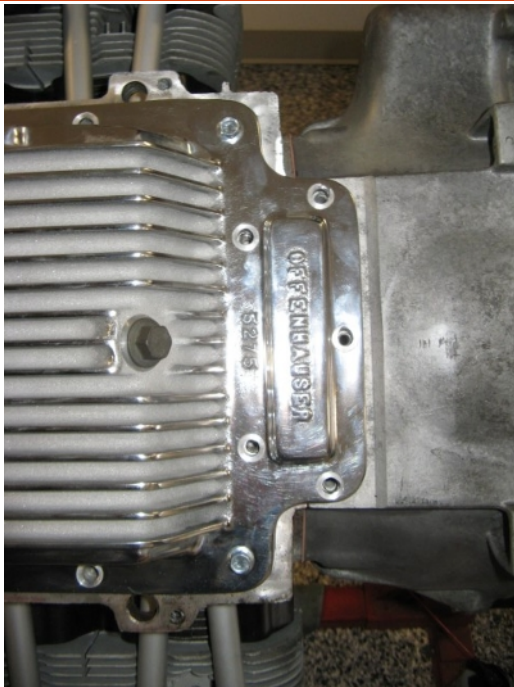
The first thing done was take the engine off the stand so the new bolts Byron got for the pressure plate could be installed, clutch disc aligned, and bolts torqued to spec. Next the top cover gaskets were Gasgacinch'ed and the baffle and top cover torqued down followed by the rear housing, seal and harmonic balancer. Yes, the Slinger was installed first.



Vent tube, powder coated fan and pulley were installed and spin tested. Some excess powder coating had to be filed off to get the pulley to spin true. The top shroud was just put on for pictures. We did notice some strange, what looked like welding seams on this top shroud.



Could be from the stamping process. The lines are visible on all four sides of the shroud.



Before closing up the meeting, the valves were cold adjusted according to the 65 Shop Manual. Byron said he is going to work on cleaning up more shrouds for future installation.



Thank You Byron for Hosting.

Bob Marshall submitted this report about the;

Performance Workshop

The 2024 Performance Workshop was held April 5-6 at Logan Dernoshek's shop in Kannapolis NC which is just north of Charlotte NC. This is the second year for the PW at Logan's shop. This get together is a great event with a veritable Who's Who of Corvair racers and Corvair experts. The format includes a vendor area, presentations by attendees and a great NC barbeque lunch on Saturday. The event kicked off on Friday with a vendor setup and runs on Logan's in-floor dyno for those interested in seeing what power their cars have. Bob Coffin brought his Chaterham Super 7 race car to do some fine tuning to the engine. Logan's shop is a full service performance workshop that takes on all types of work. One example was a 59 Chevrolet Impala that was getting an engine and transmission swap. Logan also has his Stinger race car stored there and a recent addition was Yenko Stinger 042. This well preserved original Stinger was sent to the shop to get it running after being stored for a number of years. Bob Coffin looked the car over and recognized that he had built the engine that was in the car many years ago.

There were three presentations given on Saturday. Seth Emerson gave a presentation on his history racing Corvairs and Corvair powered cars. Included in the presentation were old photographs dating back to when Corvairs were not vintage collectibles. It was a fascinating presentation.

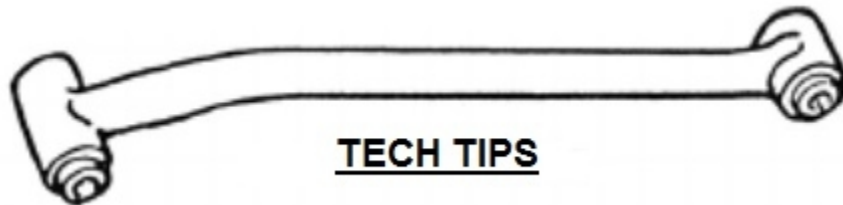
The second presentation was by Logan's dad, Warren, who worked at Yenko Chevrolet in the 60's when the Stinger was born. It was cool to hear his anecdotal comments about the Stinger program and Don Yenko. Turns out it was more of a seat of the pants operation than one would think. Little did they know how coveted the Stinger would become.

David Clements gave a presentation about his latest turn at racing but this time he is road racing a C5 Corvette. Interesting to see what it takes to get into high horsepower cars.

I would encourage you to consider next year's event. It is a great time to meet Corvair people who have been lifelong fans of our cars and meet folks who have been instrumental in keeping our cars on the road and racing. You might even pick up some "rare" parts that are not usually available. Just getting the chance to converse with the folks who attended and learn some tips from them is worth the drive and price of admission (\$25). Check out photos of the event on Facebook's Corvair Racers site.

<https://www.facebook.com/search/top/?q=2024%20performance%20workshop>

Your **Corvair Story** could be here! [Contact your Editor](#).



Upgraded suspension parts for the LM by Brian Brooksby

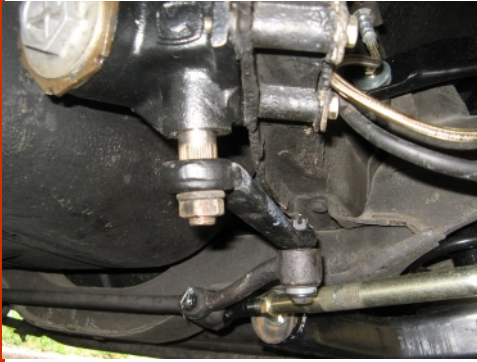
Here are the pictures of the complete LM suspension upgrade made by Nate Wolfe. I've driven his cars equipped with this set up and they handle like slot cars. I've received all the parts and they are top notch.

Front control rod replaced with adjustable Johnny joint. Front Lower arm greaseable USA made ball joint, and spherical joint. Rear control arm with spherical bearing that no longer requires the small connecting rod as the control arm is locked down with no side to side movement.

Contact info
Nate Wolfe
Natewolfe@hotmail.com



Below-NOS Fast box.



The Nash Fan.



Speed Hut gauges mounted up



Space below for more pictures.



Of Oil

Bob sent a link with an article about Diesel oil in a gasoline engine. Great discussion.

<https://www.motortrend.com/how-to/diesel-oil-in-gasoline-engine>

Here is richard1's reaction to the article above.

<http://corvaircenter.com/phorum/read.php?1,1171194,1171219#msg-1171219>

This Oil link on the Corvair Center has some good info and talks about Diesel oil use.

<http://corvaircenter.com/phorum/read.php?1,1172400>

richard1 helps us to understand Oil requirements for the Corvair.

https://www.widman.biz/uploads/Corvair_oil.pdf

Wolf Enterprises employee's passing.

Just a note to let folks know that my helper rebuilding Corvair carbs (over 1200 of them) for the last 4 years - Ron Cleland - passed away unexpectedly this morning (April 21st.) after an extended hospital stay. Not sure of the cause, but he went in for difficulty breathing over a week ago, and never got better. I know he was on medication for a blood cancer for many years and was not able to give up smoking, so probably a connection. He was 58. So, things might have to slow down a bit for a while but I'm still in business in case you might have heard otherwise because he was a regular user of a Facebook Corvair discussion group until the end. Just give me some lead time notice if you need anything for a while as I sort things out.

Grant Young

Wolf Enterprises

Your **Corvair Tech Tip** could be here! [Contact your Editor](#).

For Sale Ad 1



When you see A.J. at a club meeting, ask him about these parts.

Corvair Parts Available For Sale

A. J. Paluska, Jr, (703) 250-4455, ajr13@earthlink.net

Monza Bucket seats 1964 pattern beige – Reasonable offer



Monza Fold down rear seat 1964 pattern beige – Reasonable offer
Carpet for rear fold down seat black - \$25.00
13 inch racing steering wheel black – \$35.00
Rear brake hose - \$15.00
Chrome air filters - \$30.00 ea
Dual speaker - \$42.00
Assembly manual - \$15.00
Shop manual with 1964 supplement - \$15.00
Oil pressure gauge - \$68.00
Oil pressure gauge installation kit - \$60.00
Voltage gauge - \$45.00
AM/FM radio - \$200.00
1964 right wheel trim - \$35.00
Rear wheel cylinder - \$25.00
1966-69 rear engine lid emblem - \$15.00
Original AM radio - Reasonable offer
Early rear deck lid - \$75.00
Letters: CORVAIR – \$ 9.00 each
Early model radio mount gray - Reasonable offer
15 inch alloy wheels 4 bolt pattern - \$25.00 each
Early model turn signal mechanism (Canceling cam \$18.00, Switch \$22.00)
Pre-bent front brake line - \$25.00
Dome light base - \$10.00
Dome light lens - \$5.00
Gauge panel black - \$10.00
Package area cardboard - \$45.00
110 HP air cleaner assembly - Reasonable offer
1964 13 inch wheel disks - \$25.00 each
Early model carburetors - Reasonable offer
Chrome lug nuts (16) - \$25.00
1964 transverse leaf spring - Reasonable offer
Flexible brake hoses, 2 rear, 1 front - \$18.00 each
Assorted steering parts - Reasonable offer
Miscellaneous salvage parts 1964 - Any offer



For Sale Ad 2

Corvair Parts for sale from Bob.

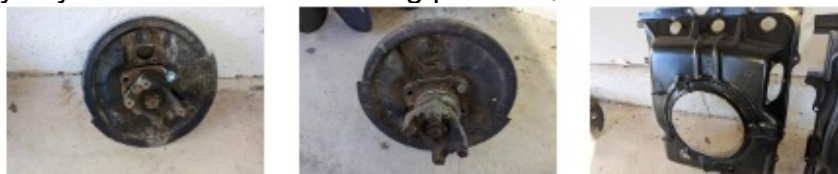
1966-9 rear lower panel **with** the chrome insert. The panel was painted GM Argent Turquoise by our own Doug Jones at least 5 years ago.

The panel does have some minor bubbling of the paint in one corner. Asking \$250.



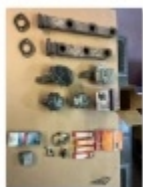
Engine top cover for turbo. Cleaned and painted satin black. \$40

1965 used rebuildable rear bearing assemblies. RH and LH. LH does have some play but both should be rebuilt anyway. Includes brake backing plates. \$25 each.



Contact Bob Marshall 571-599-5314 Ram19195@gmail.com

For Sale Ad 3



FREE PARTS - Contact Ron Mills rmills1234@comcast.net Located in Woodbridge VA.

For Sale Ad 4



Your **Ad** could be here! [Contact your Editor.](#)

Corvair Vendors and Service



Corvair Ranch Open House Sunday 05/19/24

Corvair Ranch, Inc.

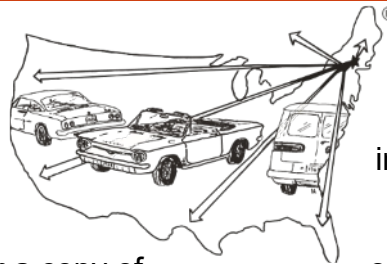
1079 Bon-Ox Road, Gettysburg, PA 17325, (717) 624-2805, corvairranch.com/

Email: findit@theranch.today



Clark's Corvair Parts®

Our catalog lists over 15,000 parts for your Corvair. parts, body panels, upholstery and much more! of reproduced items available, pages of technical of other helpful hints.



We carry engine
There are 1,000's
information and lots

Check us out at www.corvair.com or call today to order a copy of our printed catalog. You will quickly see why we are the world's largest supplier of parts and all your other Corvair needs. Clark's - More than Parts!

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(413)625-9776 Email: clarks@corvair.com

2024 Meeting Schedule

***Meetings start at 9:00 am unless noted otherwise.**

April 27th

Jimmy's Garage
5408 20th St N. Arlington .
Arlington, VA 22205

✂... The project will be working on brakes on Jason's EM Convertible.

Events and Reports

Find a Car Cruise near you. <https://carmacruisefinder.com>

Current and Upcoming Events listed on the CORSA Website can be found by [Clicking Here.](#)

The Springfest 2024 was held this **Past** Weekend. A VIDEO [REPORT HERE.](#)



Click the image above to see Pictures **from** the Event.
A Great Springfest Adventure Story on the [Corvair Forum HERE.](#)





tristatecorvairs.com

<https://www.tristatecorvairs.com> > schedule

Schedule - Tri-State Corvairs 2024 Meet

Join the fun in **Las Vegas, NM** on May 17-19, **2024** for the **Tri-State** Corvairs Annual Meet.

Corvair Ranch Open House Sunday 05/19/24



2024 CORSA International Convention – Dayton

Monday July 22nd thru Thursday, July 25th

More info [HERE](#).







45th Annual **CORVAIR DAY**

hosted by
Central Pennsylvania Corvair Club (Chapter 170)

September 21, 2024

9AM - 3PM

at

Eastern Museum of Motor Racing



- + Registration 9AM - 12PM
- + Featuring 50/50, free dash plaques, door prizes, and silent auction.
- + Free indoor/outdoor vendor setup.
- + EMMR offers breakfast, lunch, snacks, and beverages to purchase.
- + All proceeds from the event goes to the Salvation Army of Harrisburg, Lancaster, and York counties and the Wounded Warrior Project.

[Register Now](https://www.centralpacorvairclub.org/events-1/2024/9/21/corvair-day)

<https://www.centralpacorvairclub.org/events-1/2024/9/21/corvair-day>
and print out Registration Form.



This is a Corvair only show.
Winners must be present to
receive award.

Treasurer's Report

Balance 02/29/24	\$4646.53
Income from Dues	\$30.00
Balance 03/31/24	\$4676.53



Corvair LINKS

NEW! Corvair Club Lending a Hand. <https://www.hagerty.com/media/people/garage-squad-detroit-area-corvair-faithful-lend-each-other-a-hand/>

CORSA Corvair Society of America. <https://www.corvair.org/>

For More Pictures of everything Corvair related and past Club Meeting reports,
click here > [NVCC Facebook](#)

OR here for past HAM Newsletters. <https://www.corvair.org/chapters/chapter220/ham/>

Instagram. <https://www.instagram.com/northernviriniacorvairs/>

Learn a lot on the Corvair Forum. <https://www.corvaircenter.com/>

How to ID different Bolt Grades. <https://www.youtube.com/watch?v=fhrBYBiSFKQ>

How to read tires. <https://www.youtube.com/watch?v=oQJ3D8iRvvc>

Hagerty Corvair Valuation. [1965-69-chevy-corvair-values-are-rising-fast/](https://www.hagerty.com/media/people/garage-squad-detroit-area-corvair-faithful-lend-each-other-a-hand/)

Corvair getting attention. <https://www.youtube.com/watch?v=gHuXM1Gb8XM>

Getting more attention. [Why-the-chevrolet-corvair-is-the-best-cheap-car](#)

Learn more about the AACA. <https://aaca.org/>

How to ID engine/body Codes on your Corvair

<https://stock.corvair.org/2022/01/david-trulls-corvair-gold/>

GM Vehicle Information Kits

<https://www.gm.com/heritage/archive/vehicle-information-kits>

Motor Trend article. <https://www.motortrend.com/features/1806-1961-two-corvairs-endurance-test/>

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 collectible car. Let's keep on driving them, fixing them and promoting them everywhere we go. And with that I give you Rory & Rita's;

The RnR Report

Rick Sanford had a tech session at his garage to help install a new power plant into a 63 convertible. The Corvair belongs to a fellow club member who bought it a while back. Then the motor and transmission started going south really quick.

On the first day of the transplant (out of three planned), I met Rick at his house at the crack of dawn and then we drove his truck/trailer to the owner's house to collect the car. We met the owner, Jordan, and Dave there. We made quick work of loading the car and getting back to Rick's house, where Rick, Dave, and I dove in hands first.

After unloading the car and pushing it into the garage backwards, we started disassembling various parts off the motor being removed. I might have done this part differently (not remove the parts) based on how I have done and seen in regard to removing the powerpack but I followed orders!



The removed parts will go on the replacement motor, which was built by a member of our group, Central Carolina Corsa Corvair Club (whew). Removing everything was easy due to all of the oil and grease on the motor, under the hood, in the engine compartment, etc. At least there weren't any rusted in places nuts or bolts.

After several hours we had bagged and tagged everything from the top and bottom of the motor. Rick has a parts washer and he cleaned everything that would fit in it. Next, I replaced the rear shocks. The original one on the right side was not even bolted into place!

The following day the rebuilt motor/powerpack was installed and the team (I could not make this meeting) proceed to turn it over. They quickly realized the oil pump wasn't pumping. After another log day they decided to reconvene the next day with a few replacement parts. The following day, the same team got everything on the motor, and it was time to start it. It ran for about 5 minutes before it threw a rod. Needless to say, the car did not leave Rick's house. It was pushed outside under his carport.

A few weeks later another motor was delivered to Rick's. Team A removed the blown motor (only) and removed all the pieces to put on the newest motor. This is a PG car hence the decision to just remove the motor and not the whole powerpack.

The following day I was able to attend the tech session. I arrived just as the motor was being jacked into position. As mentioned above, this is not the way that I would have removed and installed the motor. I would have preferred to remove the entire powerpack. As predicted, there was an issue getting the torque converter to slip on easily. A screwdriver and pry bar was used to line up the holes to the flex plate so they could be bolted together. I was tasked with installing the starter while laying on my back. I asked about the condition of the ring gear and was told it was worn. Not a good thing to hear while installing the starter the hard way.

My shift was over at this point, I had to go back to my day job. The crew continued on until 10pm that evening to get everything buttoned up. The next day the motor was started. It was ALIVE. I couldn't make it but I was updated by Rick. He stated that the valves were clacking like a flock of geese. We discussed hot adjusting or cold. I spoke to Bob Marshall and he said cold. I found an article on the process, and Rick had the shop manual, so I went to Rick's on Saturday morning, and we got to it. We had a small crew on Saturday, Jordan and Dave.

I started adjusting the valves on the right side and then moved to the left side. Using the shop manual and my notes I adjusted all the valves cold for my very first time. With the valve covers on we fired up the motor and we happily heard that I successfully adjusted 11 out of 12 valves. I had a feeling that the intake on number 1 was going to be a little noisy and it was, but only a little bit. Next, I balanced the carbs with the Uni-Syn and fixed the sticking cross shaft. Jordan took it for a long test drive (I know, I did that the first time too) so we began to get concerned it imploded again. However, that was for naught as then Jordan pulled up and had a huge smile on his face.

Jordan drove the car home after nearly two months at Rick's house. The next day on a drive in Myrtle Beach the differential exploded. We have not had the time to diagnose the issue. We have been working on other member cars.

One of those cars was the RnR Corsa (Corvy). While taking a drive out Highway 19 to nowhere, I applied the brakes and got the worst death wobble ever. We decided it was time to head home while trying not to apply the brakes. Nonetheless, I had to apply them but the wobble went away.



I talked to Bob Marshall (again) and he listed off a few things to check, like ball joints..., and sent an article on how to check them. I went through that process and determined the ball joints were okay. However, I noticed that the hubs seemed a little loose. The castle nuts were not tight and the hub would move. I removed the hubs and noticed the bearing needed to be repacked. Using the old school method, I packed the inner and outer bearings, reinstalled the hubs, and tighten the nuts tight, to seat the bearings, and then backed off a bit to get the cotter pin in. After a test drive, not only did the car not wander on the road, but it also felt better. It is amazing what some grease and a properly tightened nut can do. So far, no death wobble either.

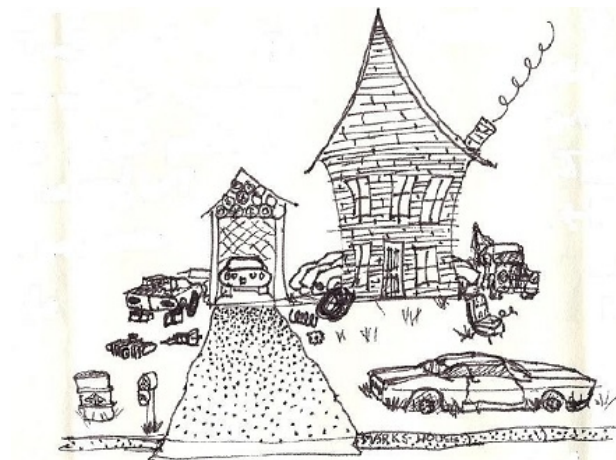
I also used Rick's lift, and air-conditioned garage, to change the oil. This is something that I have been wanting to do but never found the time. I forgot how much oil it takes for my car. It has the over sized aluminum finned pan. After 4 quarts I checked it. Nothing on the dip stick, 5 quarts, barely a drop, and then a little more and then I started it to get the oil in the filter. Finally, at 7 quarts the car was just a little below the full mark.

We talked about getting Rampy in Rick's flatbed and then on his lift, but I need to drain the gas tank and that is something I can do while it is on the ground. Once I have that done and fresh gas in the tank, hopefully it will run perfect. After that, I may be able to use his lift to clean and wrap the auto transmission cable.

Corvair on,
RnR

Next Club Meeting Location?

If you have a Corvair that needs help, [let the newsletter editor know](#) to put you on the schedule to host a Club Meeting.



PS



Dan Hill Garage.

APPLICATION FOR MEMBERSHIP IN NORTHERN VIRGINIA CORVAIR CLUB

A Chartered Chapter (220) of CORSA, The Corvair Society of America

Date of Application: _____

Last Name: _____ First Name: _____ Birthday: _____

Street Address: _____ City: _____ State: _____

Zip Code: _____ Phone: _____

Family members to be included in Membership

First Name	Last Name	Birthday (MM/DD)	Relationship

Email Address: _____

Corvair Information

Year of Car: _____ Color: _____ Conv or Coupe: _____

Transmission: _____ Engine: _____

Are you a member of CORSA? Yes: _____ No: _____

**Membership Dues in NVCC are \$10 per family per year.
Dues are due January 1**

As a member of NVCC, what type of events would you like to participate in:

Races: _____ Rallies: _____ Autocrosses: _____ Car Shows: _____ Tech Sessions: _____

Other (Specify): _____

Signature: _____

**Please fill out this form and mail with dues payment to:
NVCC | Bob Marshall | 11401 Gate Hill Place, Unit N |
Reston, VA 20194**

Or pay with Venmo and be sure I get the info above.

If paying with Credit Card through Venmo, please enter \$10.30 in the Venmo App to cover the fee they charge. You can click anywhere on this page to access the App or scan the QR code above.



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