



NVCC, CORSA Chapter 220

Volume 39

Number 12

December 2022

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



The November Club meeting was held at Mike Treptow's Garage where Mike described the Devin and the modifications Bill Devin had done to incorporate the Corvair engine and transaxle. There was even a handout that will be included here for those who could not make it.

NVCC OFFICERS

President

Fred Marx

Fredmarx55@gmail.com

Vice President

Darrin Hartzler

Darrin_hartzler@aol.com

Secretary/Treasurer

Bob Marshall

Ram19195@gmail.com

Editor

Mark Holmlund

goopofoil@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). \$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.

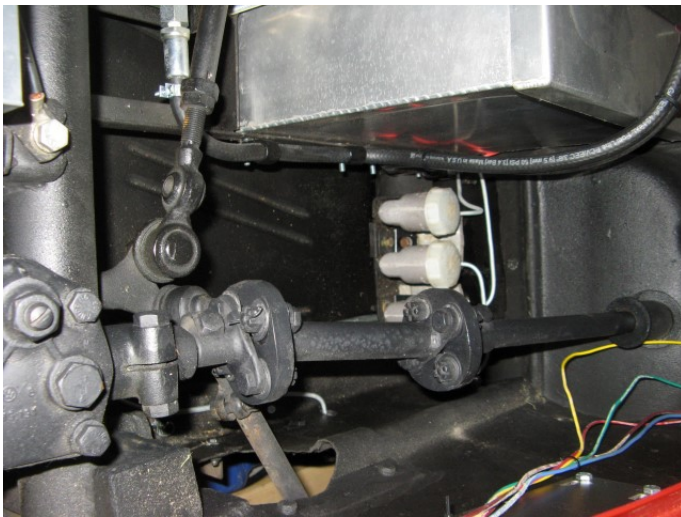




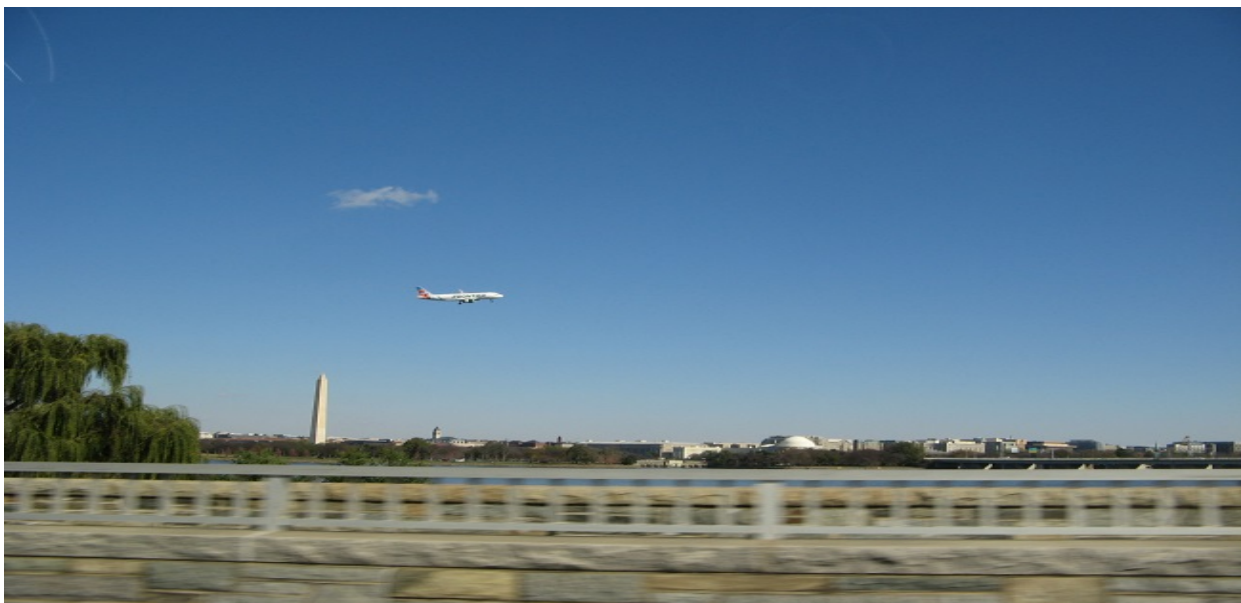
Genuine PPG windshield.

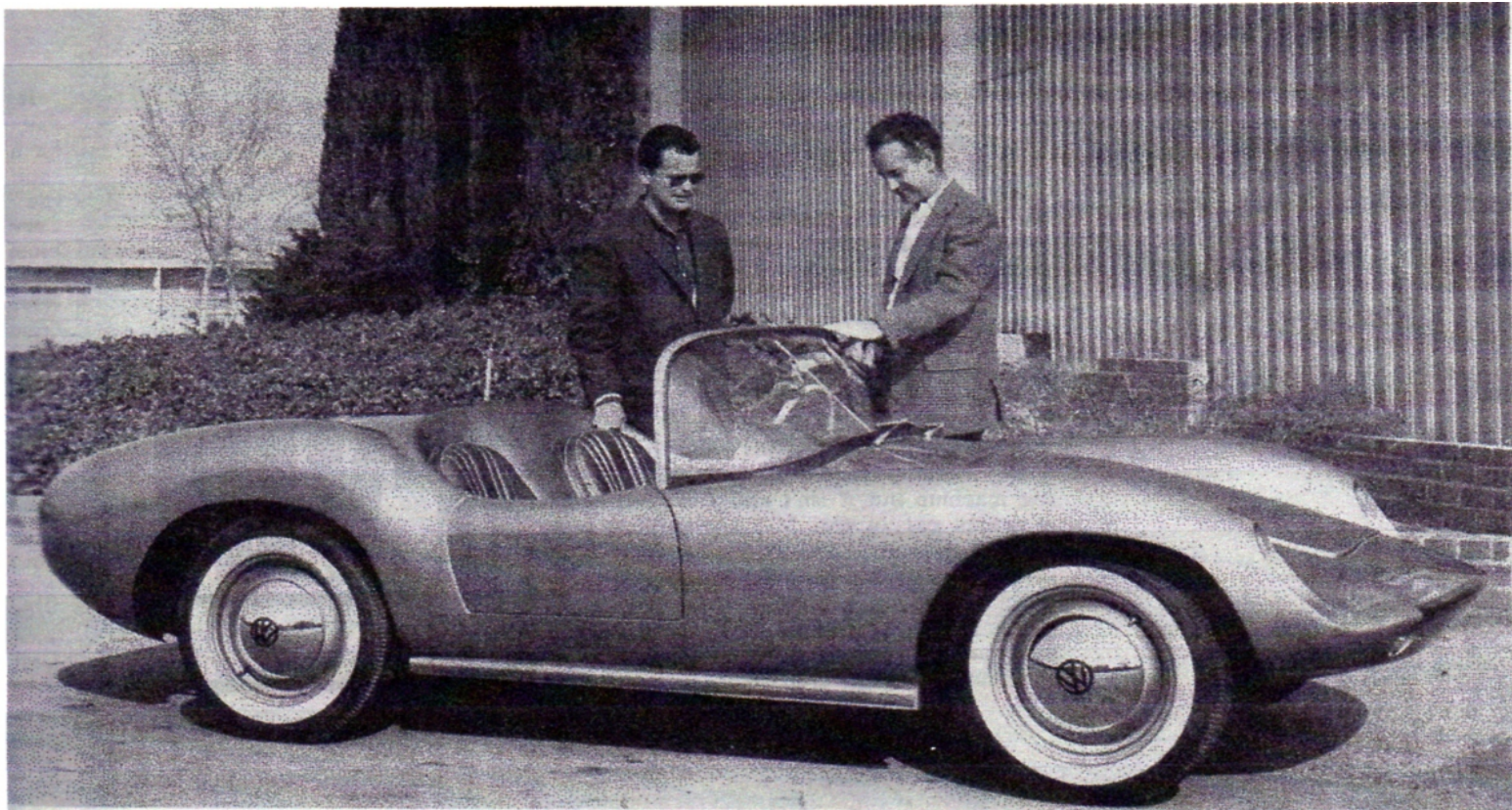






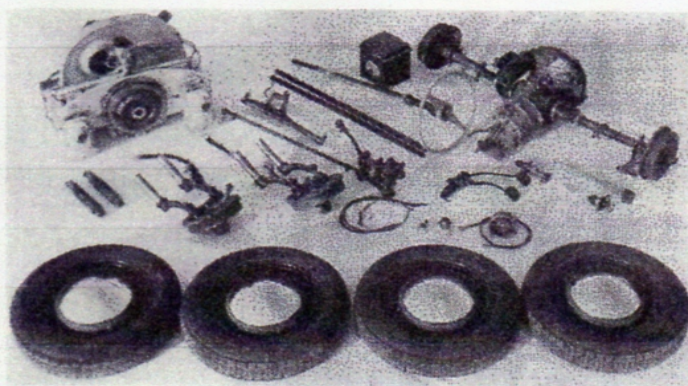
Thanks Mike for Hosting!
The drive home had some nice Sights too.





A "D" FOR DEVIN

Bolt-on, do-it-yourself VW sports roadster kit offers striking design at low cost



Shown here are all the necessary parts to put the Devin D kit on the road. Local wrecking yards will usually yield a bodyless VW with enough parts for under \$500. Job then is strictly bolt-on with no welding, drilling, cutting or building required.

DO-IT-YOURSELF fiberglass auto fans tend to be hardy, pioneering types. We hope they don't feel hurt at the Devin "D"—a car that anyone who can handle a wrench can bolt together. There is absolutely no cutting, welding or drilling required. Just bolt on the stock Volkswagen components shown, have the front end aligned and drive away.

Reflecting real care and workmanship, the "D" is completely welded, painted, upholstered and ready to go except for engine and running gear. The price, less those components, is \$1495 and a check of local wrecking yards will nearly always turn up a used VW sans body for under \$500. This puts you on the street in a sporty roadster for about \$2000. The alternative is the car with all new VW components for \$2950 (with optional turbo engine for \$3350) already assembled by Devin. Less than 1200 pounds on the street, the Devin "D" scoots along in a properly sporting manner—a sort of poor man's Ferrari.



Builder Bill Devin, right, points out rugged tube frame which forms heart of his D. Bodies and kits in various stages of completion await finishing at his El Monte, California factory.

MOTOR TREND/APRIL 1960 81



ONE OF THE perennial questions which frustrates those who would like to see more low priced sports cars on the market is: "Why doesn't Volkswagen put out a VW roadster?" The line of reasoning is that the Wolfsburg complex could mass produce such a vehicle at a rock-bottom figure and it could probably be made to go like a Sprite.

The same intriguing query has been expressed with 'Chevrolet' and 'Corvair' substituted for 'Volkswagen.' The Monza, with a few modifications as described elsewhere in this issue, becomes a completely acceptable touring machine but it isn't and can't be a sports car in the MG-Sprite-TR sense of the words. The Monza Experimental has evidently gone down the drain as a potential, so this leaves two highly useful, lightweight power packages unemployed in a niche where they could be well utilized.

STORY/PATRICK KEATING

PHOTOS/RICK McBRIDE



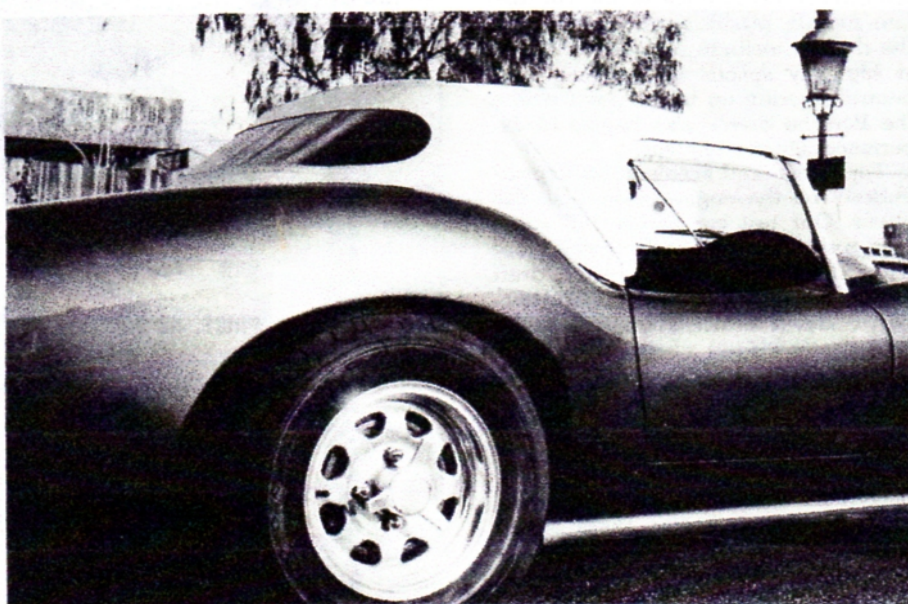
DEVIN



It doesn't take much smart to see that this situation might be a natural for a limited-production builder. Sure enough several firms have attempted the VW conversion bit and a few Corvair projects have gotten to the blueprint stage but the only company which has turned out any quantity of cars, or kits, has been Bill Devin's organization in Costa Mesa, California. Devin's roadster using VW engine/trans-axle dates back to 1959 and the Corvair version to a year or so later. Both have sold well in the limited quantities which Bill turns out, and the 'C' (for Corvair) is a first rate sports car. The VW-powered model is perfectly sound and just as attractive but the 'C' has so much more performance that it is currently the hot seller. Whether the prospective buyer has access to VW or Corvair parts at the best price is also somewhat of a determining factor.

Although the car is sold as a completed unit as well as in kit form, its major appeal has been that anybody who is reasonably handy can fashion himself a distinctive, expensive-looking good-performing sports car at a highly advantageous figure. On the street there is nothing about the 'C' to suggest that it came in a box and it doesn't take any extraordinary skills to turn out a duplicate of the one shown here. The talent-consuming chores such as painting, upholstering and machine shop operations, have already been performed. Only hand tools and the ability to fit a nut onto a bolt without cross threading are required.

While going through the assembly process of a 'C' in the same fashion a customer would employ, the most difficult task encountered was bleeding and adjusting the brakes. All the rest was apple pie. The kit is well thought out and complete. It includes a list of items as long as the wheelbase. But, in brief, here is what the buyer gets: A chassis of semi-monocoque construction where the fiberglass body is bonded to the frame and adds to its torsional rigidity; body finished in the customer's choice of color with acrylic lacquer; upholstered bucket seats; matching carpet; folding top and side curtains; safety glass windshield; doors already hung and latches in place; bumpers, lights, signals, wiring, brake and fuel lines already installed; rear axle halves and springs; front spindles and brake backing plates; shift rod, accelerator pedal, clutch shaft and steering shaft extension; instruments, including Devin speedometer and tachometer, oil pressure gage, high &



low beam and generator warning lights.

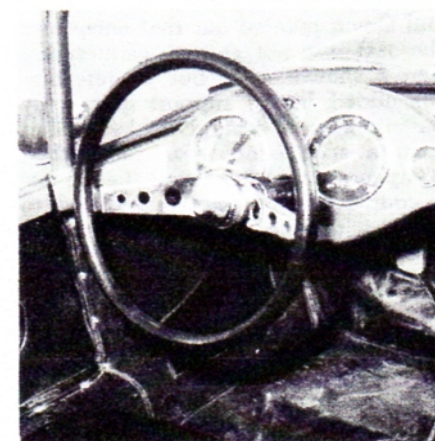
Everything is present or installed except the mechanical components: Engine, transmission, wheels, front suspension, battery, etc.

There are no Devin extras to buy. Everything needed comes from a Corvair or VW and all the pieces which would require modification have been modified and included in the kit. The price (\$2,060) even includes heater and defroster attachment parts.

Cost of finishing the car depends to a certain extent on how sharp a shopper the buyer might be, but a fair average would be about \$700. The big lump is for the Corvair engine/trans-axle which could be anywhere from \$300 to \$500 depending on the year and condition. (This is a local estimate. It could be more or less elsewhere.) Dress up goodies such as the mag wheels pictured on our test car, a wood rim steering wheel or something similar could add a few bucks. But the basic car with a 102 or 110 Corvair engine and four speed box comes out roughly at \$2,795 where the owner does his own assembly work.

The 'C' is about the same overall size as an MGB or a Porsche. It is actually a couple of inches shorter and wheelbase is considerably less, than the MG (82 inches vs. 91). However, the Devin at 1400 pounds, is 500 pounds lighter than either, reflecting the use of fiberglass and light alloys.

In handling, Devin's roadster is more akin to the Porsche than anything else, (as might be expected), and our test car proved to be outstanding in this department. Some five years of experimenting with this de-



sign have allowed a genuine refinement of this often somewhat troublesome aspect of performance and the 'C' has nearly-impeccable road manners. Steering is light but positive; the suspension is stiff enough to give a sports car feel but not so rigid as to

be jarring; there is very little of the fore-and-aft pitching associated with the short wheelbase car and cornering at highway speeds is excellent with neutral steering up to the point where the Porsche driver also begins to experience slight oversteer.

Top speed and acceleration depend entirely on the engine chosen by the buyer. Our test car had a 145 cubic inch turbocharged Spyder powerplant with the normal Zenith side draft carburetor replaced by a Holley two-barrel down draft. This carburetion arrangement is not supposed to add a great deal of maximum horsepower but it certainly does help out in the mid-range. The engine was full of surge at any throttle position.

Since the vehicle was a private party's car and not a demo from a big company which writes these things off, we didn't pursue the acceleration test to a drag strip conclusion. But, Stopwatch clockings gave acceleration times identical to those of an E-type Jag. we felt. There are no sports cars in this price bracket which will give the 'C' owner a bad time if he has either the blower or one of the mildly modified engines.

The detailing and finish of the Devin is good. The top fits well, is remarkably easy to erect and stow away (it removes completely) and the side curtains are quite weatherproof. Upholstery and carpets are of a quality associated with sports cars in the higher priced brackets. The paint job on our cover car is not special, it represents what the buyer can expect to see when he opens the box and is first cabin.

While introducing us to the car, Bill Devin pointed out that entry into the seat was not as easy as stepping into a shower stall, but he felt that the added lateral support gained by having a wrap-around bucket rather than a split bench was more than compensatory. After using the car for a couple of days we are inclined to agree with him. The seats are fully supporting and driving position relative to wheel and controls is great. Moreover the pedal placement can be changed by the buyer.

In our opinion the Devin 'C' is a remarkably well done concept. We were unable to fault it on what might be called a fairly extensive acquaintance; everything worked; it goes extremely well and, if this is important to you, caused a lot of heads to turn.

Certainly if one has the mechanical inclination and a modest tool box, a Devin 'C' kit seems like too good a thing to pass up.



CAR DEVIN 'C'

PRICE, AS TESTED: \$4,500

GENERAL CONFIGURATION

Body Material: FIBERGLASS

Engine location: REAR

Chassis type: LADDER
TUBEFRAME

Warranty: N.A.

CAPACITIES, WEIGHTS, DIMENSIONS

Fuel: 10 GAL.

Test weight: 1720 LBS.

Oil: 4 QTS.

Wheelbase: 82 in.

Water: AIR COOLED

Track: 54-F, 52-R

Tire Size: 6.50 x 13

Length: 150 in.

Turning Radius: 16.5 ft

Height: 44 in.

ENGINE: 6 CYL

Configuration: OPPOSED

Horsepower: 150 @ 4400

Valves: O.H.V.

Torque: 210 LB/FT @ 3300

Bore/Stroke: 2.43/2.60

Comp. ratio: 8 to 1

Displacement: 145 CU IN

Main bearings: 4

POWER TRANSMISSION:

Gearbox: CORVAIR

Axle type: INDEPENDENT

Synchro: 4 Spd. All A

Final drive ratio: 3.89 to 1

SUSPENSION:

Front: TRAILING
ARM, TORSION BAR

Rear: A FRAME

BRAKES

W. COIL SPRINGS

Type: DRUM

Area: 197.4 SQ. IN
GROSS

PERFORMANCE

Acceleration: 0-30 2 Sec

0-60 7.5

1/4 mile

Top speed: NOT RECORDED

Mileage: 26 MPG AV.



auto

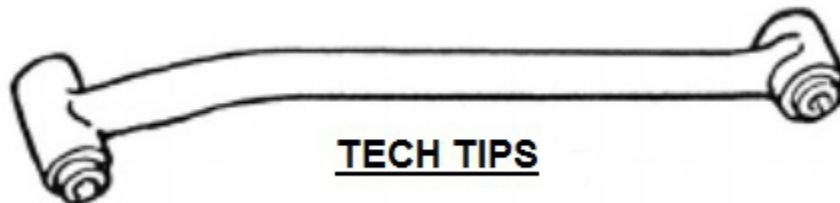




Click on the Picture above to read an interview with Bill Devin in the 1999 Corsa Communique. It is titled “An Hour with Bill Devin” and starts on Page Six. More great pictures too.



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



A Tech Tip from Bob Marshall

Automotive Glass Cleaning

When most of us think of cleaning the glass on our cars we typically reach for a roll of paper towels and the spray bottle of Windex or some similar cleaner. That is fine for everyday dirt but keep in mind that the exterior glass is exposed to the same contaminants that cover the entire car. Most of us will use a cleaner/wax to clean and shine the paint. The petroleum based solvent in the cleaner/wax will help remove the embedded dirt and oil.

If you have ever used a clay bar on your paint you know how well it works to remove the contaminants and give you a super clean surface. The same process works really well on the exterior glass. Not only does it clean the glass better than Windex but it also leaves a thin coat of wax to help keep the glass clean. The windshield on my Spyder had some residual over spray from when it was painted on all the exterior glass. It was too fine to see but you could feel it with your fingers. After using a clay bar and a detailing spray wax it was....."like glass". Had to do it.

So while your Corvair is down for the winter try a clay bar on your exterior glass.

Bob

~~~~~

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

### **For Sale Ad 1**

Contact Jason Moore [eastjmoore@gmail.com](mailto:eastjmoore@gmail.com) for any of the following;  
All items came off of a 1964 Vert.

5 wheels, **13" stock rims** w/ Hancock Radial H714 185/80/13 90S and **3 bar wire wheel covers**. Tires are in great shape, balanced and ready for use. They have 2409 date codes, spare is new but 4808 date code. The caps are not perfect but good driver quality in my opinion. These came with the car and ran them for the first year I had it running, on highway and twisties, and would run them all day still even with their age. Only took them off this year to run slots and wider tires. Also, **welded dual mufflers from my 110**. I only removed them to run trombones. Email me for prices. Located in Winchester VA. I can provide more pictures to those interested. [eastjmoore@gmail.com](mailto:eastjmoore@gmail.com)



### **For Sale Ad 2**

Contact Bob at [bobrstn@gmail.com](mailto:bobrstn@gmail.com) for any of the following;

Multi-speed drill press, Rockwell/Delta heavy duty bench-top drill press, S/N: BR 3650, belt drive, moveable head and table, heavy duty, no play in shaft.

Comes with 3 phase motor that need replacement.

Porta-power type hydraulic frame-body jack, complete, pump needs seals.

Local pickup only . Contact Bob at [bobrstn@gmail.com](mailto:bobrstn@gmail.com)

Make Offer

Make Offer





## For Sale Ad 3

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



## Corvair Vendors and Service



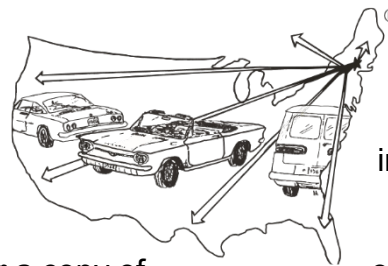
### **Corvair Ranch, Inc.**

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

Email: [findit@theranch.today](mailto: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](http://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!

### **Clark's Corvair Parts®**

400 Mohawk Trail, Shelburne Falls, MA 01370  
(413)625-9776 Email: [clarks@corvair.com](mailto:clarks@corvair.com)





## **2022 Meeting Schedule**

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

### **December xx<sup>th</sup>**

TBD

TBD

TBD

### **Treasurer's Report**

Balance 10/31/22    \$4211.20

Balance 11/30/22    \$4221.20

### **Corvair LINKS**

Corvair Society of America. Also know as CORSA <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/northernvirginiacorvairs/>

Learn a lot on the Corvair Forum. <https://www.corvaircenter.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 collectible car. Let's keep on driving them, fixing them and promoting them everywhere we go. And with that in mind, I give you;

### **The Rory & Rita Report**

Friday December 2<sup>nd</sup>, I went to Rick Sanford's house to work on the left front wheel cylinder. A while back I replaced the right front cylinder. I had the drivers side but I got lazy and honed out the cylinder instead of replacing it.

That worked for a while but eventually the left cylinder started to fail. By fail I mean when I pressed the brakes the car would make a right turn. Rick and I set up a session and we got to replacing it.

Once on the lift and the tire was off, I knew right away the cylinder was not working. The drum was not even warm to the touch after the drive to his house. I pulled the drum, removed the shoes... and looked at the cylinder. There were no leaks so I knew that the cylinder must have frozen. I loosened the brake hose and then removed the bolts and bleeder valve. Then I was able to wiggle the cylinder off the backing plate and around the hub.

When I tried to push the pistons in they were stuck in their position. Braking issue was solved, or was it.





Rick ran to the store to buy new copper crush washers for the connection between the hose and cylinder and I cleaned the backing plate, drum and shoes. Rick returned as I was finishing up and we reassembled the brakes.

After a series of bleeding and adjusting the brakes the test drive answered the question of was the issue resolved? Yes it was. The car brakes straight now. I will buy new rear wheel cylinders because, as we know, if one is bad more than likely all of them are on their way out. It is an inexpensive repair on something that you literally cannot be without - brakes.

On Saturday my new club had a meeting in downtown Conway. We were able to park at Palmetto Chevrolet and we had a great turnout of Corvairs.

If I haven't mentioned this before, Rick has every tool you could need, a lift and an HVAC controlled garage. I just wish that I could get Rampy to his house.

Corvair on,

RnR







~~~~~

A Corvair Close Call for Thanksgiving.

Stan, on Thanksgiving Day, had just drove his 1965 Corsa home from his shop and was parking it on his street at home when it happened.

I want to say **Thanks** to Stan's Corvair, for **Giving** him a **safe** ride home Before the steering shaft



broke while parking the car. This is Not a normal event for any Corvair but the non stock Welding of the coupling, 57 years, and the bigger wheels made for extra stress on the column side of the shaft that snapped off in the coupling during slow speed steering.



Keep us posted on the Corsa's recovery Stan. It's always nice to have an Air Cooled backup.

~~~~~

From Tom Rahochik



**“LET'S DO THIS” -**

**Corvair Clubs & Members Commitment to 2025 CORSA Convention – Gettysburg, PA**

To all MD, PA, DE, VA, NJ Corvair Clubs, Members and Friends:

We have been presented with a strong possibility of hosting a CORSA convention in our regional area of Gettysburg, PA in the last week of June, June 23-28, 2025.

The exact location would be the Wyndham/Courtyard Marriott dual hotel complex located at the highway intersection of Rt. 15 & Rt. 30 in Gettysburg, PA. An additional attraction to our convention will be some type of welcome event hosted by Jeff Stonesifer at the Corvair Ranch to be announced at a later date.

As with all conventions, volunteer participation commitment needs to include at least five sponsored clubs and as many members, friends and associates from other Corvair clubs, even nationwide, that may plan on attending. Your choice of a volunteer position could include assistance with the main registration desk, rally, economy run, Concours, autocross, hospitality room and maybe some assistance "here and there".

As president of the Mid-Maryland club, I am happy to report that our club has decided to step forward as a club sponsor for the convention.

I would ask to receive your response by 01/25/23 for club sponsor participation and/or member participation number since our bid contract with the hotels cannot be made until we are sure we truly have the number of clubs and people to move forward. I will then host another Zoom meeting on 02/01/23, Wednesday evening at 7 PM EST with these results and updates at that time.





If you think of anyone additional that may be interested in our convention effort, please forward a copy of this email to them. There is no denying that Gettysburg is the perfect destination for our 2025 CORSA convention. Let's do this.

Tom Rahochik - President of Mid-MD Corvair Club

Email - [66vairman@comcast.net](mailto:66vairman@comcast.net)

~~~~~

PS

Courtesy of Nederland Corvair Club.

A Corvair, the moon and Mars.

Moon driving, developed by General Motors.

There's a long time between the Corvair air-cooled six-cylinder in-line engine and the Mars Rover Curiosity.

From the dusty test site in the southwest of the USA to the barren surface of Mars. Before Mars and robot Curiosity, there was the moon and robot Surveyor which, like Curiosity, were controlled from a command center on Earth. The remote-controlled Surveyor was a linchpin on the road to driving on the lunar surface. We were going to the moon and we needed something to drive.

MOLAB

The Marshall Space Flight Center developed a concept for a vehicle that could drive on the moon with an enclosed cabin to protect against the space "air" so that the pilots could move freely and the lunar suits would not be needed. This mobile laboratory, or MOLAB, would have a range of 100 kilometers. The first design had four wheels on the front and two wheels on an articulated trailer.

According to General Motors, MOLAB could create a research environment for 2 weeks with a range of 400 kilometers. (400 kilometers is not far on planet earth, but there are no gas stations on the moon).



A working test vehicle of the MO LAB concept and technology was built by Delco Electronic General Motors Santa Barbara Operations in Goleta, California. The Corvair-powered machine served as a valuable part of the ongoing Lunar Roving vehicle development.

Two scientists simulated an Earth-bound geo for two weeks in a similar environment with full freedom of movement (without lunar suits).

logical excursion. This was commissioned by the Ministry of the Interior.

From General Motors:

"GM completed the MOLAB (or "MGL" for "Mobile Geological Laboratory") in 1964 for NASA's use in the Apollo astronaut program. It was built and developed by GM engineer Vic Hickey and is one of the most unusual Corvair-powered vehicles ever

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 | 11921 Moss Point Lane | Reston,
VA 20194**

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



venmo

