



**NVCC, CORSA Chapter 220**

**Volume 41**

**Number 12**

**December 2024**

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

**The November Club meeting was held in Fred's Garage.**

We had One Dozen Corvair fans show up with Seven of them; Andria, Bob M., Bob W., Daniel, Fred, Jimmy, and Lee, driving their Corvair's to Fred's Garage. Also welcomed were, Al, Frank, Mark, Mike, and Pete. The Convertible's outnumbered the Coupes in this Autumn month meeting.



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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 project of the day was to get Bob Marshall's '65 Corsa back on the straight and narrow after he had completely rebuilt his front & rear suspensions. Jimmy brought with him all the 4 wheel alignment tools he needed to get the job done and it was a laser light show of a learning experience for everyone.



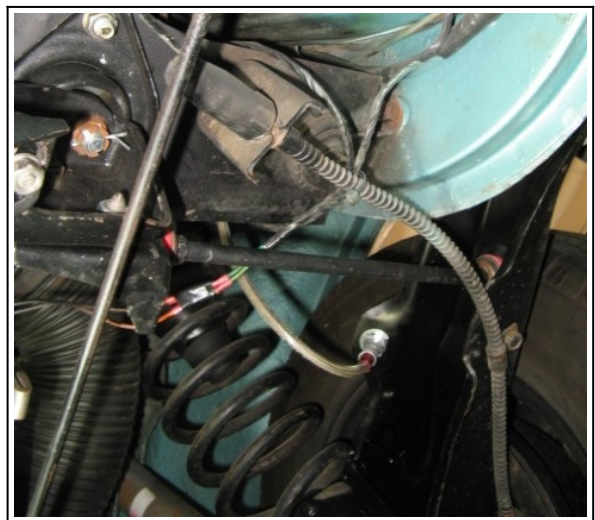




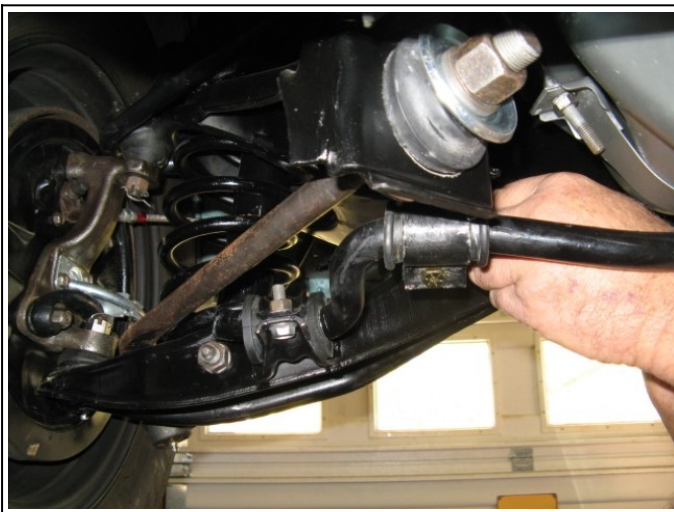
Alignment plate.



Frank multi-tasking a doughnut and cranking down the Underhoist support stand after tightening the stabilizing rod bracket to trans mount bolts.







All straight and ready for a test drive.

Bob sent me this drive home report after the meeting;

The car handles fine but I didn't have an opportunity to drive it on a curved exit ramp. No tire rub except for when the wheel is turned all the way in one direction. The right front wheel has always rubbed the fender trim under those conditions.

I can tell that the right side front wheel is cambered in at the bottom slightly so it needs more camber dialed in. I have alignment plates that I can use to adjust that side. I also planned on putting the front end on cribs so that I can tighten the camber bolts again while the suspension is compressed. I also need to check the rear camber that we didn't check today to make sure it didn't change with the toe correction.

Glad we checked it since the rear toe was way off.



Felt bad that we spent so much time on my car. Hopefully it was a lesson on alignment for everyone.

Bob

It was. Thanks Jimmy and Bob. Here are some more pics of attending Corvairs.



Here we are wishing Rampy had made it here so we could have a **Rampside** Ramp Party.





Thank you Fred for hosting. 🛠️🔧

## **I'm having the dual exhaust like Matt Nail once sold duplicated**

I got this from Art and wanted to put it here to check for interest on a Dual Exhaust Crossover. I found some pictures online so you can see what they look like.

=====

This is Art, we spoke at Summit Point.

As the subject said, I'm having the dual exhaust duplicated and the shop is willing to manufacture multiples if there's interest.

I'm not doing it as a profit-making venture and originally only for my own use, but it occurred to me others might be interested, and I was wondering if you could put a note in the club newsletter to judge interest.

Based on that more could be made and potentially offered to a larger group.

Once mine is created I can supply photos and have the price locked down, though I'm guessing \$150-175 range.

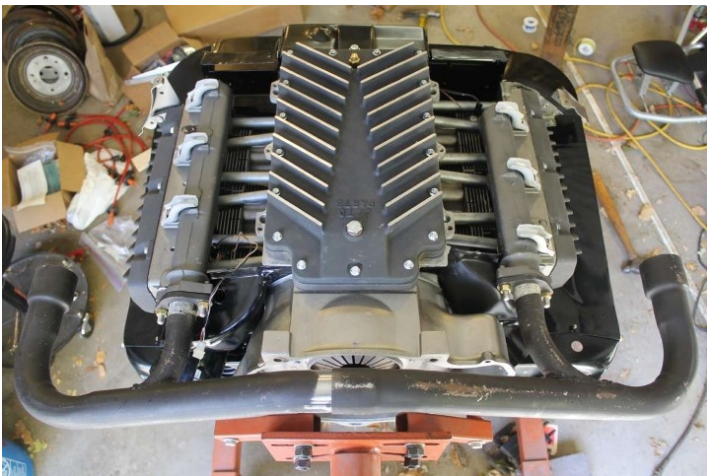
I look forward to the selection of mufflers available in a more standard size.

Thanks again for handling the newsletter and this as well

Art Hooper

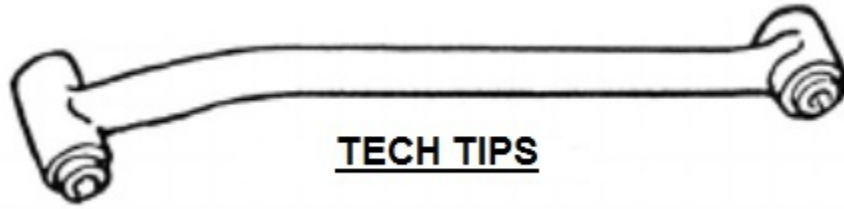
=====

Here are the pictures. They should be able to do 110 and 140.



I like this picture showing that the pipes are adjustable left to right to allow for the heads being milled or not. Interested? Reply and ask questions for Art. [arthooper@yahoo.com](mailto:arthooper@yahoo.com)

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

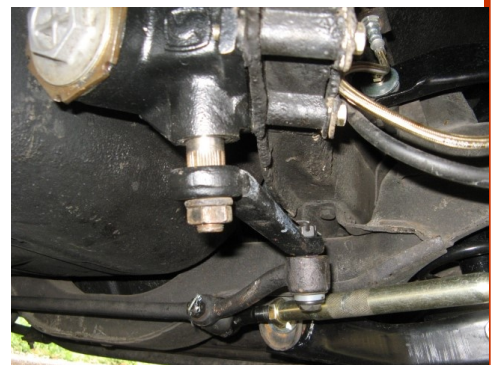


### Upgraded suspension parts for the LM by Brian Brooksby

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](mailto:Natewolfe@hotmail.com)





## ***From February's HAM below & an Update from Ralph on his Suspension***

Mark and Brian, I am so glad you did include those pages and photos about Nate Wolfe's mods in the HAM so many times. After going for a drive one day this past fall with a real auto engineering pro, we put my '68 convertible up on the lift at his request and both stared at it from the rear. My engineer friend identified the source of his felt concern. As he stared up he simply said that all the connecting suspension parts form a parallelogram. But everything's ultimately attached to rubber. That which is attached to the transmission goes through rubber, and there's rubber between the transmission and the frame. He described it as a parallelogram, but a deployable (deflecting, deforming) one, one which can bend and shift its shape. He said, "That's your problem." I asked what problem? He said it's why we were weaving, wavering, and wobbling all over the place out on the road. Hmmm. I hadn't noticed (I've owned this 'Vair 23 years now -- guess we're used to it!)

He asked if I wanted to have some fun, redesign the whole thing, reattach components differently, shore it all up. I said surely after all these decades there's already an aftermarket solution to this problem I never really knew I had. Then it hit me. Those pages in the HAM!

I contacted Nate. He was unbelievably kind and generous with his time and explanations. I ordered the whole shooting match from Nate. Everything. Front and rear, every option. And new HD springs to cut down per Nate's advice, all the way around.

Then when it all arrived I invited my elderly lifetime car engineer, design, build, restore, repair expert friend back over. He flipped. Said, "That'll do it." Was very impressed with the quality. We will very soon embark on the Nate Wolfe journey. I'll take photos and report back. I am expecting great things.

Ralph

### ***The Update Report***

I've completed my Nathan Wolfe suspension and steering conversion. I lowered my '68 convertible 1 coil in the process. I am a believer! I sure do second the earlier comment or description -- drives like a slot car now. What an improvement. Really just amazing, and such high quality work by Nathan to produce these parts.

I personally work here in my shop with a brilliant old guy who had his lifetime of auto engineering training and building experience in Uruguay. Roberto speaks no English so we communicate using the Google translate app on our phones. I bought all the parts front and rear from Nathan Wolfe and received them all at once. Due to Roberto's inability to read in English we had some initial difficulty connecting on all of Nate's instructions, but then we got it all worked out. Roberto's work in Uruguay included some years in museum quality auto restoration and also racing builds, so he knows all the tricks when it comes to old cars and their ways, and their updating mods.

Once done, Roberto has guessed that now that he knows what the mods are all about, the same job could probably be completed in 2 full work days if all bushings, bolts, brakes, etc., are in good shape. That gave me this idea.

Roberto works for me in my shop for \$50 an hour. He only comes on Fridays. I have a 12,000 pound 2 post lift with height extension in my 23' clear ceiling height space near Dulles. I'm right off Rte. 606 on the "back" side of the Dulles airport property, very close to the Dulles Greenway in Virginia.





If any NVCC member wants to get on board with this serious modernization and improvement offered by Nate and either doesn't have the space, tools, or place to tackle such work or maybe feels like such a project might be a little daunting and might want the pro to do it, I'd gladly offer any member who buys all the parts from Nate the chance to turn it over to Roberto and he'll knock it out in my shop on my lift.

Having the car stay for a week or two (because Roberto only comes on Fridays) while new parts are sourced and the installation is completed is no problem because there's no business going on here at my place. The offer of course only requires that you agree to pay Roberto's charge of \$400 for each 8 hour Friday. Nothing for me. Again, when we lowered mine to the floor and test drove it and "high fived" some, Roberto guessed that it's safe to say that if no problems are encountered, it's probably a 2 day job.

**(An example of what can go wrong?)** -- On mine, my driver rear hub spline was too "stripped" to go back in, and the retaining threads were also stripped, so a call to Clark's for one of their rebuilds with new bearing was in order. Same time, one U-joint was bad, so I replaced both since the drive lines both had to be detached. You kind of have to expect such things. If you haven't completely re-done your brakes in years, then with the complete disassembly to switch everything over, some new brake parts might have to be ordered to replace crumbling rusty parts. You never know. If you do it, then first thing you have to do off the lift is take it to a very qualified alignment shop for front and rear alignment. Nate sends all the specs required.

Another thing you could do is buy the front end parts from Nathan and install all that, then save up a little, then buy the rear end parts, then come back another time. Nathan strongly suggests new heavy duty springs when you do the conversion. Clark's makes and sells those. Then, I also bought in advance from Clark's a few of the most suspect front end and steering parts for rust, frozen bolts and nuts, stiff hard bushings, etc., just to have them on hand "in case" once Roberto broke everything down we found certain parts wanting. We reused my old shocks because they seemed fine, and only replaced the rubber bushings or bumpers on them.

I really enjoyed Nathan Wolfe personally and chatting and emailing with him, and I find him to be a wealth of knowledge and a real impressive engineer and designer and producer of these parts. So, if this message can help others and at the same time help Nathan, I'd like to put this word out. My approach to this project involved a few months' lead time because Nathan doesn't produce and inventory these parts. You have to get in line.









Nothing like great drive-ability to increase one's interest in one's fine Corvair, and, incentivise one to get it out on the road more often. That's a good thing.

Ralph

### ***The Update to the Update Report***

Since I sent all that above I have also been incentivised (by the car's new drive-ability and handling) to finally get the mag wheels and new tires I've been planning for so long. So I added one post-Nate Wolf installation shot of the car here wearing the new mags and tires. I so appreciated the help of the club guys in sizing and obtaining these new tires and wheels, navigating the maze of offset, backspace, width, etc. All were very helpful. After doing that I started an electric fuel pump conversion and am almost done with that.



Thanks,

Ralph Polachek

### **The Fuel Pump Blues By Bob Marshall**

One of the continual mysteries of owning a vintage car is “what will break next”? Usually, it will happen at the most inopportune time and place. If you are lucky it will require a phone call to AAA or Hagerty and result in a ride home in the cab of a rollback.

Sometimes it is an electrical issue, like my recent UH OH moment. Other times it could be a drivetrain issue like my other UH OH when the clutch disk disintegrated. But enough about me.



One issue with Corvair's that is becoming more of a problem is our fuel pumps. Designed exclusively for our engines they are basically out of production. Airtex still manufactures and sells them through NAPA and other FLAPS, but they have a life expectancy of 30 days or 30 miles. The auto parts companies also are incorrectly listing the 1960-61 pumps as fitting 1960-1969 pumps. WRONG! The 60-61 pumps have a longer pump rod and are not compatible with 62-69. Install this pump on a later model and the longer rod will tear the internal diaphragm and again call 1800 Tow Me. It is possible to cut the rod and Clarks Corvair parts has included the correct length in their catalog for you to do this modification. The problem is the internal parts are still inferior and will fail in short order.

Our friends at Clarks Corvair have also been working on a brand-new pump from a different source but after over a year they are still working out the bugs. Hopefully they will have a reliable pump by the end of this year. The price has yet to be determined.

Why do some pumps last decades and others do not? The early pumps were made using better materials, more concise machining and fuel was much better back in the day. Some members are running original AC pumps that are 20 years old with no issues.

Outsourcing manufacturers contributed to the higher failure rate as they changed materials to lower costs. The other issue is the change from leaded gas to ethanol gas. Leaded gas was easier on rubber internal parts and did not let the soft parts become brittle. Ethanol gas not only attracts water but will also damage the rubber interior parts. Bad combination.

Why do our pumps fail so often?

1. If you have an older pump they sometimes just wear out over time. The diaphragm will fatigue and eventually tear. If this happens it could result in fuel pumping into your crankcase and could damage your engine as it dilutes the oil. Older pumps tried to prevent this by designing a notch in the body of the pump for the gas to drain out and not go into the crankcase.
2. Change in the diaphragm material. The original pumps and some replacements used a fiber reinforced diaphragm that would last a long time. Later pumps used a diaphragm that was made of a different material and not reinforced resulting in a short life span.
3. Poor quality control. When the pumps were outsourced, the tooling was probably either worn out or just not well built resulting in leaks and a loss of tolerance.

What to look out for with your fuel pump.

Corvair pumps can develop three types of leaks. Here is a description of each.

1. Failed Diaphragm. This will show up as either gas in the crankcase and/or fuel pumping out of the vent hole located on the top of the pump. This is fatal. **Don't drive the car in this condition.**
2. Leaks around the bottom of the pump. If our cars are left to sit for a long period of times (2-4 weeks) the inferior gasket material dries out and shrinks allowing gas to leak out. The gas will be seen dripping from the sides and bottom down past the balancer and into the skid plate. This is not a fatal issue. For safety, back the car out of any enclosed building, have a fire extinguisher handy and let the car idle while watching the pump. Within a few minutes most pumps will stop leaking as the gaskets swell back up. This happens to my car every time I let it sit for a couple of weeks. I think the ethanol in the gas evaporates over time and allows the gaskets to shrink. Once they swell back up the leak will stop. Another possible solution to help correct this is to get longer pump housing screws and use them with Nylon locking nuts on the bottom. The screws are 10-32 and are 1 3/4" long. They



extend below the bottom of the housing allowing the lock nuts to be installed. To install these longer bolts, do one bolt at a time to ensure the pump parts stay in the correct orientation. Do not over tighten the stock pump screws as they will strip out at the bottom of the pump due to poor strength of the die cast housing.

3. Loose bolt. The locking bolt can become loose allowing the pump to move up and down, not providing adequate pumping action. Correcting this is a matter of pushing the pump back into position so that the mounting nut lines up with the hole in the rear housing and tightening. Then tighten the lock nut that is on the mounting nut.

#### What can help extend the life of older pumps.

Use Sta-Bil in every tank of fuel. This product helps minimize some of the damaging effects of our current ethanol-based fuels.

Install the longer bolts and lock nylon locking nuts to improve the clamping force of the three parts of the pump. **(Pump on Left pictured below)**

Run your engine once

a week for at least 10 minutes to keep the gaskets from shrinking.

There is a company located in Massachusetts that will rebuild our pumps using ethanol resistant materials, but they are a little pricey at \$240 for the rebuild. Here is a link to the rebuilder. Rebuild includes a one year warranty.

<https://agrebuilders.com>



**DO THIS.**



**DO NOT** do this to fix a leak. Thanks Greg.

Editor's note;

I read that Ralph is converting to an electric fuel pump and thought I would add some information I saw on Facebook about the safety switch options for electric pumps. It's only three posts but a lot of good information.





## Corvair Owners Group

Craig Nicol · 7h · 🧑



So, you're considering an electric fuel pump but are wondering about the various "safety" switch options? Vendors sell "Impact/Inertia" switches. Vendors also sell "Vega" type low oil pressure switches, "Revolution" sells a popular controller, and Racers (full disclosure, that's me) sells a "low oil pressure / priming timer" module. These various devices protect against different things and installation difficulty varies widely. Here's how they compare. Hopefully, this table will help you make an informed decision when choosing a fuel pump controller.

FUEL PUMP SAFETY DEVICE COMPARISON					
	PROTECTION OFFERED	INSTALLATION	ISSUES	COMMENTS	PRICING
<b>INERTIA SWITCH</b>	Crash	Wired, front or rear	Front wired 5', Rear wired 25' (rear difficult, adds relay, fuse)	Racers <b>front</b> wire harness factory-made, easy install Clark's DIY	Racers: Included w/pump & pre-wired Clark's \$87 DIY
<b>RACER'S LOP MODULE</b>	Very low oil pressure Stall Key left ON Auto-prime 12-second	Wired front	Front wired 2'	<b>Covers four;</b> Low oil pressure, Stall, Key left ON, Auto-prime, Factory-made, Easy install	Racers \$30 Option, Pre-wired
<b>REVOLUTION CONTROLLER</b>	Stall Key left ON Auto-prime 3-second	Wired to coil or tach	Front wired 3' mildly difficult, Rear wired 15' (rear difficult)	<b>Covers three</b> (rear install difficult)	Revolution \$65 DIY
<b>VEGA LOP SWITCH</b>	Very low oil pressure Key left ON	Wired to rear, Plumbed to engine	Rear wired 15', Plumbing issues, requires manual prime switch	<b>Covers two</b> (rear install difficult wiring, plumbing)	Clark's \$59 if purchased separately, DIY

Nick Richter 🧑 Top contributor

Important to note that there are actually two "Vega style" oil pressure switches, and they have different switching. A PS-64 (SPDT) and a PS-127 (two SPST switches).

Inconveniently, both use the same I,S,P terminal labeling, but the internal switching is different. Ask me how I figured that out.

I think the two different switches are the reason why there's two different fuel pump wiring diagrams floating around on the internet, and why there's so many "this wiring diagram doesn't work" threads on forums.

The PS-127 is what you would want to NO switch a relay to ground and switch an oil pressure light. An additional priming control is needed.

The PS-64 application provides NO power to the pump/relay and provide a NC power feed from the starter for priming during cranking. A seperate oil pressure light switch is needed.

2w Like Reply Edited







**Craig Nicol** Author All-star contributor

**Nick Richter** Thanks, I didn't know there were versions of that switch. More to the point, when one looks at the limited benefit of the Vega-type switch, the many wires with their potentially shaky connections, and the required and often questionable plumbing, it really doesn't make any sense to select the Vega switch over easier to install, more reliable, and more feature-rich alternatives. That was my point in making the table.

4h Like Reply



You can get ahold of Craig on the *Corvair Center Forum* by messaging him at this link if you have any questions.

<https://corvairstcenter.com/forum/viewtopic.php?t=1184071>

OR; Call him.



## 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://corvairstcenter.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://corvairstcenter.com/phorum/read.php?1,1172400>

richard1 helps us to understand Oil requirements for the Corvair.

[https://www.widman.biz/uploads/Corvair\\_oil.pdf](https://www.widman.biz/uploads/Corvair_oil.pdf)





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

### For Free Ad 1

All, I have 4 13" original wheels and 4 original hubcaps, a bag of 15 lug nuts, and also a few original springs here, at my shop in Dulles, back side of the airport, right off Rte. 606, Old Ox Road.

All fine shape, just need cleaned up.

Let me know if you're interested. They're yours for the picking up, no charge.



Ralph  
703-810-8440  
[ralph@polachek.us](mailto:ralph@polachek.us)

### For Sale Ad 1

Items for sale did not change. I only listed Free items this month. You can refer to this link for items for sale.; <https://www.corvair.org/chapters/chapter220/ham/HAM-October-2024.pdf>

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/)

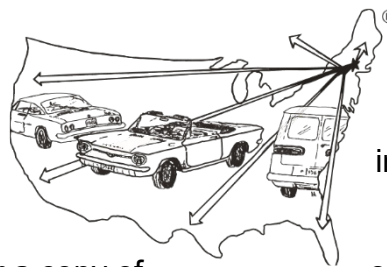
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## 2024 Meeting Schedule

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

### December 15<sup>th</sup> Holiday Party 1pm to 4pm

Fred's House  
12606 Split Creek Court  
North Potomac, MD 20878

**Holiday Party** Time to celebrate 2024 and Elect Club Officers for 2025. Please remember to RSVP if you haven't already. Thank You. 🍷...

## Events

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

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

### **2025 CORSA Convention.**



May 20-23 (Tue-Fri) 2025 in San Luis Obispo, CA at the Embassy Suites Hotel  
Click this picture to read more details.



## Treasurer's Report

Balance 10/31/24    \$4717.53  
Income from Dues     \$10.00  
Balance 11/30/24    \$4727.53

## Corvair LINKS

**An ever evolving knowledge base to preserve the past, present and future of the Corvair.**

Corvair Forum    <https://www.corvairforum.com/forum/app.php/portal>

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/northernvirginiacorvairs/>

Learn a lot on the Corvair Center 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/](#)

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 AACCA.    <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/>

Hagerty Corvair Mention.    [According-to-you-the-best-starter-classics-cars](#)

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

The last RnR report entailed David and I draining the old gas from Rampy and getting him running for the first time in a few years since moving to Conway, SC.

While running, it was not running smoothly, which I attributed to the bad gas. After some troubleshooting like adjusting the points, timing, and carbs, I remembered something I forgot due to





who knows what. The vacuum advance was not moving even under a lot of manual persuasion. I temporarily used the advance from my 140 distributor that I had on the shelf. That took care of the rough running but it gave the wrong advance curve. At least the running issue was resolved so I ordered the correct advance.

I also noticed the carbs were not responding to idle adjustment so I decided to rebuild them again. However, there is a carb guy in Callabash, NC, so I took them to him. It's a good thing because both carbs were missing parts and were a little grubby on the inside. Keep in mind that when I rebuilt these carbs 4 or 5 years ago what was in them is what I used so any missing parts were missing from them originally. Plus, I did not know what I was doing back then to even know something was missing.

Once I got the carbs back and installed, Rumpy fired right up. The new vacuum advance was working perfect too. Then I realized my fuel pump (third one and it has not even driven ½ mile yet) was leaking into the crankcase. So, my third oil change is now my 4<sup>th</sup> one. I did have the opportunity to degrease and clean the transmission area so I can remove and repair the leaking PG transmission cable so that was a positive. I am learning that for every one thing fixed two more items pop up! As Bob Marshall stated, Corvairs are old. I feel that way at times.



At this point I decided that I am not using a mechanical pump on Rumpy anymore. I bought an Airtex pump years ago and I will be installing it soon. I also bought a Revolution controller for it but I have been in communication with Craig (cnicol on CorvairForum) in regard to his LOP(Low Oil Pressure) switch. He has it installed on his Rampside and is testing the installation and instructions on another one now. I will be (hopefully) his in the field Beta test vehicle. With that decided, I removed the fuel pump and all of the fuel

plumbing and bent and flared all new lines from the firewall to the carbs. I think I did a great job until I realized that the previous owner ran the fuel line through the accelerator shaft hole and not the smaller one next to it. I need to bend another piece of supply fuel line (it's a larger diameter than the carb supply lines and a lot harder to bend and flare) in order to run it through the correct hole. Since I was being observant, I also notice the positive battery cable and the harness for the starter were running through the accelerator opening. I also picked one of my many bad pumps and removed the shaft. I also bought two plugs to block the supply line threaded holes and installed the modified pump back into its original location. Yes, I thought of the really cool block off plate from Clark's, etc. but why spend a lot of money on something that I could and did make myself.



Next up on the never-ending list were seat belts. I researched the mounting point locations and posted on the [Corvair Forum](#) on where the mounts were. I found the two factory ones that are located down by the jack storage location but the ones on the wheel wells were non-existent. Then someone mentioned that I had to look for dimples and not threaded nuts. I bought a set of belts from the local auto parts store per a recommendation from my CF post and proceeded to install the belts. This was one of the easier jobs that I have done on Rampy.

The hardest part was determining the correct bolt size and length. It's 7/16-20x1" for my application.



I am making progress but it's getting cold here in the south so I may have to wait for warmer days so my fingers work. I have missed several deadlines on getting Rumpy on the road but I am feeling confident that with a few nice days and some help from the CCCCC group it will be driving soon.

Rory

### 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





## **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 | 1305 Windleaf Drive unit E  
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.



**venmo**

