



**NVCC, CORSA Chapter 220**

**Volume 41**

**Number 2**

**February 2024**

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

**The January meeting was held at Al's garage.**

Al started us off in 2023 with a great meeting location and did it again in 2024. Lee Cramp brought his 1965 Corvair Monza 4 door to replace his pitman arm bushing and install new spark plugs.



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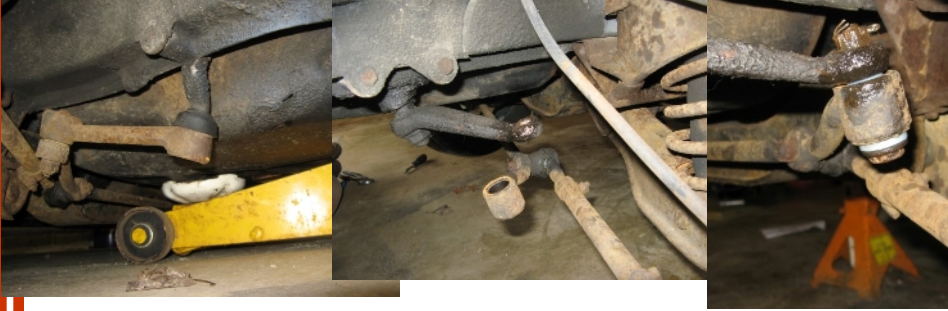
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). \$10 annual dues are payable January 1st, to "Treasurer, NVCC"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





With nine Club members and two Corvair's present we started the new year. The car sits a little low and it took a 2<sup>nd</sup> floor jack on the side and some manual lifting on the side to get the front up and on jack stands.



Fred and I worked on replacing the pitman arm bushing with a Clark's Corvair C178NB NYLON BUSHING.

Bryan lent his pitman arm removal tool that worked great.

The bushing went right in and it was back together without having to remove anything else.

I asked Lee what went on in the engine compartment and he sent this report on engine work while in the garage.



Hey Mark,

New plugs were installed. They were Delco 44F. But were made overseas! So oddly the wrench needed was not the 13/16! Pete and Al were working on the gaping and installation and Al said they needed to Use A 12 point socket to get them in. Evidently the threads in the head were Okay.

The Corvair Ranch uses Champions. And I also used Bosch (Advance Auto Parts no longer carries) and NGK. Al said the last time he needed Corvair plugs they were AC 44F. Al said the thread depth looked okay.

With bushing done and the plugs installed, we pushed the car **outside** and Pete set the dwell. Then Lee started it and Pete set the timing. I still had Shane's Uni-Syn with me so I used it and balanced the carbs.

Running much better now. Jimmy arrived with his recently acquired 1963 Corvair Monza as we were packing up to leave so we visited for another hour checking it out. Vairy Nice looking car.





No Corvair's were harmed by passing Boeing door plugs.  
Thank You AI for Hosting.

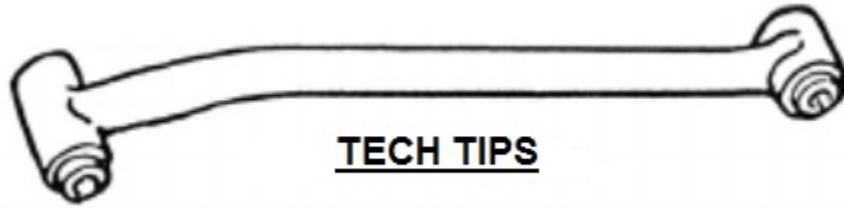
**January is the month to renew your Corvair Club Annual dues.** You can use Venmo, or send a check to Bob Marshall. Both the Venmo link and Bob's address can be found on the last page of this Newsletter.

At the **Holiday Party** it was decided that the membership list needs to be updated and to do that, a date of April 1<sup>st</sup> was set where if your \$10 dues for 2024 have not been paid, your email will be removed from the Email list. So Please go to page 15 and get Current.

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







## TECH TIPS

### **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.

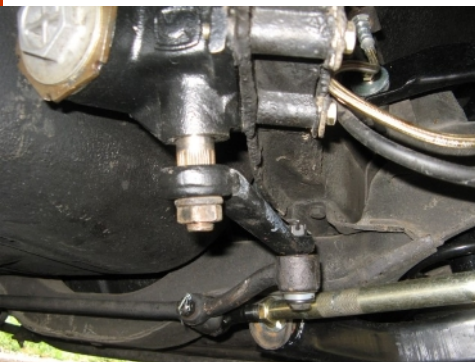
Front control rod replaced with adjustable Johnny joint. Front Lower arm greaseable USA made ball joint, and spherical joint. Rear control arm with spherical bearing that no longer requires the small connecting rod as the control arm is locked down with no side to side movement.

Contact info  
Nate Wolfe  
[Natewolfe@hotmail.com](mailto:Natewolfe@hotmail.com)



Below-NOS Fast box.

The Nash Fan.



Speed Hut gauges mounted up



Space below for more pictures.



### **Reaction to Tech Tip above from Ralph R. Polachek, Esq.**

Mark and Brian. Including those pages and photos about Nate Wolfe's mods in the HAM so many times I am so glad you did. 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's a trapezoid. But everything's 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.

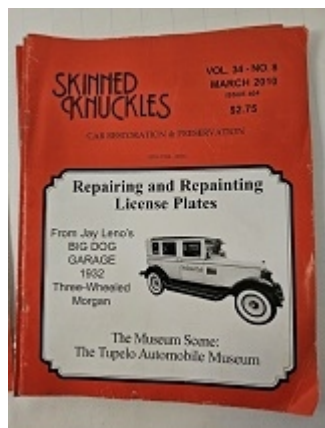


Then when it all arrived I invited my elderly lifetime car engineer, design, build, restore, repair expert friend back over. He flipped. Said that'll do it. Was very impressed with the quality. We will very soon embark on the Nate Wolfe journey. I'll take photos and report back. I am expecting great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

Ralph R. Polachek, Esq.

### **HOW an AC Corvair Fuel Pump Works. Submitted by Frank DuVal.**

John Moody, Mr. Bentwrench of Washington DC wrote a great article on how these AC fuel pumps work, Oddly he published it in *Skinned Knuckles magazine* (now nonexistent) (Except on Ebay).



To paraphrase, the eccentric on the crankshaft pushed up on the pump rod, moving the diaphragm upwards sucking gasoline from the tank into the middle chamber through a check valve. The other check valve prevents this upward motion from sucking fuel from the carburetor. This upward motion of the pump rod also compresses the spring.

When the eccentric allows the push rod to fall, notice allows, not pulls down, the spring pushes down on the diaphragm. IF the carburetors need fuel then the diaphragm does move downward pushing fuel through the second check valve toward the carburetors. The first check valve prevents the fuel from being pushed to the tank.

The only force to push fuel to the carburetors is the spring inside the pump. So to change the PSI output of the pump requires changing the spring/spring rate.

If the carburetor floats have the needles closed, then the diaphragm just sits there awaiting a time when fuel is needed.

On the next rotation of the crankshaft the rod is again pushed up if fuel was used, or does not move if fuel was not used.

Pretty ingenious of those AC engineers back in the late 20s. The pump works fine at idle and full throttle climbing a hill. Way better than vacuum tanks. gravity feed, etc. of the day.

Youtube Corvair Fuel Pump Notes. <https://www.youtube.com/watch?v=PM8SeQcGbyY>

### **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](https://www.widman.biz/uploads/Corvair_oil.pdf)

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



## For Sale Ad 1



**1966 Corvair Monza Convertible**



### **1966 Corvair Monza Convertible.**

Has a 140HP engine with a 4sp converted from original 110HP PowerGlide. Corsa gauge set up with thermistor for gauge. Runs great. Actual mileage is unknown. Original Windshield.

1 rust spot lower front fender, by door on each side. 110 motor insignia on rear hood, Have 140 HP insignia. Updated to dual Master Cylinder. Electronic fuel pump. Some spare parts can be included.



Everything for front windshield replacement but WS.

Runs great. Has the rare Accessory Wood Steering Wheel.

Asking \$17,000.00

OBO

Rick Hardie  
703-407-4353  
[rh7038@gmail.com](mailto:rh7038@gmail.com)



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



## **For Sale Ad 2**

### **Corvair Parts Available For Sale**

A. J. Paluska, Jr, (703) 250-4455, [ajr13@earthlink.net](mailto: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  
Spare tire mount - Reasonable offer  
Assorted steering parts - Reasonable offer  
Miscellaneous salvage parts 1964 - Any offer



### For Sale Ad 3

#### **Corvair Parts for sale from Bob.**

Offenhauser cast valve covers. These are the six hole version but will work like the 4 hole. Gasket covers the middle holes.



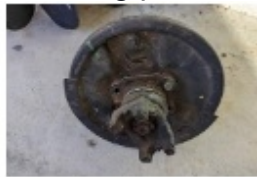
\$200.00 for the pair.

Pair of new Clarks C762CT HD front springs for 65-69 convertible. Brand new, never installed. \$125.

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

Engine top cover for 110. 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](mailto:Ram19195@gmail.com)

### For Sale Ad 4



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

## **Corvair Vendors and Service**



### **Corvair Ranch Open House Sunday 05/19/24**

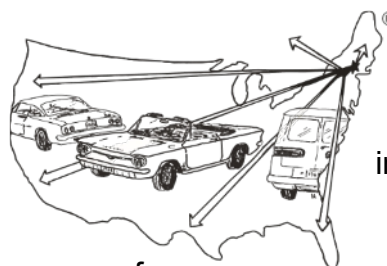
#### **Corvair Ranch, Inc.**

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

## **2024 Meeting Schedule**

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

### **February 17<sup>th</sup>**

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

✂... The projects will be adjusting the steering box on Bob Marshall's 65 Corsa and analyzing Bob Walker's 66 Corsa's clutch issues. It is hard to get into 2nd gear when cold.





## 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](#).



Click the image above to learn more about the show.



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](#).



## Treasurer's Report

Balance 12/31/23     \$4601.23  
Income from Dues     \$50.30  
Balance 01/31/24     \$4651.53

## Corvair LINKS

**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.youtube.com/watch?v=gHuXM1Gb8XM)

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

**NEW**     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>

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;

## The RnR Report

RnR Garage.

I finally was able to do some work on the Corsa. The windshield washer pump died several years ago and, while not really driving in the rain, you never know when a storm will pop up and the windshield needs a squirt.

I first starting by looking on Clark's website for a rebuild kit. That was discontinued and the only option that I could find was a whole new unit for \$160+. I could not justify that, so I dug into finding an alternate solution. Then one day on Corvair Forum, I saw a posting about an electric pump being used (ACI 199600 Universal Washer Pump Kit (Amazon)). It is listed at \$16.99.





The instructions on Corvair Forum are very straight forward so I bought the pump and proceeded to remove the bad and install the new, good pump. The old pump came off with two screws, one on the top and one on the bottom and disconnecting the wiring harness.



The hardest part for me was finding a suitable piece of sheet metal to use as a bracket to hold the new pump. I have a few rocker panels for FCs and for LMs but there was no way that I was going to cut anything off of them.

I eventually found a piece of metal that I could use, and I proceeded to bend it into a bracket and drill some holes. I spray painted the bracket and read the instructions, which are remove old pump, make a bracket, attach new pump to bracket, and plug in the two wires.



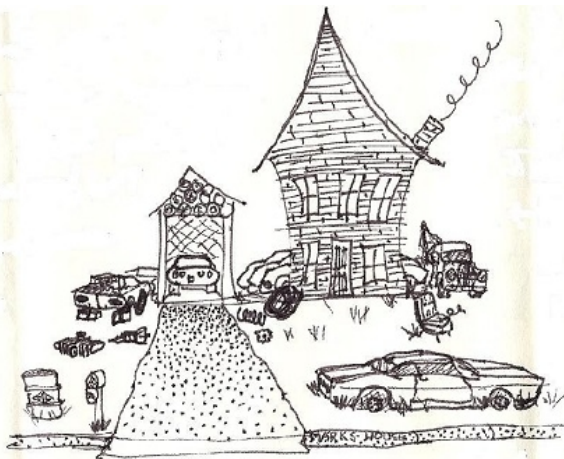
The pump is in and works great. Before, with the original pump, the water dribbled out when it worked. With the new one, I had to adjust the nozzles down as they were shooting over the roof. I know it is not original, but you would never know if I didn't say anything.

I have realized with Corvy that it is not meant to be an original car. It looks great, drives nice and is reliable. But it also has many other modifications and work prior to Rita and I owning it that it makes better sense to modernize things that are broken to keep it safe and operational.

Corvair on,  
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

The Most Late Model looking Ai Corvair I have seen.





## 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.**



**venmo**

