



NVCC, CORSA Chapter 220

Volume 42

Number 2

February 2025

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

**This January Al Harris had a location for us but a project did not thaw out enough for us to get together for a Club Meeting.**

I got an update from Art Hooper on the Dual Exhaust Crossover project. He finally got a prototype from the exhaust shop.

Art has replied to everyone who notified him they were interested Greg W., Andria, Tom F. and Frank. **There is still time to put your name in.** [arthooper@yahoo.com](mailto:arthooper@yahoo.com)



#### NVCC OFFICERS

##### President

Fred Marx

[Fredmarx55@gmail.com](mailto:Fredmarx55@gmail.com)

##### Vice President

Darrin Hartzler

[Darrin\\_hartzler@aol.com](mailto:Darrin_hartzler@aol.com)

##### Secretary/Treasurer

Bob Marshall

[Ram19195@gmail.com](mailto:Ram19195@gmail.com)

##### Editor

Mark Holmlund

[goopofail@aol.com](mailto:goopofail@aol.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.





Once he has a number to produce based on responses he'll have the shop start making a group. Art test fit the prototype on his 95hp WITH differential and Byron's 140, on an engine stand. These pipes will fit either one and accept 2.25" mufflers.

Price will be \$200.





I asked Art about mufflers and he replied;

"I haven't decided yet, but I'm leaning towards something like this: [Summit Racing Performance, Restoration & Replacement Parts & Tools | Summit Racing](#) (3rd choice for \$30.79)

I like turbo mufflers and this has a smallish body to fit the space. Before I pull the trigger I need to really lay under the car and decide about center vs offset inlet and outlet and TRY to avoid drone and the like, but just a deep mellow."

## **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.

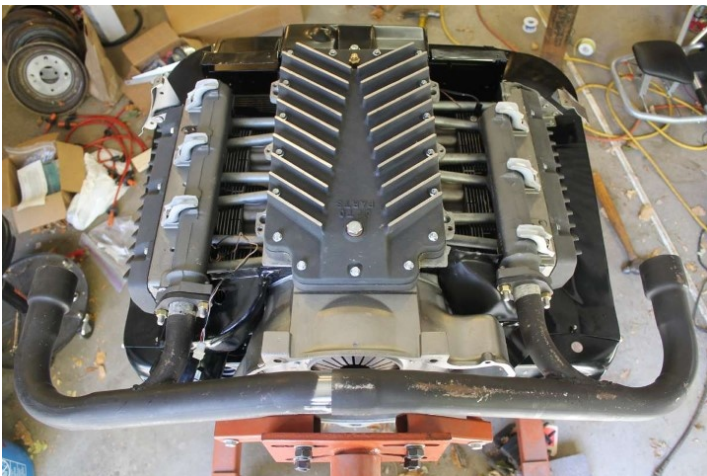
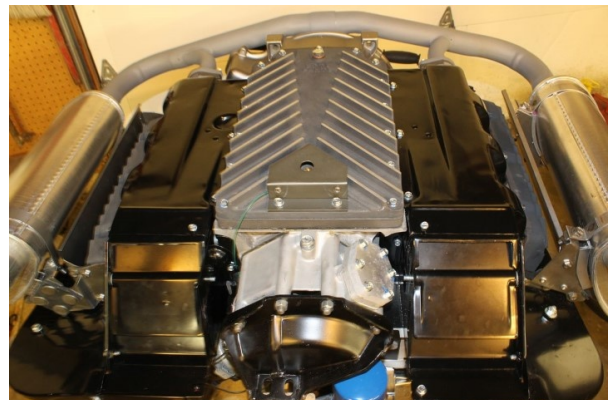
As the subject said, I'm having the dual exhaust duplicated and the shop is willing to manufacture multiples if there's interest.

Thanks again for handling the newsletter and this as well

Art Hooper

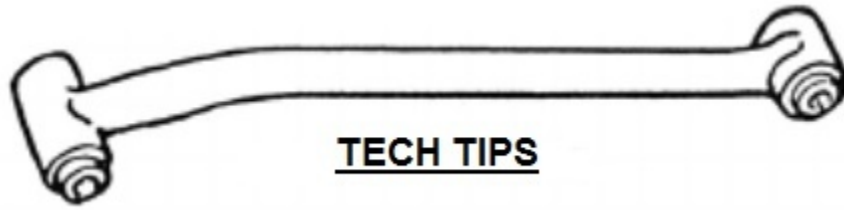
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Here are the pictures. They should be able to do 110 and 140.



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)






## Early Model Trans Mounts discussion from Facebook.

I like Larry's reminder about the purpose of a one year only difference in the 1964 trans mounts.

**Jeff Breed**  
Here's another 64 mount to compare where I think you can see the PN. The Clark's one looks like a 64 mount to me, the other you show looks like an EM mount at first glance.... 64 mounts are longer than EM by about 1/2", I know since I tried them in my 61 and they lowered the shift tube onto the belly pans



1d Like Reply Edited

**Patrick Pilon** Author ★ Rising contributor  
Jeff Breed so is the subframe or the trans mounting crossmember different between a 64 and a 63? mine is a powerglide BTW


1d Like Reply

**LarryShelly Claypool** 🌟 All-star contributor  
Patrick Pilon the rear suspension x member is the same 61-64, but 4 speed ones are different from 3sp/PG. the transmission mounting bracket is the same 61-64 for a given transmission type. But the trans mounts are different for 64 since they must control both downward (the weight of the drivetrain) and upward (the transverse leaf spring transfers upward force) motion.

**Tyler Griffin**  
Patrick Pilon yeah i replaced all mine and had no change. Did a little more research and found that remedy. Only thing i have not been able to confirm was if GM had different mounts for L and R, or were they all designed with the lean from the factory, as under load and motor rotation, it should in theory level itself out. I cut my L mound back anyway and am happy with results. Still slight lean, but nowhere near as pronounced!

1d Like Reply

**Patrick Pilon** Author ★ Rising contributor  
Tyler Griffin ...



1d Like Reply

**Patrick Pilon** Author ★ Rising contributor  
It is funny because there is a line around the collar on the new mount that almost looks like a guide to cut off that 3/8 inch (you can see it in the picture)

## 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

Items for sale did not change. 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



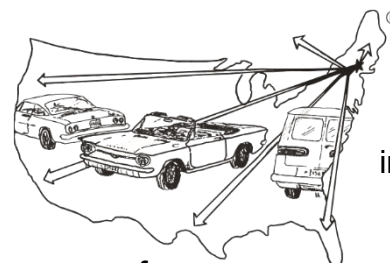
### **Corvair Ranch, Inc.**

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

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!



## 2025 Meeting Schedule

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

### March xx<sup>th</sup> Club Meeting?

Byron's Garage  
7204 Sydenstricker Rd.  
Springfield, VA 22152

**Date TBA** Weather permitting, the project will be to remove the 110hp engine in his 1966 Monza Convertible so Byron can clean up/reseal the transaxle and have it ready to attach to the Rebuilt 140hp engine and then get it installed and running in another meeting. . 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.

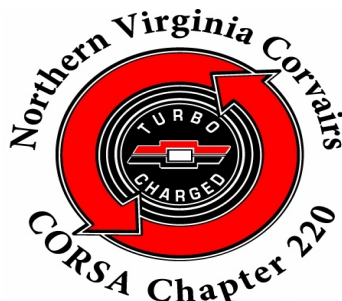
**YOU'RE INVITED!**  
to the **2025 CORSA INTERNATIONAL CONVENTION**  
in Beautiful **San Luis Obispo, Ca**  
**May 20-23, 2025** Hosted by Central Coast Corvair

**NOT A CORSA MEMBER? NO PROBLEM.**  
Get a new 6 Month eMembership!  
**Join today for only \$20**  
and enjoy all the member benefits plus  
Valid for new members only  
Offer expires May 23rd, 2025 - find us at **CORVAIR.ORG**

**Attend the Biggest Corvair event of the year!**  
The last time this event was in California was back in 2008! Don't miss it!

## Treasurer's Report

Balance 12/31/24	\$4597.53
Income from Dues	\$20.00
Balance 01/31/25	\$4617.53



## 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/](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](https://www.youtube.com/watch?v=gHuXM1Gb8XM)

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/>

Hagerty Corvair Mention. [According-to-you-the-best-starter-classics-cars](https://www.hagerty.com/media/people/garage-squad-detroit-area-corvair-faithful-lend-each-other-a-hand/)

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





## The RnR Report

It's been the coldest winter so far since our move and it is slowing all progress on Rumpy. Conway will see overnight temps in the 20s for over a three week run in January. Despite the cold, we participated in the 64th annual Cruise the Boulevard drive. Hundreds of classic cars cruise up Ocean Boulevard. It is something to see and participate in.

I did manage to pre-wire/test a mini single DIN radio, with built in speakers, in Rumpy. I bought this for Rita as a Christmas gift. It is so small that it will mount in the slight upcurve section in the middle on the underside of the dash. Nothing will be cut or ruined on the dash. I am also adding an electric fuel pump so I will need to drain the gas again. Having done this once, I know this won't be a difficult task. Once drained, I will cut the hard line right behind the tank and install the pump. I am also using the Revolution controller to add some safety features to the fuel system.



For a while, I have been meaning to clean my battery cables in the Corsa. I read that when starting the car, if the starter doesn't engage at times it could be corroded cables. I decided that it was time and I am glad I did. The positive cable was covered in corrosion. While that was bad, when I went to remove it from the battery the positive post rotated. Then I noticed acid streaks on the battery pan. It was a mess and I believe I got to it before I had an issue out on the road.

I also noticed that the hold down was the wrong one. First it was too narrow. Then, on the 66 model year, the fender well side had a j hook and the engine side had a bolt that went into a hidden nut in the battery tray. Mine had two thread j bolts that were too long and a lot of nuts and washers to take up the extra length. I didn't see the point in trying to make it correct, but I had to make it better. I had a box full of battery hold down parts and I came up with enough to make the hold down fit the battery and to bolt it to the pan with shorter threaded j bolts.



Next came the big project. Fred bought a "creampuff" 65 Monza from a known Corvair guy. Well, the car looks great, not perfect, but a good looking car from 6 feet. The first thing that needed to be done was to rebuild the carbs. That helped but it stopped running one day. It turns out the gas tank was full of rust so a new tank was installed. Then it ran good for another week until, one day while Fred was rolling at 65 mph, a rod let loose and punched through the top cover. I wanted to keep the blown motor to rebuild but I decided that the engine was shot.



Early one morning, we loaded Fred's car on Rick's trailer and headed somewhere south of Columbia to a road called DoLittle Lane, which is actually a working airstrip for a few houses. A club member lives at the end of a runway in a converted airplane hangar that is now his house and sweet garage. Once there we proceeded to remove the motor (only - this is a PG car) and started moving the tins and other good parts to the freshly rebuilt 110 that Scott built. While we made great progress, the day was getting long, we were tired, and we had a 3 hour drive back. Scott will finish the install and hopefully Fred will have his Corvair back on the road.

Corvair on,

RnR





## Corvairs at Auction

Bob Marshall attended the Barrett Jackson auction in Scottsdale in January. There were two Corvairs at the auction. One was a 65 Corsa Kelmark V8 conversion and the other was Ultra Van #420. The 65 V8 sold for around \$8,470 but was gone by the time he arrived. The Ultra Van sold for \$20K and it was in very good condition. Here is a link to the Ultra Van and the LM.

<https://bid.barrett-jackson.com/lot-details/index/catalog/42/lot/27168> Ultra Van

<https://bid.barrett-jackson.com/lot-details/index/catalog/42/lot/26632> 65 Corsa V8

## 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

Order and get your parts in Winter so you can be ready for Spring!





## **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**