



NVCC, CORSA Chapter 220

Volume 42

Number 1

January 2025

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

This past December we celebrated 2024 with a Holiday Party at Fred & Barbara's house. .



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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.





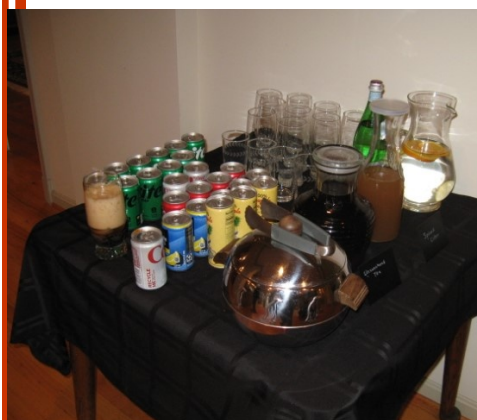
Arriving to the Party, I noticed Gary's 68 was all aglow.



Fortunately, I was able to turn them off by reaching through the open back window. Great progress on the window metal channel. Fred's Corvair was tucked away in the garage and Lee's 65 four door was the third Corvair to come to the party.



Celebrating 2024's Great year of Club Meetings with a great spread of food and drink are;
Fred & Barbara, Al & Peggy, Andy & Janice, Bryan & Ellie, Bob M., Byron, Gary, Jason, Lee, Mark, and Pete.



A meeting was held that was called to order with a megaphone. [See the video.](#) Officers were re-elected to their posts. Looking forward to a great 2025.

Thank you Fred and Barbara for hosting.

I'm having the dual exhaust like Matt Nall 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.

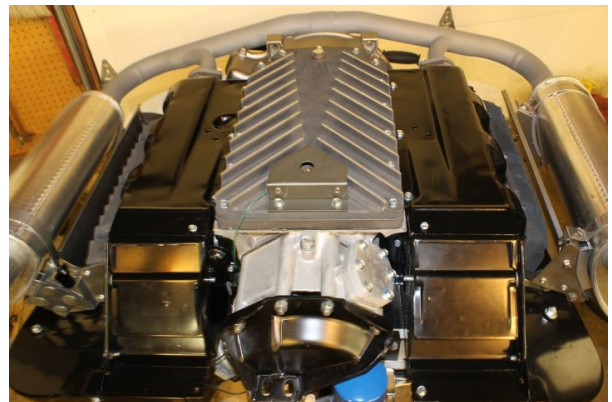
I look forward to the selection of mufflers available in a more standard size.

Thanks again for handling the newsletter and this as well

Art Hooper

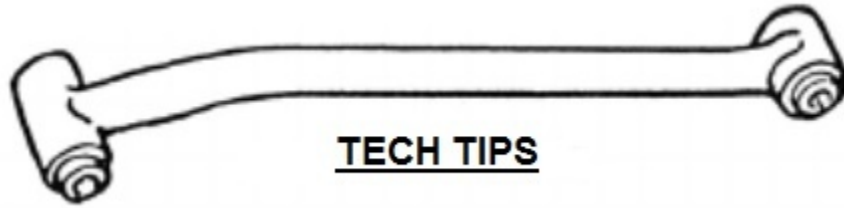
=====

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

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



TECH TIPS

Upgraded suspension parts for the LM by Brian Brooksby

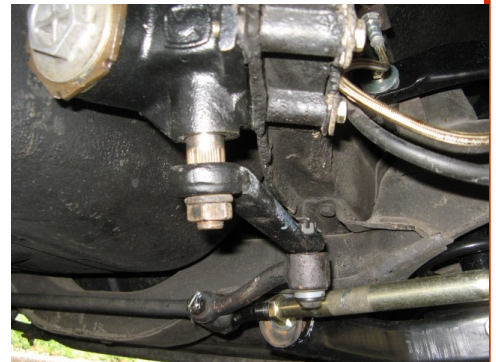
Here are the pictures of the complete LM suspension upgrade made by Nate Wolfe. I've driven his cars equipped with this set up and they handle like slot cars. I've received all the parts and they are top notch.

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



From February's HAM below & 2 Updates 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

December 15th 2024 The Update to the above Update Report

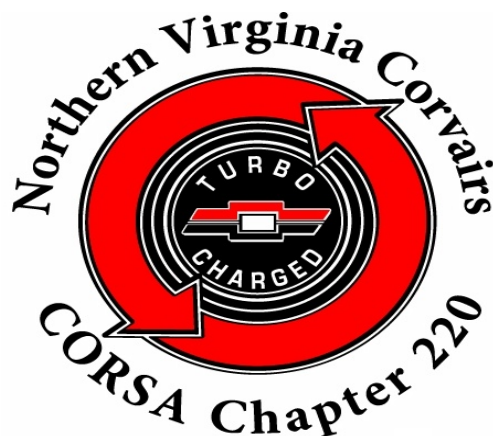
Update on my electric fuel pump conversion.

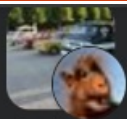
After remaking my mechanical fuel pump with the block to allow bypassing it I looked in there at the rear of the engine bay after a quick re-install and said what the heck, now that the car has all new Nate Wolfe suspension, new mag wheels, is a '68 body originally with a 4 speed manual, now converted with a '65 engine and Powerglide, why leave that old mechanical fuel pump in there taking up space at all. So out it came, plugged the port and now it's clean and more spacious down there. I like the look.

I noted your comments about the Low Oil Pressure safety switches. I installed both the oil pressure safety switch and the inertia switch. The inertia switch is under the steering wheel and dash, fairly easy to reach for a reset if it ever trips on a curve or bump, etc. I wrapped the fuel pump itself in high density foam (maybe get some noise attenuation) and mounted it under the floor pan to the rear of the frame crossbar that sits just to the rear of the fuel tank. Then I made a skid plate to bridge across the frame members, protecting the fuel pump and all connections stuck up under there in that cavity. Very clean, looks good and neat, all out of sight and protected.

It is so so nice to get in, even after sitting a week or 10 days, hit the key, and start right up. Man, what a difference.

Thanks again for all your good work. Merry Christmas to you and yours,
Ralph Polachek





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

2

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



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



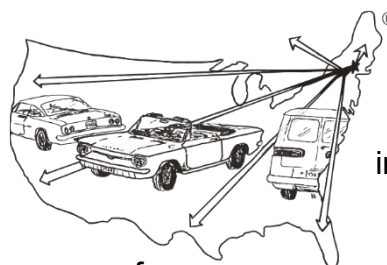
Corvair Ranch, Inc.

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

Email: findit@theranch.today

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2024 Meeting Schedule

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

January xxth 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.

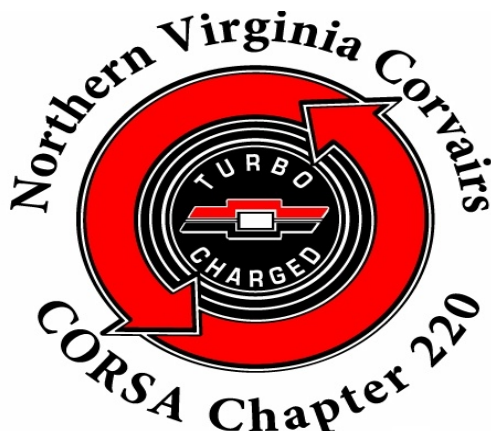


May 20-23 (Tue-Fri) 2025 in San Luis Obispo, CA at the Embassy Suites Hotel

Click this picture to read more details.

Treasurer's Report

Balance 11/30/24	\$4727.53
Income from Dues	\$0.00
Balance 12/31/24	\$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/northernviriniacorvairs/>

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.youtube.com/watch?v=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](https://www.youtube.com/watch?v=Why-the-chevrolet-corvair-is-the-best-cheap-car)

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

How to ID engine/body Codes on your Corvair

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

GM Vehicle Information Kits <https://www.gm.com/heritage/archive/vehicle-information-kits>

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

Hagerty Corvair Mention. [According-to-you-the-best-starter-classics-cars](https://www.hagerty.com/stories/cars/classics/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

Under construction.



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

May Your New Year be BRIGHT!



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.



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