



NVCC, CORSA Chapter 220

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January, February 2026

The **HOT AIR MAIL** NVCC Club Newsletter. All signs point to a Great Year.

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The Northern Virginia Corvair Club publishes the **HOT AIR MAIL** newsletter bi-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.



Welcome to 2026 with this issue of the Hot Air Mail Newsletter.

In my packing up to move, I found the physical two photographs above of my two 1966 Corvairs back in the mid 80's at Roger's Chevrolet and always wanted to get this look put together when I became the HAM editor. The digital scan I made Many years ago was not as good as what I was able to get this year so I took the time and created the new look I wanted for the HAM. Hope you like it. Thanks go to Bob Marshall, Bryan Blackwell, Rory Clark and the "Corvair Lady" for articles.

The Holiday Party/ Annual Meeting.

Bob Marshall sent this report on the Meeting part of the Party.

The 2026 NVCC ("Club") Annual Meeting was held on January 3rd, 2026, in Reston VA at The Walker Nature Center.



(The Walker Nature Center.)

The meeting was called to order by Fred Marx, President of the Club. The first order of business was the Treasurer's report. Bob Marshall, Club's Treasurer, reported that the current balance in the Club's Truist checking

account was \$4,642.53. The balance was consistent throughout 2025 with income from the collection of dues and expenses from last year's Holiday Party/Annual Meeting. The Club's membership remained consistent at 43-45 members throughout the year.

A discussion followed whether to continue to collect dues or suspend the collection of dues for 2026. Pete Daniels suggested that the Club reduce the dues to \$5 a year and anyone who had already paid for 2026 have their dues marked as paid for 2026 and 2027. A motion was made and seconded to reduce the annual dues to \$5.00 a year for 2026. After discussion, the motion carried on a voice vote of all present, there being no opposing votes. Unless modified in the future, Club dues would return to \$10.00 a year for 2027.

A discussion regarding the surplus funds in the Club bank account was held next. A proposal was made by Bob Marshall that the Club consider donating some of the surplus funds to either a charity or the Corvair Preservation Fund ("CPF").

After discussion the idea was tabled pending clarification of issues related to the CPF at the national convention. Brian Blackwell agreed to research the viability of donating to the CPF and report back to the membership.

The next item on the agenda was the election of officers for 2026. After discussion, a slate of Brian Blackwell for Club President, Gary Weber for Vice-President, Robert Marshall for Treasurer and Mark Holmlund for Secretary/Newsletter Editor was presented. After a motion was made in favor of the slate, seconded and after discussion, the slate was unanimously agreed to by voice vote, with no opposition.

It was noted that Mark Holmlund was serving as Newsletter Editor with the understanding that a move in his future may require a replacement for his position.

The next item on the agenda for discussion was establishing a Club tool crib. The tool crib would be made up of Corvair specialty tools. It was anticipated that a majority of tools would be donated to the Club by members. Each tool will be given a replacement value and checked out by a Club member paying a refundable deposit equal to the tool's replacement value. Tool rentals are for 60 days. When the tool is returned, the deposit will be returned to the member. Tool rental is for Club members only. Pete Daniels will maintain a list of available tools and the Club's Treasurer, Bob Marshall, will manage the deposits for the tools. After discussion, it was agreed to try this for a year and reevaluate its effectiveness at the end of 2026 Annual meeting.

On the Subject of the CORSA Annual Convention

Lee Cramp gave an update on the 2026 National Convention in Gettysburg PA in June. Club members are needed as volunteers to assist with various duties during the convention, which runs from June 22nd-26th. Duties may include assisting with parking, working the autocross or other tasks where help is needed.

If you have not already notified Lee of your availability to work the convention, please email Lee at alcrap61@gmail.com

There were 16 members present at the Annual Meeting.



Thank you Bob for Technically Hosting by selecting the Great Venue!

Thank you Barbara for the Great Menu selection!



The following linked article is from Collectible Automobile® and is worth reading.

Ron Hill's Vision and the 1965 Corvair:

Unmatched From Any Angle

by Jeff Johnston

<https://www.corvair.org/chapters/southcoast/misc/RonHill.pdf>

A few words from our new Club President;

The View Through the Windshield

by Bryan Blackwell

Wow, 2026! It's hard to believe our little "import fighter" is still motoring around well into the 21st century. For those of you that don't know me, I'm Bryan Blackwell and I've been a member of NVCC since sometime in the mid-80's. This year at the holiday party our President Fred Marx asked if anyone would volunteer to be an officer and the club was generous enough to elect me President and Gary Weber Vice President. Thanks to Fred and Darrin Hartzler for their time as officers. Bob Marshall volunteered to continue as Treasurer. Mark Holmlund will continue as the Newsletter editor for the time being, but as he noted in previous HAMS we really need to find a replacement. Experience not required!

One big topic of discussion the past few meetings is the upcoming CORSA convention June 21st through the 26th. Unfortunately I don't currently have a car I expect to have ready in time, but since we're one of the host clubs I'm going for at least part of the event to volunteer and gawk at what other folks have done. If you've never been to one I highly recommend going, there are several events to do with your car that are fun, but to me the biggest draw is getting a chance to see a great variety of what people have done up close, meet people you may have heard of in the hobby, and get first hand details of what and how they did things. There will also be an NECC track event at Summit Point on Monday the 22nd and an open house at the Corvair Ranch on the 27th. Event and hotel information is online and in the CORSA Communique and in This issue of the HAM now!

Of course the convention only is in June, we need something to do the rest of the year, and right at the moment we have a pretty empty calendar. Gary, Doug Jones, and I spent a little time at the party batting some ideas around. Our normal meeting is a tech session - I know a few of you have projects in flight already, would you like some help? Failing that perhaps an interested group of onlookers? Those of you with garages or other indoor workspace are especially encouraged to host the next couple of meetings!

Our other big area of discussion was a tool library - we even have Pete Daniels volunteering to be the librarian. Roughly the idea is the club has a collection of specialty or uncommon use tools for borrowing (things like a flaring tool, balancer puller, etc.), with a refundable deposit. Right now we need to come up with a list of tools and solicit donations. I believe Bob Marshall and Jimmy Ditman have a couple potential contributions. If you either have something to donate or a prospective project that requires a one-off tool, please let us know.

Questions, comments, concerns, stuff I left out, drop me a line at bryan@skiblack.com. Be sure to include an SASE to get a reply (LOL)



THESE DATES IN CORVAIR HISTORY - (NOVEMBER 14 & 15, 1968)...

On November 14, 1968, the 1969 Corvair was taken off the main assembly line at the Willow Run Assembly Plant to make room for the high demand of Novas being made. At that time, there were 57 Novas and only 3 Corvairs coming down the main line in November of 1968 during the 1969 production model year (the last year of Corvair production).

It became difficult for workers to put those random Corvairs together when they were now trained for Nova production. Joe Strayhorn (Superintendent of the last 6,000 Corvairs made) reported that there were times that a Corvair engine would try to connect with a Nova body on the main line and it didn't work. The engineers had to fix the problem but in order to not interrupt production flow for the Nova, the bosses decided to take the Corvair off the main line and construct a mini assembly area in the Chevrolet Division called the "Corvair Room" in order to finish making cars by hand. There were a total of 6,000 1969 Corvairs made and car #2194 would be the last car produced on the main assembly line on November 14, 1968.

On Friday, November 15, 1968, hand assembling of the remaining 3,805 cars would begin in the "Corvair Room" with car #2195 being the first hand assembled 1969 Corvair on that same day. The last made Corvair (car #6000) would end production of this air-cooled wonder and was completed on May 14, 1969, at 1:30pm.

Workers were hand picked by Supervisor, Joe Casey, to work in the "Corvair Room" due to their expertise in putting these cars together. These guys went from working on a Corvair for a few moments on the main line to now having to learn 20 minutes of work with all the different options. Joe states that they had 1-1/3 jobs per hour with 45 minute cycle times. They had a clock that would sound every 45 minutes and they would push the carriers to the next station. They always had two shifts working (1st shift from 6am to 2:30pm and 2nd shift from 3:30pm to 12Midnight). Joe was first shift (and main) Supervisor and Jim Comiskey was in charge of second shift. They usually made 3 cars per hour. They only made one convertible a day as Joe said, "They were a pain in the a@\$ to make." Car #5997 was the last (and only) 1969 Corvair convertible made on May 14, 1969.

How did they make the "Corvair Room?" Joe Casey explained how the Corvair Room was created when he gave a talk presentation at my Meet the Makers event in 2015, and excerpts from that speech are below:

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Joe Casey:

"When we started this Corvair Room, we decided we'd build a little spot in back of the plant and take the Corvair off the main line because, at three an hour, you hated to see the Corvair coming because you learned all of your job on the Nova and then you had to do just about the reverse when the Corvair came. And so, it was a nightmare from an assembly standpoint, material standpoint, and so on. We set up about nine bays which were 50' by 50' of an area and put a wall around it, and that was the Corvair Room at the end of production. We built 1-1/3 cars an hour which was the opposite of the problem of building something every minute because you had to learn what to do in 45 minutes, and to do everything that was required in 45 minutes took a lot of training. If that person was missing one day, we were really in trouble in the Corvair Room. We learned a lot about building on small volumes.



The bodies had come over from Fisher; we'd stage them outside (usually five to six at a time were available to us), and then we'd select what order we were going to build them depending on what options and so on, and what material was available. And as was mentioned briefly, that last year of material availability really became difficult because, as you can imagine as a supplier, there was a custom at the beginning to building 250,000 a year of these pieces that had to come down to building 50 a month. So they were having to pull out tools and run a whole bunch and then warehouse them; and, hopefully, they ran the right amount before they put it back into production. So, as we got down to the last few days, it got really tough. We were told there was going to be a big show; the press was coming on the last day and top management was coming on the last day, and so that last Corvair better run!"

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FUN FACTS: I asked Joe how many Corvairs did they make on the last day of production. To the best of his memory, he believes there were only 3-5 cars made as they only had one shift due to the production ending at 1:30pm. He said they held the last three cars (#5998, #5999, and #6000) until the press arrived at 9:00am.

Out of the total 6,000 1969 Corvairs made, 521 of them were convertibles.



The photo in this post is one of the few images we have of the last made 1969 Corvair (car #6000) on the mini assembly line in the Corvair Room on May 14, 1969. Notice the press off to the right filming the last Corvair being made. What most folks don't know is that car #6000 sustained some lower body damage from the overhead cradle on the small assembly line. Corvair auto worker, Dave Polmounter, worked on car #6000 and noted that he had to spray paint the inside door panels to match the interior (as they had run out of parts at that point). I was told by workers (who were there) that when they saw that last made Corvair passing by, those who wore hats took them off and placed them over their hearts stating they were proud to build most of these unique cars at Willow Run. After leaving Willow Run, this last made car was placed in a covered truck headed for the GM garage in downtown Detroit and was never seen again creating a mystery about its whereabouts all these years later.

Confidential sources told me that car #6000 was scrapped due to the infighting among those who wanted to own the last made Corvair.

By: Eva "Corvair Lady" McGuire, Corvair Historian/Creator
(Meet the Makers of the Chevrolet Corvair)



THIS YEAR (2026) IN CORVAIR HISTORY...

We are celebrating the 60th anniversary of the 1966 Chevrolet Corvair **and** the 60th anniversary of the Yenko Stinger.

Although design styling didn't change from the newly introduced second generation 1965 model, there were minor changes to the 1966 Corvair such as interior and trim pieces (including different taillight covers). Back up lights were now standard along with padded sun visors, two speed wipers with washers, padded dash, and left hand outside rear view mirror. The cursive written "Corvair" emblem would move from the trunk lid of the car in 1965 to the front panel near the left headlight, and the trunk lock door cover centerpiece would change from red in color in 1965 to blue in 1966. Engine options were 95hp, 110hp, 140 (4 carb), and the 180hp turbocharged. The manual transmissions were re-designed for more strength and the 3 speed was now fully synchronized.



1966 would be the last year for the Corsa model (only available in 1965-66). Although not stated as fact, the 1966 Corvair is considered by many to be the best made year of the late models of this air-cooled wonder. The 1966 Corsa convertibles are highly sought out and considered the "holy grail" among Corvair (and other auto) collectors due to it being the first US turbocharged production car and how rare they are.

(Not many convertibles made.)

Out of the 3,142 U.S. built Corsa convertibles, fewer than 850 of them were equipped with the turbocharged 180hp engine. In addition, there were 211 Corsa convertibles built in Canada at the Oshawa plant in 1966, and only 92 were equipped with the turbocharged engine.

This year also marks the 60th anniversary of the Yenko Stinger, named after Don Yenko, famed race car driver who owned Yenko Chevrolet dealership in Canonsburg, PA, who ordered "100" 1966 Corvair Corsas and in two short weeks turned them into Yenko Stingers to qualify them for SCCA approved racing. They were all Central Office Production Order (COPO) cars, ordered Ermine white in color from the factory and later painted with a blue racing stripe (to signify the international U.S. racing colors). Different engine tuning options were available from Stage I-IV ranging from 160hp to 240hp. There was an illegal Stage V option (250hp) for off-street racing.



YS-313

This post includes an image of a 1966 Corvair Corsa convertible, & a 1966 Yenko Stinger YS-313 Stage II (190hp) owned by Joe & Terry Darinsig.

Here are my two 1966 Corvairs (Monza & 500 coupe) in front of the Willow Run Assembly Plant where both were built.



HAPPY 60TH ANNIVERSARY 1966 CORVAIR AND YENKO STINGER!

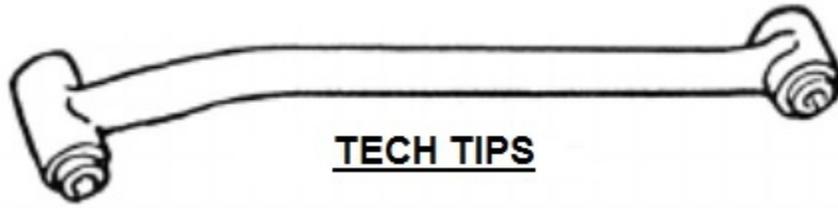
By: Eva "Corvair Lady" McGuire, Corvair Historian
(Meet the Makers of the Chevrolet Corvair) On Facebook.



Editors note: Thank You Eva "Corvair Lady" for Two Great articles.

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





TECH TIPS

Upgraded suspension parts for the LM by Brian Brooksby

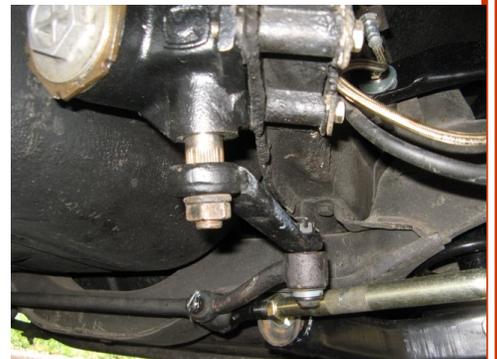
Here are the pictures of the complete LM suspension upgrade made by Nate Wolfe. I've driven his cars equipped with this set up and they handle like slot cars. I've received all the parts and they are top notch.

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



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

richard1 How varnish is formed in our engines.

<https://www.widman.biz/uploads/Varnish.pdf>

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

For Sale Ad 1

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

Corvair Vendors and Service



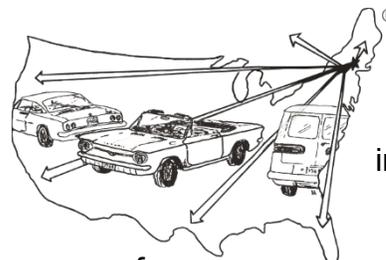
Corvair Ranch, Inc.

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

Email: findit@theranch.today

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2026 Meeting Schedule

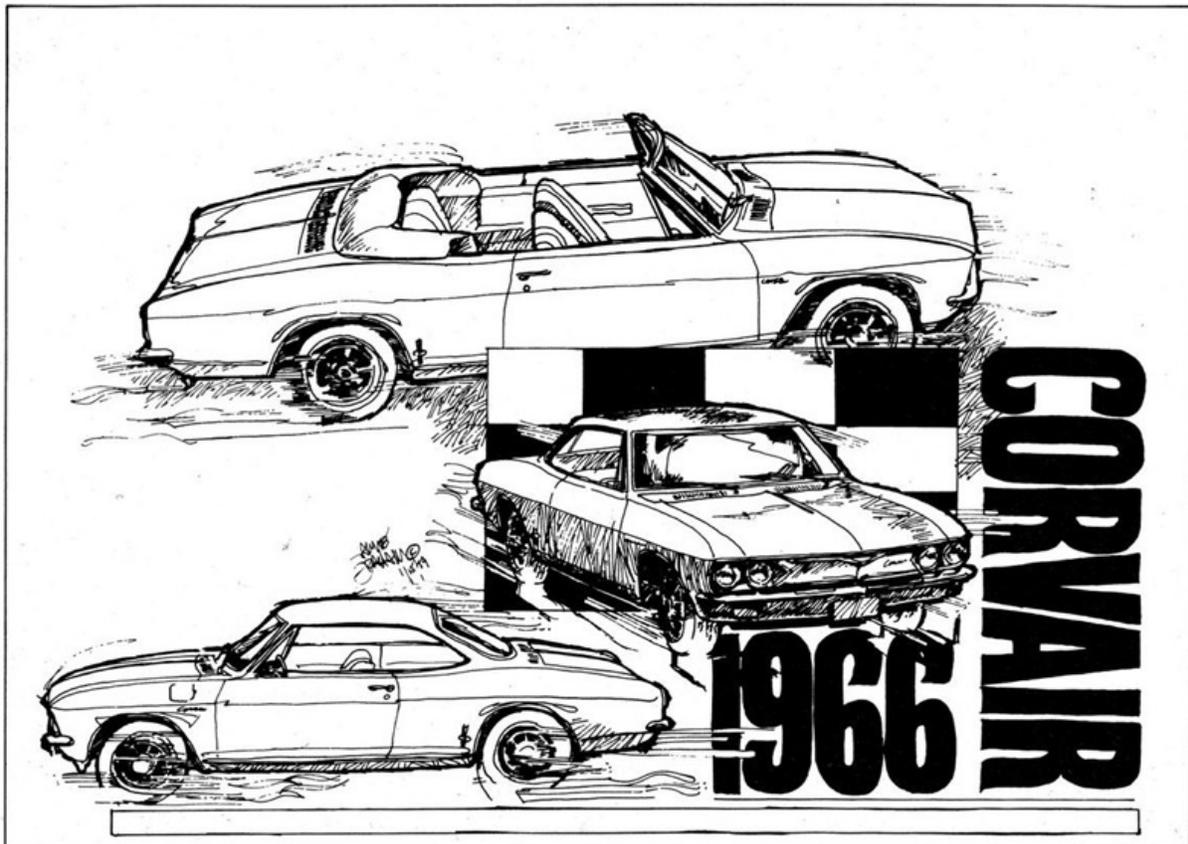
*Meetings start at 9:00 am unless noted otherwise.

February xxth Club Meeting

Garage TBD
2026 New Year Drive
VA MD Your Zip Code?

✂ ...

Happy 60th to the 1966 Corvairs. Art by Jamie Graham with Chicagoland Corvairs.



Events

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

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

Springfest
2026
HELEN GA. APRIL 17-18
The nicest people choose Corvair for
ACTION!
SIXTY YEARS OF SIXTY SIX SPIRIT

Experience the usual fun and camaraderie by checking out:

- 2nd Year Bigger & Better Autocross
- Inside & Outside Vendors - Friday H'burg & Hot Dog
- Valve Cover Racing - CLUB Competition
- Peoples Choice Car Show - Funkhana - Rally
- Tech Session - Bingo - Door Prizes - Hospitality
- Saturday Awards Banquet

For more information visit: <https://corvairspringfest.com>

For more information visit: <https://corvairspringfest.com>



2026 Corvair Society of America (CORSA) International Convention

Monday June 22 - Friday June 26, 2026. Location: Wyndham Gettysburg Hotel & Conference Center, 95 Presidential Circle, Gettysburg, PA 17325-8397.

The Room Reservations for the Gettysburg Convention are Open. Call 717-339-0020 Ext #3 Call direct do not use any other number or a booking service.

The convention will feature a welcome party, Concour d'Elegance, road rally, autocross, economy run, tech sessions, banquet & awards ceremony and more. **Participation limited to CORSA members.** Not a member? Join today! [Join CORSA or Renew](#)

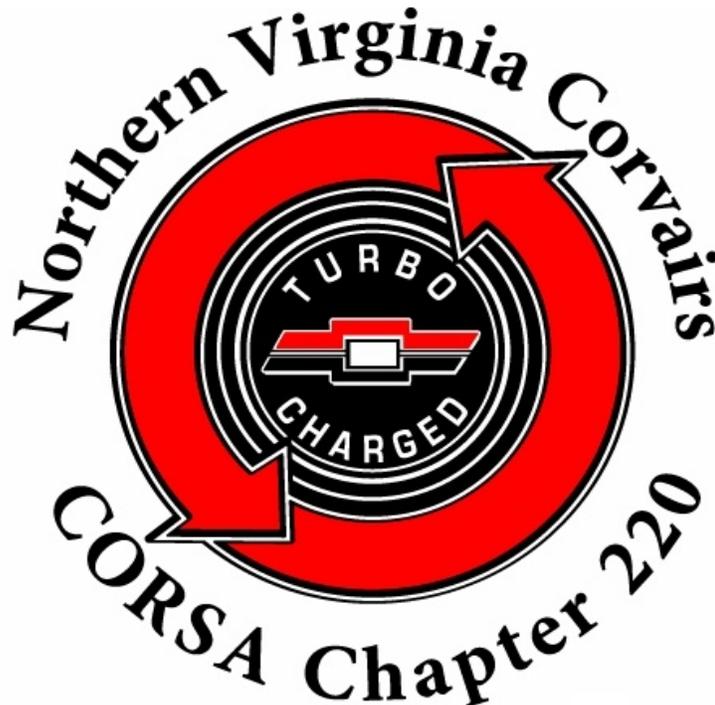
When June 22nd, 2026 12:00 AM to June 26th, 2026 12:00 AM
Location Wyndham Gettysburg Hotel & Conference Center
95 Presidential Circle
Gettysburg, PA 17325-8397
United States

Contact Email: govairs@aol.com

See the Flier near the bottom of this Newsletter.

Treasurer's Report

Balance 12/31/25	\$4642.53	
Dues Paid	\$50.00	
Expenses	\$449.79	Venue Rental, Food for Annual Meeting
Balance 01/31/26	\$4262.74	



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/media/automotive-history/so-according-to-you-the-best-starter-classics-cars)

Another Hagerty Corvair Mention. <https://www.hagerty.com/media/automotive-history/so-what-is-the-chicken-tax-anyway>

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

RnR Report January 2026°

I don't have to say it but it is COLD.

I have a few topics for this report so I will get right into it.



A month or so ago, when it was hot, I was driving to Rick's garage. I was on Highway 22, a major highway around Conway that heads to North Myrtle Beach, to fix, for the last time, the sway bar. I was doing about 70, listening to music and sipping coffee. Then all of the sudden I heard a loud boom and the engine died. Nothing. I am coasting down the road with no engine. Of course, I am thinking the worse and hoping for anything better than that.

Highway 22 is a speedway so pulling off onto the grass shoulder is taking your life into your hands. I had no choice though. I pull over as far as I can since the swamp is just over the crest of the shoulder. I turn off the ignition, get out and open the hood. To my amazement I find the distributor cap off of the distributor. I grab a screwdriver, scratch my head, look at everything, replace the cap, turn the key, and the car starts right up. I get back on my way, but the car runs like crap at high RPM's and whenever I am into the secondaries. It's like it has no vacuum advance.

I pull into Rick's garage, and I immediately open the hood, and start investigating the distributor. A screw backed out of the rotor cap. I have an aftermarket distributor, hence the screws and not just a rotor button. That screw flew around inside the cap and distributor until it jammed inside the cap and it blasted off! It tore up the rotor, the inside of the cap, and it looks like the magnetic pickup took a couple hits. I found a new rotor and installed it, but the issue did not go away. I realized the parts guy gave me the incorrect PN although I provided him with the brand and PN.

Rick and I then proceeded to fix, for the last time, the sway bar. I managed to bend the flange on the bracket that inserts into the lower control arm so it hooks into the slot instead of just slipping in.

I made my way home, called the vendor for some technical advice and we decided to send it back for diagnosis and repair. A week later Seth called and said the distributor was fine except the advance arms were distorted, hence the no vacuum advance. He replaced the arms, cleaned and lubed the distributor, installed a new rotor and cap, tested it again and sent it back. It runs like a champ. I did one final "fix" though. I removed the screws that hold the rotor on and applied some blue Loctite.



The second major update is on Rampy. A few weeks ago, we loaded Rampy on Rick's trailer and drove to Do Little Lane in St. Matthew, SC. This is a 3-hour drive, one way. Scott has a fully fitted garage and we put it on the lift. The task at hand was to replace the push tube o-rings and replace the transmission and motor mounts. Scott was the main mechanic on the o-rings with the rest of us, Rick, Dave, and me, providing support. We did it one cylinder at a time cleaning all the parts as we went along. While Scott was doing the tedious work, I tackled the transmission mounts, which were literally shot. I had been soaking the bolts for weeks but they were as stubborn as they could be. Eventually, they came out, Dave, Rick and I, wrestled the old mounts out and got the new ones in. We were running out of time so the rear mount was not replaced, yet. We then installed new donuts on the exhaust manifolds and newer manifolds that I got from the Corvair stash in Mt. Olive.

After connecting the original, wrong, exhaust pipes and mufflers, Scott performed a hot valve adjustment. It sounds great.

At 5:00 pm, I drove Rampy out of the garage and onto the trailer for the long drive home. What a very productive day.

However, we discovered a few other items that needed replacement or repair. The modulator on the transmission was leaking so I bought one and replaced it. I also bought the correct FC 2 into 1 exhaust and muffler. I am working on that. I think there is a leak at the oil cooler so I bought new seals for that. The passenger side carburetor has an accelerator pump issue so I need to fix that. And, the cross shaft doesn't open the carbs at the same time so that needs some adjusting. I also need to replace the rear motor mount. These are all minor tasks and as soon as the weather breaks, I will be in my garage getting it done.

While I am excited at the progress that we made, Rita is ecstatic. We both know that Rampy is so close to being tagged and driven. It's been a long time coming but I knew I would get there.

Thanks go out to everyone from NVCC to Rick, Dave, Scott, and Rita (for having patience) for helping with this project.



I thought I had this Newsletter all ready to send out but then I saw Jim Simpson's Group Corvair Newsletter come into my In Box on Sunday so I took a quick look. I just had to include his notice of the passing of Lee Hamilton.

I was a member of Group Corvair back in the 70's and 80's and remember going to the Tech Sessions and the Car Shows at Rogers Chevrolet. That is where the pictures on Page 1 were taken. Here are the original pictures;



Thank you for your service Lee.



(Here is an excerpt I liked from a poem called **The Dash** - by Linda Ellis)

“For it matters not, how much we own, the cars...the house...the cash.
What matters is how we live and love, and how we spend our dash.”

Travis Lee Hamilton, 3/31/1940 – 1/20/2026

Jim Simpson

Lee Hamilton, as everyone in the Corvair community knew him, passed away on January 20th. Here is the obituary that the family provided:

In Loving Memory of Travis Lee Hamilton It is with heavy hearts that we announce the passing of our father, Travis Lee Hamilton, who passed away on January 20, 2026, at the age of 85.

He was born on March 31, 1940, in Carbon Hill, Alabama. He is predeceased by his wife Judy, and son Jeffrey. He lived a life filled with love, kindness, and dedication to his family and friends. Travis was a devoted husband to his wife Judy and a loving father to Gregory, Kelly, Jeffrey, Tina and Laura.

He was a pillar of strength and wisdom, always offering support and guidance to those around him. His generosity knew no bounds, and his sense of humor brightened every room he entered. Those that knew him, know firsthand the phrase “Once a Marine always a Marine.” Throughout his life, Travis worked as a self-employed automotive mechanic, where he was respected for his knowledge, ingenuity, creativity and hard work. He enjoyed NASCAR, woodworking, games, and whatever activity his children and grandchildren were involved in.

He found happiness spending time with family, and friends. Nothing more so than people stopping by for a chat, whether it be at the shop with a honk and a wave, or by the firepit in the yard. He loved to travel, especially to our family reunions. He is survived by his loving children, Gregory Hamilton (Sue), Kelly Hamilton Grable (Scott), Tina Hamilton, and Laura Custer—and his cherished grandchildren—Jeff Hamilton, Whitney Hamilton, and Damian Grable—as well as many nieces and nephews who will forever hold his memory in their hearts. The family will be planning a Celebration of Life, along with an inurnment at Arlington National Cemetery. Details will be shared with family and friends as soon as dates are finalized, so that all who wish to honor Travis may attend and celebrate his remarkable and full life. Travis will be deeply missed but never forgotten. His memory will live on in the hearts of all who knew him.

Group Corvair knew him as a phenomenal Corvair mechanic and enthusiast. He was “the” Corvair mechanic at Roger’s Chevrolet in Bowie, MD. In an era where most Chevrolet mechanics were reluctant to touch the “weird, air-cooled Corvair”, he took them on with enthusiasm. He was also our club’s sponsor at Roger’s Chevrolet, hosting occasional tech sessions in their shop. Through his good graces, we had many years of “Fall Flea Fairs” – combination Corvair car shows and swap meets that attracted people from the entire mid-Atlantic region and vendors from as far away as Vermont!

Lee left Roger’s Chevrolet and established his own repair shop in Edgewater. Many Corvair owners brought him their cars to solve problems big and small. As many Group Corvair members have noted, Lee was very generous with his time, technical expertise, and even his supply of rare Corvair parts. (The rear deck emblem on my ’66 turbocharged Corsa came from his stash!)

We’ll never know just how many Corvairs are still on the road thanks to Lee’s ministrations, but there are many.



I think this remembrance from Group Corvair member Phil Richardson sums Lee up very well:

"I too only met Lee a few times, but when I first bought Warren Friberg's 69, I had to transfer it from VA to MD, which required a state inspection. It passed fine except for the Pitman arm bushing, which was rotted. Pressing out that bushing was beyond me at the time, so I think on the club's recommendation I took it to his shop. He took care of it in about ten minutes, but he let me watch him do it and in the course of chatting with him it was quickly clear that I was a newbie (I hadn't owned a Corvair since my '63 when I was in high school). He spent way longer than he needed to patiently going over the whole car with me, he talked about adjustments, tune ups, preventative maintenance, etc., etc. It was very helpful and so kind of him and gave me some confidence that I could do this. I'll never forget him for being so decent to a new Corvair owner."

And from one US Navy Sailor to a fellow US Marine, Fair Winds and Following Seas.

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



ART-done by a student at the Oneonta NY Job Corp auto body program.

YS

 **SAVE THE DATE!** 



The 2026 CORSA Convention is being presented by four clubs:

- Mid-Maryland Corvair Club
- Central Pennsylvania Corvair Club
- Group Corvair
- Northern Virginia Corvairs

We hope that you will join us for what is gearing up to be the biggest and best convention to be held on the East Coast! Come join in the fun and the history of Gettysburg- tour the battlefields, take a ghost tour, and dine at historic restaurants!

You can even visit wineries, tour car museums, and even spend time at the world-famous Hershey chocolate factory and the fun-filled HersheyPark.

Like the country life? Gettysburg is a short hour drive from the heart of the Amish communities in Lancaster PA where you'll find fantastic dining and shopping.



What's the schedule of events? Take a look at what we have planned:

- Monday, June 22nd: Welcome Party
- Tuesday, June 23rd: Concourse
- Wednesday, June 24th: Road Rally
- Thursday, June 25th: Autocross
 - Friday, June 26th: Econo-Run
- Friday, June 26th: Banquet and Awards



Tours, technical sessions, and other fun and exciting activities and events are in the works!

Mark your calendars and start planning to

"See You There in Your 'Vair!"



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.

