



NVCC, CORSA Chapter 220

Volume 41

Number 7

July 2024

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

The June meeting was held at Byron's garage.



NVCC OFFICERS

President

Fred Marx

Fredmarx55@gmail.com

Vice President

Darrin Hartzler

Darrin_hartzler@aol.com

Secretary/Treasurer

Bob Marshall

Ram19195@gmail.com

Editor

Mark Holmlund

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.



A.J., Andy, Bob M., Jimmy, Mark and Pete were greeted in Byron's garage by a table of goodies.



Nice cleaned up, painted shrouds and carbs to be assembled onto his 140 HP engine. Two of the shrouds that came on the 140 were too rusty to reuse so Byron got some nice replacements and had them ready to go. As luck would have it, they sent him a left rear shroud for use under an 8 plate oil cooler instead of the 12 plate that he has. No problem. Byron broke out the small cutter and trimmed off the metal obstruction so it would work/cool with the 12 plate cooler and then sprayed some paint onto the bare metal.

The other shroud they sent was the passenger side heater air duct that turned out to be for an early engine. The Late engine block has some extra ribs to strengthen it that were hitting this shroud and preventing it from going on. So some More cutting and painting was required.



It's always a good meeting when molten metal flies.

Once all the head end shrouds were fitted and attached, we started using Byron's New shroud bolts to attach the rest of the shrouds and oil cooler. Some of the shroud's captive nuts needed to be chased with a tap to clean them up. One of them actually emitted a small cloud of rust as it was tapped. The Delcotron Adaptor (alternator adaptor) was installed.



Byron had already rebuilt the carbs except for setting the float drop and level. We did not have a small ruler so I grabbed the digital caliper and after Pete, Byron and I figured out the *digital* equivalent of the two measurements, I setup all four carb floats. Byron had put in new carb shafts with new brass screws holding the butterflies and decided he wants to remove them and use some LocTite on them and he will do that at another time.



At the last meeting here we adjusted the valves and left the crank on #1 Top Dead Center so the distributor could easily be installed.



First time seeing Pete's nice 1966 500 coupe.

It was good seeing Andy's 1964 Monza Convertible and Jimmy's 1967. .



The painted belt guide above on top of Pete's engine, is what Byron had for his 140 but we found that is was also from an early. He does have the correct Taller one and will paint and use it. It wont be long now before the motor is ready for installation.

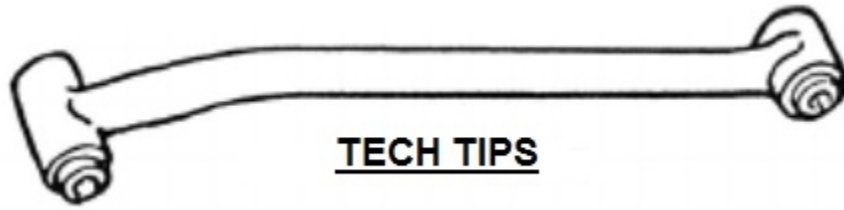
Thank you Byron for Hosting. 🛠️

Byron informs me that the brass carb shaft screws have now been LocTited and installed. He would like to hold another Club Meeting in **August** to get the engine running on the Stand. I will keep everyone informed when the date is set.

He will need a starter and probably a set of used points to get it started if anyone could bring them to the meeting.

**Your Corvair Story could
be here! Contact your
Editor.**





TECH TIPS

Upgraded suspension parts for the LM by Brian Brooksby

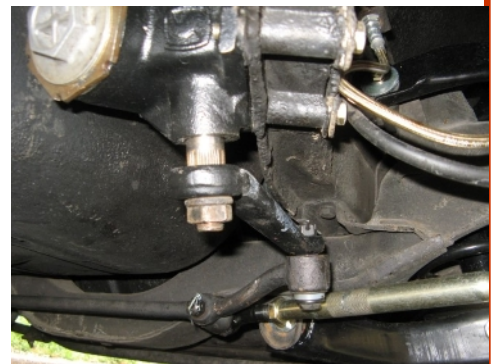
Here are the pictures of the complete LM suspension upgrade made by Nate Wolfe. I've driven his cars equipped with this set up and they handle like slot cars. I've received all the parts and they are top notch.

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

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

For Sale Ad 1



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

Corvair Parts Available For Sale

A. J. Paluska, Jr, (703) 250-4455, ajjr13@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
Assorted steering parts - Reasonable offer
Miscellaneous salvage parts 1964 - Any offer

For Sale Ad 2

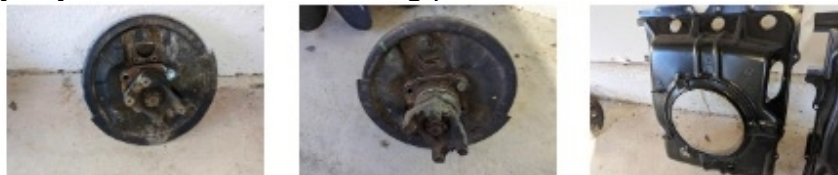
Corvair Parts for sale from Bob.

1966-9 rear lower panel **with** the chrome insert. The panel was painted GM Argent Turquoise by our own Doug Jones at least 5 years ago.
The panel does have some minor bubbling of the paint in one corner. Asking \$250.





Engine top cover for turbo. 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

For Sale Ad 3



FREE PARTS - Contact Ron Mills rmills1234@comcast.net Located in Woodbridge VA.

For Sale Ad 4



FREE PARTS & TOOLS - Contact Jimmy Ditman wpost2@verizon.net Located in Arlington, VA.





For Sale Ad 5

Contact Bob Walker at bobrstn@gmail.com Shipping is extra.

| | |
|---|---------|
| 60-61 Corvair distributor, used, complete, includes points, condenser, rotor, cap | \$75 |
| 2 Clark's fan belts C5790, new | \$12 |
| Clark's Viton crankshaft seals, new | |
| Front bellhousing seal | \$8 |
| Rear housing seal | \$6 |
| 2 new Clark's rear brake hoses for 65 – 69 Corvair | \$20 |
| GM AM car radio with faceplate for 65-69 Corvair, not working | \$20 |
| Tune-up parts | |
| New WIX fuel filter 3/8 inlet/outlet | \$2.50 |
| New Fram G15 fuel filter 3/8 inlet/outlet | \$2.50 |
| New Borg Warner tune-up set for <u>inline</u> 6cyl GM | \$7.50 |
| Ch-615 plug wires | |
| A-120V point set | |
| G-120A condenser | |
| 68-69 Corvair interior parts: | |
| 1 Dash pad, black, clean, very good condition | \$125ea |
| 2pr Door arm rests, black, excellent condition | \$55pr |
| 2pr Sun-visors, black, clean, very good condition, complete except vanity mirror missing from one visor, mounting plate still attached | \$45pr |

Door and rear side panel sets, Monza, black, cardboard intact, good condition,
1 left side set, 2 right side set \$75/set

Front shoulder harness set, driver and passenger, black, complete including
retractors and mounting bolts, webbing good condition but could use
some additional cleaning \$75

NOTE: Period correct for shows, not recommended for general use due to age.

FREE Car & Driver magazines, clean, all pages, about 90 issues. From 60's, 70's (primarily), 80's
and early 2000's. Numerous references to corvairs, especially 60's and 70's. Take all of a decade.
Contact Bob Walker at bobrstn@gmail.com

For Sale Ad 6



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

Corvair Vendors and Service



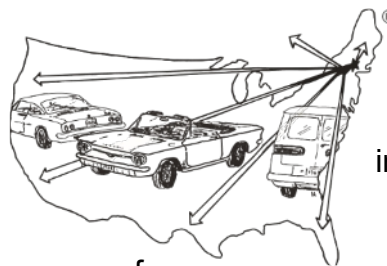
Corvair Ranch, Inc.

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

Email: findit@theranch.today

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 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

2024 Meeting Schedule

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

August 17 or 18th

Summit Point Speed Tour
Summit Point, WV .

✂... We will lock down the best day to go to see the Yenke Stingers Race and let you know. Will also verify the date for getting Byron's Engine Running in August.

<https://svra.com/events/2024-summit-point-speedtour/>



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](#).



According to Coy Levine the **Sports Car Vintage Racing Association** has scheduled a race for Corvairs during their event August 16-18.

Maybe we could consider scheduling **August 17th or 18th** for watching Yenko Stingers race around the track at Summit Point in WV. The track is only an hour away from Northern Virginia.



**45th Annual
CORVAIR DAY**
hosted by
Central Pennsylvania Corvair Club (Chapter 170)

September 21, 2024
9AM - 3PM
at
**Eastern Museum of
Motor Racing**



- + Registration 9AM - 12PM
- + Featuring 50/50, free dash plaques, door prizes, and silent auction.
- + Free indoor/outdoor vendor setup.
- + EMMR offers breakfast, lunch, snacks, and beverages to purchase.
- + All proceeds from the event goes to the Salvation Army of Harrisburg, Lancaster, and York counties and the Wounded Warrior Project.

[Register Now](https://www.centralpacorvairclub.org/events-1/2024/9/21/corvair-day)
<https://www.centralpacorvairclub.org/events-1/2024/9/21/corvair-day>
and print out Registration Form.



This is a Corvair only show.
Winners must be present to
receive award.

Treasurer's Report

| | |
|------------------|-----------|
| Balance 05/31/24 | \$4696.83 |
| Income from Dues | \$0.00 |
| Balance 06/30/24 | \$4696.83 |

Corvair LINKS

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 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](#)

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/>

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

On June 25th we had Jordan's car back in Rick's garage. It's been brutally hot in South Carolina and I am glad that Rick has an HVAC system in his garage.

The effort this time was to adjust the valves hot - while running. The oil pan gasket needed replacing, the turn signals needed fixing, and seat extenders needed to be installed. Jordan is about 6'5" and he did not fit in the car unless the top was down and he was folded up like a pretzel.

The team included Jerry (club president), Rick, Dave M, Dave, Jordan and me. I thought that I would be given the messy job of adjusting the valves but Jerry was the chosen one thankfully. He did bring valve covers with slots cut out so that they contained some of the oil. Since the car had to be running, Rick bought a length of pvc to run from the muffler to outside under the garage door. That worked okay but it got hot so Jordan was tasked with holding a wet rag around where the pvc and muffler overlapped.



Jerry made fairly quick work of adjusting the valves and, from outside where I was hanging out, I could hear the engine popping when he was adjusting and then smooth out. The only part that I didn't like was he had me install both slotted covers before we started and, of course, the one side spit out oil while adjusting the other side. It wasn't a big deal but it did make more of a mess that could have been avoided. Rick had oil mats so the oil was contained but there was an accident as Dave soon discovered when he sat on said mat and had an oil stained butt.

Once Jerry finished, we installed the valve covers and removed the oil pan. Rick cleaned it and I hit the block surface with a scouring pad. Next, I used a socket and ball peen hammer to straighten the holes in the oil pan. We installed the pan and used our inch pound hands to tighten the bolts. New oil and filter were next and then we started the motor to look for leaks. A few turns on some of the bolts took care of that.

Next, Dave M and I worked on the turn signals. The innards of the mechanism were broken so we pulled the steering wheel and pulled out the bad parts, including that long cable inside the black sleeve. That was a bit of a challenge since the clamp for that cable isn't included so we had to remove the old one and attach it to the new one. Once that was done, the rest went together easily. Once we had the black cable adjusted correctly everything worked as expected and we reassembled everything. I have to admit, the way the turn signals work on an early is amazing and quite simple with the cable pushing or pulling a mechanical switch attached to the steering column.

I had to leave after that so Rick, Dave M and Jordan tackled the seat extenders. The report from Rick is that Jordan left happy and comfortable now that he can sit in the rear seat to drive. Dave told Jordan that we do not want to see his car anymore unless at a car show and with the interior clean. I concur with Dave M.

A few weeks later, Rick and I went to Sunset, NC to look at a 65 140 Corsa. The owner is not mechanically inclined and knows nothing of Corvairs. It is a beautiful car and has a few modifications on it including a Stinger ignition, RLP throttle linkage and an electric fuel pump. The issue is a no start, no fuel, no spark. Being the Stinger expert (jk), the first thing I did was measure the resistance across the newly replaced coil. It was a 1.5 OHM coil, which is the wrong one. The one the owner took out was 3 OHMs, the correct one. We replaced the 1.5 OHM one with the 3 OHM and I connected a timing light to number 1 spark wire. We had plenty of spark. With this solved, although I do not think there was an issue to begin with except having the wrong coil, we moved to fuel delivery.

I poured a little fuel down the carbs and the engine cranked and then backfired so loud out of the right tailpipe it sounded like July 4th. That confused us for a few minutes. We thought the distributor was 180 degrees out. But, after getting it to TDC (18 degrees actually), the rotor was pointed to the number 1 location on the distributor cap. We decided it had been sitting so long that there was no fuel in the carb bowls. We tried the gas in the carb thing a few more times with gradual but never running success. By this time the battery died so we hooked up our battery box.

We regrouped and thought about the fuel delivery issue a bit more. To see if the pump was working, we disconnected the fuel line before the carbs and cranked the motor. Fuel was reaching the carbs but not getting inside them. At this point, we reconnected the fuel line as we came to the conclusion that the carbs needed to be cleaned or rebuilt. We think the needle

valves or floats could be stuck and not allowing fuel to fill the bowls.

We told the owner to buy two rebuild kits from Clark's, some carb cleaner, and to charge the battery. Rick and I will go back to pull the tops of the carbs off and, hopefully, get the car running.

Rampy still sits in the garage and weeps while I work on other cars.

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



I have to wonder if ALL the hubcap's spokes have a hole in them as they searched for the valve stem?

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

