



NVCC, CORSA Chapter 220

Volume 41

Number 6

June 2024

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

**The May meeting was held at Fred's garage.**

A clutch pedal failure in Fred's 1963 Spyder Convertible led to a May meeting to fix it..



We first sprang into the meeting with a quick discussion about which springs Lee should use for the front suspension on his [1965 Monza 4 door](#).

We had Fred's Spyder, Lee's Monza and Gary's 1969 coupe, and Bob M, Bob W, Bryan, Doug, Mark, Michael, & Pete in attendance. It was planned to install the new clutch pedal bracket and then convert the single master cylinder to a dual master.

#### 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  
[goopofoil@aol.com](mailto:goopofoil@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.



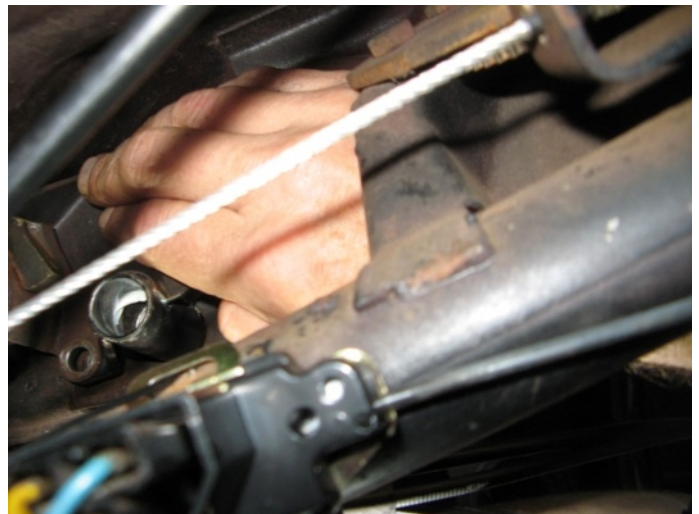


For pictures of what the old pedal bracket looked like [Click This Link](#) from someone who had the same problem.

Here is a picture of the welded washer Strengthened Clutch pedal bracket that the Corvair Ranch sent Fred. None of us had seen a problem like this before so it was a learning experience. The yellow arrow in the picture points to where you can see two of the three bolt holes that hold the bracket. There is a split ring that holds the clutch pedal shaft to the master cylinder/pedal support bracket under the dash. We did not have 90° split ring pliers but I was able to get the split ring on using a screwdriver. With the bracket loosely bolted on, the steering column had to be pulled to the left to get column clearance for the clutch pedal to be inserted into the clutch bracket.

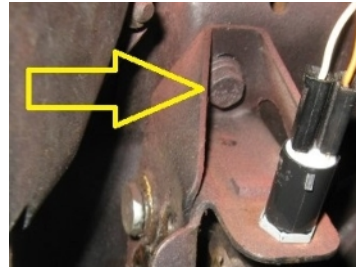


The saving grace was the fact that Fred had taken the driver seat out that saved Three backs this day.



I have only installed a Late model clutch cable at the pedal before so I thought "No big deal." We got the bracket and pedal installed and tight. Then disconnected the clutch swivel in the back for slack in the cable, but then found that the cable end at the pedal would NOT slip onto the hook on the pedal. It did not have a removable pin. The trunk pan/firewall was Too close and prevented it from going over the hook **throughout** the travel of the hook.

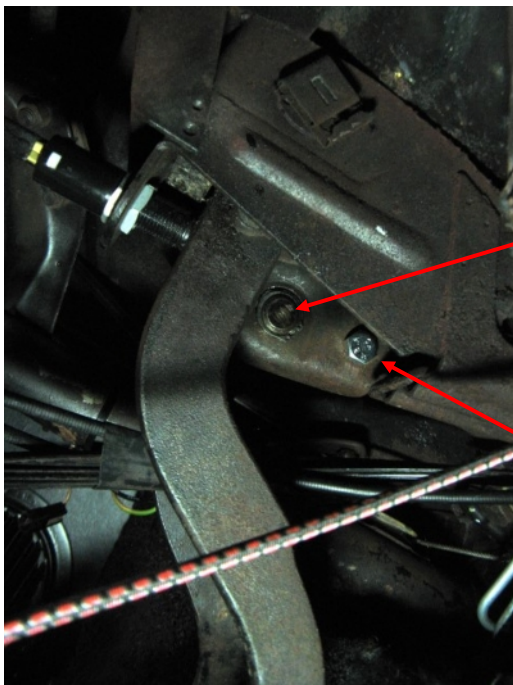
It took Fred Marx, Bob Marshall and myself till 4:30pm to get Fred's clutch pedal installed and tightened correctly with the cable attached.



The cable attachment ultimately required the loosening of all the steering column bolts, the bolt pointed to above, (above the brake light switch) the 3 bolts holding the new bracket as well as the master cylinder nuts in the trunk.

Oh Yeah, and take the split ring off and put it where you can find it again otherwise it could fly off from moving stuff around to get the cable attached while everything is loose. 🔧

So, as we said at the meeting, especially for those with early models, the next time you have to crawl under the dash, take a look at the clutch pedal bracket. Fred reports that after it failed, he saw that the bracket had deformed over the years, which likely resulted in the failure. Fred said that the clutch is working better than ever now.



Split Ring on Clutch pedal shaft.

One of the three clutch bracket bolts. You can see how much fun the other two were to get to.

We did not get to converting to a dual master cylinder on this Meeting day.

Thank you Fred for Hosting. Oh Yeah, and for removing that driver's seat. 🔧



Thanks again Fred for updating your Spyder's progress.

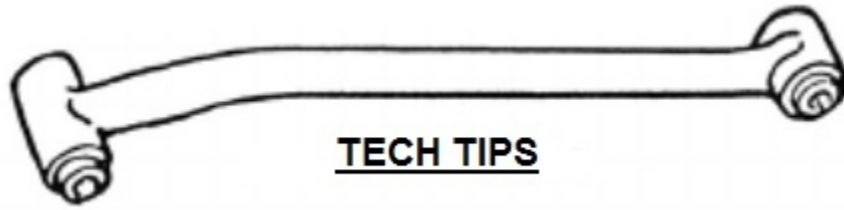
Fred reports that the back-up project for that day's meeting, the installation of a dual master cylinder has also been completed. He had purchased the Clark's dual master cylinder kit and along with Bob Marshall, installed it in just over an hour. He notes the hardest part of the installation was bending the existing rear brake line from the block to mate with the new line from the master cylinder. The adapters provided by Clark's for this purpose do work, but required a good deal of massaging and thread tape to stop small leaks.

More troublesome was the bleeding process. For those of you, like Fred, who have not flushed your brakes for a long time, you may find, as Fred did, that the brake fluid had morphed into a brown, gritty mixture. While it worked fine as long as it was not disturbed, like a sleeping dog, once aroused the brake system wanted revenge. First, three of the four bleeder screws did not work at all, they were totally frozen and sealed with crud. After replacing the bleeder screws, Bob and Fred discovered (after several test drives) that the passenger side front bleeder, though new, would not seal. The cause was apparently the removal of the original bleeder, which must have been sealed to the brake cylinder by the noxious brake fluid and resultant crud. Once the bleeder was removed, it likely disturbed the brake cylinder/bleeder screw mating surface, preventing the new bleeder screw from completely seating. This required the replacement of both front brake wheel cylinders. After several more minor leaks were dealt with the brakes finally seem to be on the mend.

The lesson, as Bob Marshall has advised in the past, is to bleed your brakes every two years or so. Because we do not drive our cars regularly and for long distances, the brake fluid collects rust and other contaminants which can ruin the brake cylinders and other brake components.



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



## TECH TIPS

### **Upgraded suspension parts for the LM by Brian Brooksby**

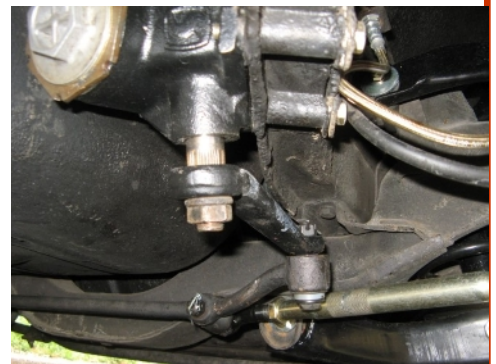
Here are the pictures of the complete LM suspension upgrade made by Nate Wolfe. I've driven his cars equipped with this set up and they handle like slot cars. I've received all the parts and they are top notch.

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

Contact info

Nate Wolfe

[Natewolfe@hotmail.com](mailto:Natewolfe@hotmail.com)



## 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



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

### For Sale Ad 3



**FREE PARTS** - Contact Ron Mills [rmills1234@comcast.net](mailto:rmills1234@comcast.net) Located in Woodbridge VA.

### For Sale Ad 4





**FREE PARTS & TOOLS** - Contact Jimmy Ditman [wpost2@verizon.net](mailto:wpost2@verizon.net) Located in Arlington, VA.



### **For Sale Ad 5**

Contact Bob Walker at [bobrstn@gmail.com](mailto: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](mailto:bobrstn@gmail.com)

### For Sale Ad 6



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



## Corvair Vendors and Service



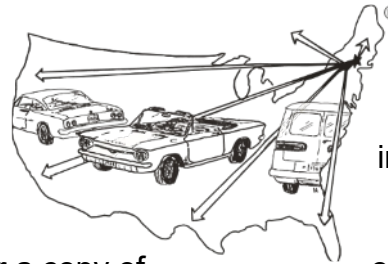
### **Corvair Ranch, Inc.**

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

Email: [findit@theranch.today](mailto:findit@theranch.today)

### **Clark's Corvair Parts®**

Our catalog lists over 15,000 parts for your Corvair. parts, body panels, upholstery and much more! of reproduced items available, pages of technical of other helpful hints.



We carry engine  
There are 1,000's  
information and lots

Check us out at [www.corvair.com](http://www.corvair.com) or call today to order a copy of our printed catalog. You will quickly see why we are the world's largest supplier of parts and all your other Corvair needs. Clark's - More than Parts!

### **Clark's Corvair Parts®**

400 Mohawk Trail, Shelburne Falls, MA 01370  
(413)625-9776 Email: [clarks@corvair.com](mailto:clarks@corvair.com)

## 2024 Meeting Schedule

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

### June 29<sup>th</sup>

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

✂... The Project is to further assemble Byron's 140 engine for his 1966 Monza convertible. = Reply to let Byron know you can make it. =



## 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](#).

### **2024 CORSA International Convention – Dayton**

Monday July 22nd thru Thursday, July 25th

More info [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 should consider scheduling our **August 17<sup>th</sup> or 18<sup>th</sup>** Club meeting at Summit Point in WV to watch our favorite cars race around the track. 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 04/30/24	\$4676.53
Income from Dues	\$20.30
Balance 05/31/24	\$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](https://www.youtube.com/watch?v=gHuXM1Gb8XM)

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

How to ID engine/body Codes on your Corvair

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

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

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 4th and 5th, the gang got back to work on Jordan's car.

To recap, Jordan is not a car guy or mechanically inclined. He bought a 63 vert from a "Classic" car lot in Conway, SC. The car immediately proceeded to self-destruct. It was so bad that both the engine and the differential blew up.

He got another engine, transmission, and differential from a club member. Rick, Dave M and I loaded the car onto Rick's flatbed and took it to his house where we installed the replacement engine. After five minutes of run time the engine threw a rod. Apparently, one of the rod cap nuts was not installed.

Jordan got another engine from the same source, we went through the same process again but with slightly better success. I even managed to cold adjust the valves although it needed another adjustment since #1 was not quite right. Jordan drove the car home and around Myrtle Beach the





next day when the u-joint on the yoke (or the yoke itself) on the driver's side took a dirt nap. The resulting damage due to the axle hitting everything in its path like the starter (broke the nose cone), speedo cable, speedo drive gear, and the u-joints was amazing if not frustrating for everyone involved.

On June 4th, Rick and I managed to get the car onto his flatbed and back to his garage. The next day, Rick, Dave M, Dave, Jordan, Al and I got to work on replacing everything that was broken. Parts came from all over - The Ranch, Clark's, and local sources. I, again, had the unpleasant task of replacing the heater vent tube, the speedo drive gear with its fancy slotted tab, and the starter. I want to say the tube was the hardest task. I removed the bad yoke and the inner seal. Then, Dave M and Rick worked on putting all the replacement parts back in/on. Dave and Jordan worked on routing the new speedo cable. That was a fun job.

Next, when we were about to put the brake drum back on Jordan kept stating he had to stand on the brakes to get the car to stop. He just had a brake job done by a club member a few months back so this didn't make sense. Then we realized the shoes were on backwards and, after removing the wheel cylinder cups, the wheel cylinder was frozen open. I managed to clean and lightly sand the cylinder and piston with 0000 steel wool and then Dave M and I put everything together the correct way. I told Jordan that he needs to buy new cylinders ASAP though.

We bled the brakes and the first liquid to come out of the line was pure dirty water. After about a quart of brake fluid we had all of the brakes bleed with great pedal feel. If you know me, I was highly critical of the "recent brake Job" as well as having to put two engines, two differentials and two starters into the same car in less than a month.

Anyway, we pushed the car outside, checked all of the fluids again, started it and waited... It didn't self-destruct!

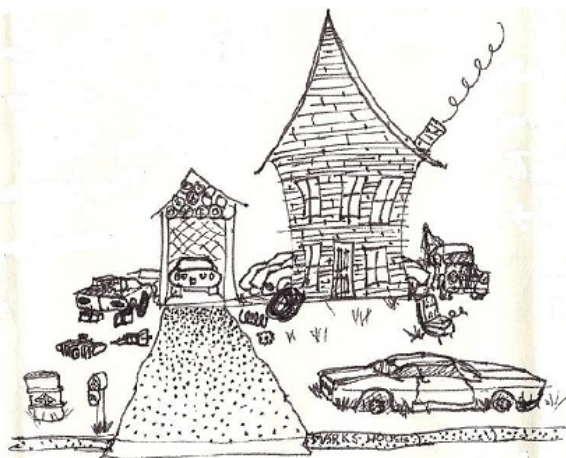
It ran but still had that #1 lifter tap! Jordan and Dave took it for a drive around the block with success. Jordan proceeded to drive it home and continues to drive it around Myrtle Beach so I think we finally have it on the road.

It still needs a lot of work but it's over the hump, hopefully.

<https://photos.app.goo.gl/xA8Rb59br8E2ZA7D8>

### **Next Club Meeting Location?**

If you have a Corvair that needs help, [let the newsletter editor know](#) to put you on the schedule to host a Club Meeting.



# PS

The Corvair Motel Resort - Indian Point. (C. 1975)  
#branson #bransonmissouri #bransonmo



## 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**

