



NVCC, CORSA Chapter 220

Volume 42

Number 6, 7

June, July 2025

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

The Newsletter Editor position is still open.

The June Club Meeting, actually the First Club get together of the 2025 Year, was held at Fred's Garage where we removed old and installed New Door Seals on Bob Marshall's 1965 Corsa. Bob M., Bob W., Daniel, Pete, Mark, Mike, and Fred were all there. The Corsa then went up on the Lift and with a combo of a vacuum and compressed air, the rocker panels were cleaned out as best we could after removing the fore and aft plugs.



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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.





Put on the 3M glue and let it set a while on both door and seal. Start install by door lock up to front.





Thank you Fred for Hosting.

July Club Meeting

The July Club Meeting was held at Byron's Garage. A.J., Bill, Bob W, Bryan, Byron, Doug, Fred, Gunner, Jimmy, Ken, Lee, Mark, Michael B, and Pete were all there to help with removing Byron's 110 hp engine from his 1966 Corvair.

Per Pete's request I brought my door handle clip remover and that was the first project completed. He needs to replace the in-door latch mechanism on his 1968 500 and will do that at home.



Our first look at Byron's car since coming back from the Paint Shop and Looking Good.





Split transaxle from engine.



You can almost see Bill's EM in this picture.



Byron found a reason to replace the Heater Box.



Out with the 110.



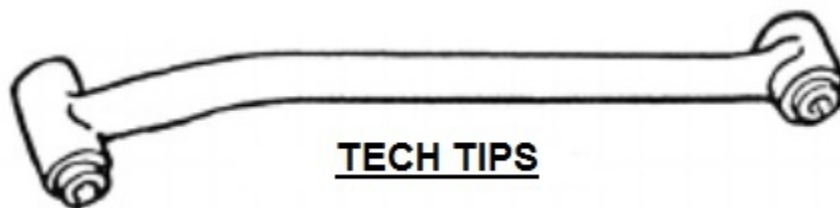
At the August 23 Club Meeting the 140 goes in. Be there.



Byron is going to clean up and replace seals on the differential and trans and be ready for the August Club Meeting to install the 140.

Thank you Byron for Hosting!

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



Upgraded suspension parts for the LM by Brian Brooksby

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

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

Contact info

Nate Wolfe

Natewolfe@hotmail.com



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

You can refer to this link for more **items for sale**.;

<https://www.corvair.org/chapters/chapter220/ham/HAM-October-2024.pdf>

For Sale Ad 2

FOR SALE

7/2025

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

60-61 Corvair distributor, used, complete,
includes points, condenser, rotor, cap

\$55

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

Sears accessory 4-way flasher, complete, never used

\$20

Sears HD shocks, used about 10K miles in 1969, still have good damping

Free

Local pickup only

New Borg Warner tune-up set

\$5.50

A-120V point set

G-120A condenser



65-66 Corvair interior parts:

4 Corsa dashes, good condition, many but not all instruments work	
Email for specifics	\$65-95
2 Corsa glove box doors, very good condition	\$45ea
Glove box door surround, very good condition	\$35

67-69 Corvair interior parts:

Monza dash, very good condition, all instruments work	\$65
2 Monza glove box surrounds, good condition, for dashes with foam padding	
On the center section of the dash	\$25ea
2 Monza glove box doors, very good condition	\$35ea
1 Dash pad, black, clean, good condition	\$55
2pr Door arm rests, black, excellent condition	5pr
2pr Sun-visors, black, clean, very good condition, complete except	
vanity mirror missing from one visor, mounting plate still attached	\$35pr
Door and rear side panel sets, Monza, black, cardboard intact, good condition,	
1 left side set, 2 right side set	\$55/set
Front shoulder harness set, driver and passenger, black, complete including	
retractors and mounting bolts, webbing good condition but could use	
some additional cleaning	\$55
NOTE: Period correct for shows, not recommended for general use due to age.	

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For Sale Ad 3

I owned several Corvairs back in the '60s and '70s, from a '61 Monza 4-speed which ended up with a '65 140 hp engine and a '68 Monza 4-speed 140 hp with factory HD suspension which I drove for over 190k miles before it was totaled by being rear ended by a '64 Plymouth and driven into the car in front of me while stopped in traffic :-)

As a result I have a collection of quite a bit of Corvair literature from that time frame, including many Corvair articles from car magazines, '65 Corvair factory service and parts manuals, '66 and '68 owners manuals. I did belong to Group Corvair in Maryland at the time.



Attached are photos of the manuals - - I have many other publications with Corvair articles.

Also have Peterson's book on turbocharging from that time-frame.

Regards,

Ken Axford

(703) 203-1606

209 Elder Terrace

Purcellville, VA 20132



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

Corvair Vendors and Service



Corvair Ranch, Inc.

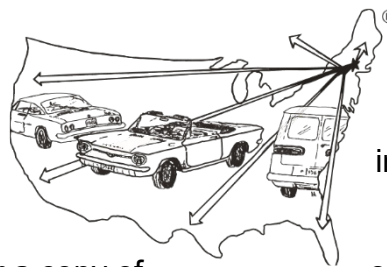
1079 Bon-Ox Road, Gettysburg, PA 17325, (717) 624-2805, corvairranch.com/

Email: findit@theranch.today



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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.



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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!

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400 Mohawk Trail, Shelburne Falls, MA 01370
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2025 Meeting Schedule

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

August 23th Club Meeting

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

The project will be to Install the Rebuilt 140hp engine into his 1966 Monza Convertible. We will attach the cleaned up with new seals transaxle to the 140 and then get it installed and running. 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.](#)

September 20th 49th Edgar Rohr Memorial Car Meet Manassas VA

<https://bullrun.aaca.com/49th-annual-edgar-rohr-memorial-car-meet-2025/>

October 18th Rockville Antique and Classic Car Show.

The gate opens at 8:30 am and all cars MUST be on the field by 11:00 am – no exceptions! It's pre-registration ONLY with a limit on the number of cars. So go to <https://www.rockvillemd.gov/667/Rockville-Antique-and-Classic-Car-Show> before September 11 for the "early bird" rate (\$15) to register. Don't delay otherwise you might not be able to have your car on the field. Spectators are free! Field opens to spectators at 11am.



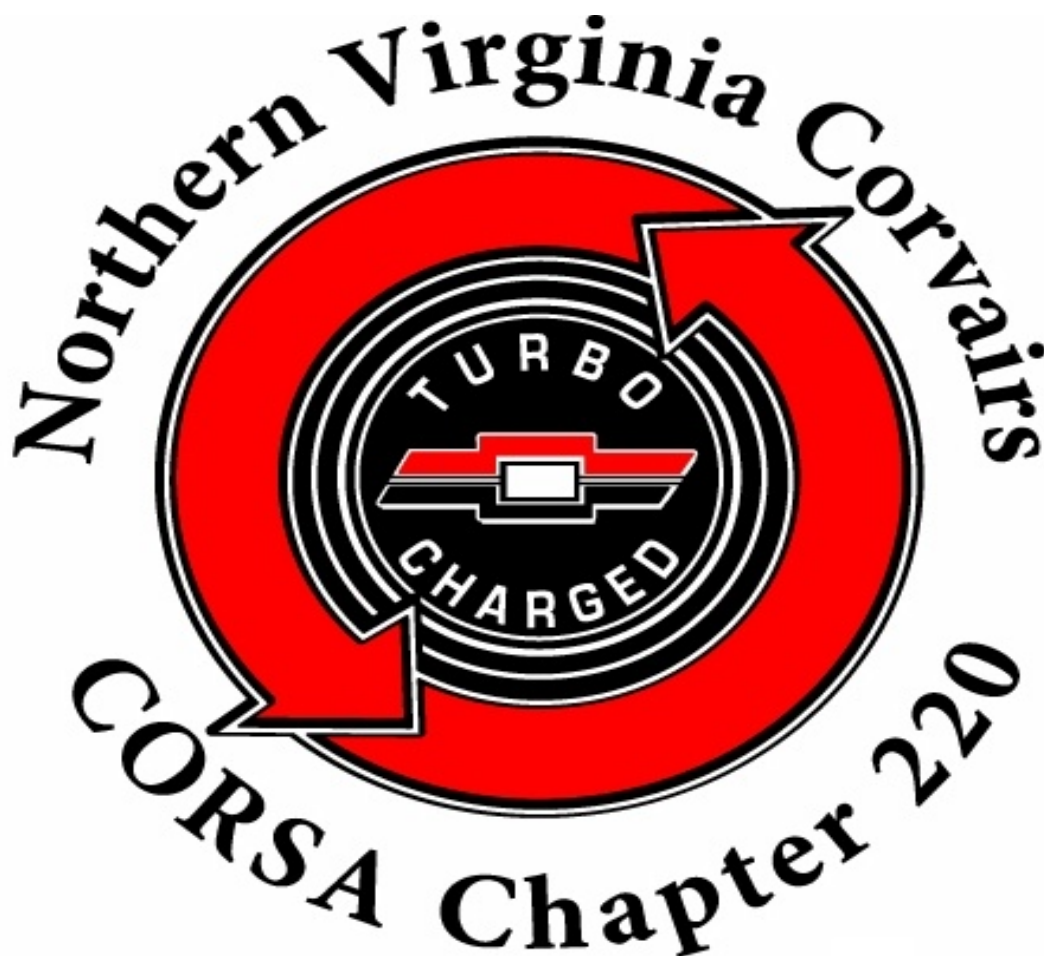
July CORSA Convention Reports;

<https://www.corvairforum.com/forum/viewtopic.php?t=21228>

<https://corvaircenter.com/forum/viewtopic.php?t=1184401>

Treasurer's Report

Balance 06/30/25	\$4602.53
Dues Paid	\$20.00
Balance 07/31/25	\$4622.53



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/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 Garage Report

Greeting from wild, wacky weather Conway, SC. We've been in the upper 80s and 90s for the past few weeks. We were in a drought but it has rained heavy for the past 10 days. The Carolina Forest fire is finally contained after almost 3 months. The humidity has arrived. This weather is not fun.

Enough of my weather updates. It's been a busy month in the Grand Strand. A few weeks ago, we loaded Rick's car onto his trailer and drove to St. Matthew, SC to Do Little Lane.



We pulled into Scott's airplane hanger/garage/house and got Rick's car on the lift. He was having an issue with his clutch so he ordered every conceivable part from Clark's and we also drove to Manning, SC a few days prior and got a new flywheel, as this was the suspected component. Well, not new but used in okay shape. On the way back we dropped it off at the machine shop to be resurfaced.

Back at Scott's, we pulled the power pack and then separated the transmission and differential. Rick wanted to just pull the transmission but Scott and I advised against it. It's a good thing too as the input shaft was stuck in the crank. Once the powerpack was out, I started working on the flywheel. It was my job to drill out the rivets and install bolts. I did this one at a time so not to move the pieces causing misalignment. My task turned out to be for naught as the issue was not the flywheel, as initially thought. The bolts that hold the flywheel onto the crank were leaking and had been for a long time. The clutch was soaked in oil. The inside of the bellhousing was caked with oil sludge. We cleaned everything, installed all new parts, clutch, throw-out bearing, etc., put sealant on the bolts holding the flywheel and got it back into the car. Keep in mind, it is a three-hour drive to Scott's house and all of us were tired and sore. One person, sitting on a golf cart resting, wanted to keep on working but it was already 7:00pm and we had to drive back to Myrtle Beach. I also missed happy hour! Majority and common sense ruled and we wrapped up the day feeling satisfied that we got a lot done.

The next day Scott informed Rick that the bronze gear that drives the high-pressure oil pump was wearing out. Rick mentioned he had bronze flakes in his oil pan so the problem was found. I am so glad that we did not finish the job the day before. Scott fixed that and a few other items and Rick drove back to Scott's house when another issue was discovered. The car will not go into first or second gear while the engine is running. Rick loaded the car anyway and trailered it to Charlotte for an AACA convention. He also had another transmission rebuilt that will be delivered to him in Helen, GA at a Springfest Corvair convention. Again, I am glad that we didn't finish the car the first day.

The next project was on Rumpy. It leaks like a sieve from the push rod tubes, valve covers and oil pan. I took the oil pan to Scott's and used his parts cleaner tub to clean it. It was really straight but I tapped the holes down slightly. Rick came over to the RnR garage and we put the pan on with a nice thick cork gasket. It's been a week and no leaks so I am happy. The PG cable is also holding strong and I am happy with that.

The next project was Rick and I working on another Rampside. It belongs to a guy, Marvin, who bought it as a project. After seeing the pictures of beforehand, my Rampside would have been a beauty queen. Marvin spent some money and had a nice paint job, engine and drivetrain work etc. done and it is a real nice looking Rampside. Marvin got Rick's contact info and Rick set up garage time for the Rampside. It has a Stinger electronic ignition and Marvin complained of it ran on after turning it off, and it would ping. When I got there, I hooked up the timing light to discover the timing was sitting on 25 or 30 – somewhere off to the right of the timing marks. Being a Stinger, the entire distributor and cap are too big to clear the top shroud so the mechanic just dropped it in where it would fit. I pulled the distributor, installed some indentations in the top shroud, and re-indexed the base while keeping the rotor in the correct location. However, after 4 attempts to be able to retard the timing, the vacuum advance kept hitting the fan belt bracket not allowing me to get the timing set at 14, or 16 or 18! Apparently, I got it close enough as Marvin stated it started, idled, ran better, and did not run on. I am still perplexed on why I couldn't get down to where it should have been.

Back at RnR Garage, Rick and I pushed Rumpy outside and I connected all of the electric fuel pump wires. Prior to starting it, I pulled the distributor and manually primed the engine with oil.



With the distributor back in I hit the key and it fired right up.

IT'S ALIVE!



Once started, it ran fine with one major (minor?) issue. It seems to fast idle fine but then it idles down and cuts off. I will admit, I have not balanced the carbs yet nor set the timing. I am hoping the issue is resolved after doing those tasks. Another thing I notice is that I do not get that strong squirt from the passenger carb when working the throttle. I have had this carb apart too many times that I dread doing it again, but I will. I want to blame the non-Viton accelerator pump cup that the “carb expert” used instead of the Viton ones. But that is a wild speculation guess as maybe he installed it backwards.

One last thing to mention is that, yes, Rampy moves forward and backward under his own power. I am so close at this point that, as you will recall, Rita and I drive Rampy around Inman Circle twice. It leaks oil, stalls, and the right rear axle rubbed on the control arm a little but it is alive. I have since resolved the axle rub, although its not a long term fix. More on Rampy later.

Until next time, drive on and keep having fun in your Corvair.

RnR

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



APPLICATION FOR MEMBERSHIP IN NORTHERN VIRGINIA CORVAIR CLUB

A Chartered Chapter (220) of CORSA, The Corvair Society of America

Date of Application: _____

Last Name: _____ First Name: _____ Birthday: _____

Street Address: _____ City: _____ State: _____

Zip Code: _____ Phone: _____

Family members to be included in Membership

First Name	Last Name	Birthday (MM/DD)	Relationship

Email Address: _____

Corvair Information

Year of Car: _____ Color: _____ Conv or Coupe: _____

Transmission: _____ Engine: _____

Are you a member of CORSA? Yes: _____ No: _____

**Membership Dues in NVCC are \$10 per family per year.
Dues are due January 1**

As a member of NVCC, what type of events would you like to participate in:

Races: _____ Rallies: _____ Autocrosses: _____ Car Shows: _____ Tech Sessions: _____

Other (Specify): _____

Signature: _____

Please fill out this form and mail with dues payment to:
NVCC | Bob Marshall | 1305 Windleaf Drive unit E
Reston, VA 20194

Or pay with Venmo and be sure I get the info above.

If paying with Credit Card through Venmo, please enter \$10.30 in the Venmo App to cover the fee they charge. You can click anywhere on this page to access the App or scan the QR code above.



venmo

