



NVCC, CORSA Chapter 220

Volume 42

Number 3,4,5

March, April, May 2025

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

The Newsletter Editor position is still open.

I am jumping back in for a minute to tell you about getting back in touch with an old friend last seen back in 2015 when we worked on his 1964 Corvair 95 Van putting in a New Gas Tank. He had put in a new dual master cylinder from a 67 Camaro and ran new copper nickle brake lines to the front wheels. I helped with the lines to the rear wheels and putting in the new tank and documented the work on the Corvair Forum.

Here is the Link; <https://www.corvairforum.com/forum/viewtopic.php?t=9963>

NEW Gas Tank and Dual Master Cylinder, wheel cylinders, brakes, hoses and brake lines.

Bill moved from where this install was done and is now moving again and needs to sell the Van. I helped him for two weeks in April this year to get it driving and stopping on its own.

<https://www.corvairforum.com/forum/viewtopic.php?t=21193>

In the late 80's the engine (original VB block) was pulled and rebuilt with new forged pistons (+0.030?), new cam, main and rod bearings. Crank, rods, pistons, flywheel pressure plate were sent out for balancing as well.

Take a look at the Auction for this Van HERE-

<https://gregorysauctions.hibid.com/lot/246573470/1964-corvair95-chevy--corvan->

NVCC OFFICERS

President

Fred Marx

Fredmarx55@gmail.com

Vice President

Darrin Hartzler

Darrin_hartzler@aol.com

Secretary/Treasurer

Bob Marshall

Ram19195@gmail.com

Temp. Editor

Mark Holmlund

goopofol@aol.com

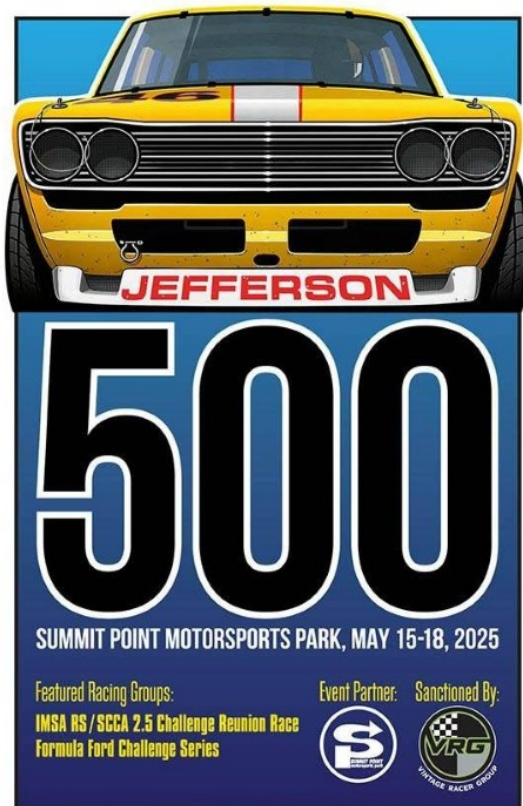
The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). \$10 annual dues are payable January 1st, to "Treasurer, NVCC" at the address herein. All other correspondence and 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.





Let me know if you want his Contact information to learn more about this Classic FC.
Email me at:

goopofoil@aol.com



Design & illustration: Phillip Payne - Pro Payne Graphics, Inc.

A BIG Thank You to Italy.

For luring Bob Marshall away this May.

In April, Bob asked me if I wanted to Crew for a Yenke Stinger belonging to Norman Latulippe at the Jefferson 500 in May. I said YES.

Norman said he was on the other side of the gas pumps at Summit Point. When I got there early Friday morning I was walking towards the pumps when I see a Beautiful sight pulling up to the pump. [I reintroduced myself](#) and took two pictures when Norman says; "I forgot to bring the trunk prop." So I started Pit Crewing right away and held the trunk lid while he pumped the \$14 a gallon 110 octane fuel into the fuel cell. BEAUTIFUL CAR. And he Was, on the other side of the gas pumps.

Norman's Yenke started out as a show car and he first showed the car in 2006 at the Buffalo CORSA National Convention and scored a 96.61%. Over the two days we were together I enjoyed all the stories from him and his wife Linda about their Corvair history. So..I just Google searched

for Norman and found pictures of his Yenke **at** the Buffalo Convention. Here they are along with his story. <https://www.corvairforum.com/forum>



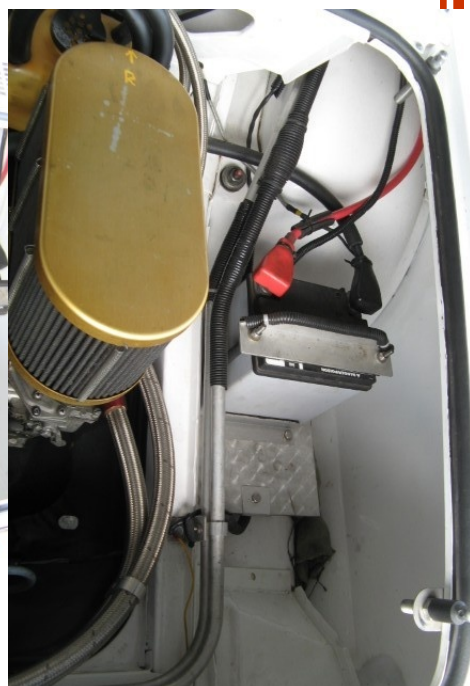
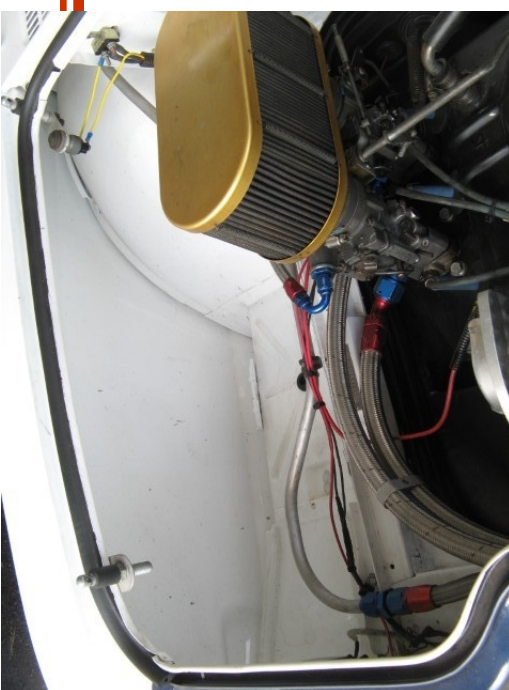
I was looking at the pictures from 2006 and thought, wait, didn't I just take these at Summit Point this past weekend?? YES the Yenka is STILL That NICE. The only way I could tell the difference is the Car number was changed from 41 to 44 for the Summit Point Race.



Mural dedicated to their Son on interior of roof.



This says **SPECIAL THANKS TO family & friends** and is signed by *Donna Mae Mims*.



YS 306



NASCAR Like door bars.



Fuel cell located where original tank was.





Brakes- Checked and adjusted by Norman. Wheels installed and torqued. Smile- Check. **Race-time.**





A nice MG TD and a couple MG B's. One with a familiar paint scheme.



2025 Jefferson 500 @ Summit Point Raceway - Saturday LIVE Coverage

| SAT AM GP1 SPRINT RACE 18:46 ELAPSED | | |
|---|---------------------------|---------------|
| | | BEST LAP TIME |
| 1 | 85 Mike Kelley | 1:30.186 |
| 2 | 83 Josh Brown | 1:30.062 |
| 3 | 34 Allan (A.J) Ferragonio | 1:30.125 |
| 4 | 40 Robert A Ball | 1:30.761 |
| 5 | 45 Norman Latulippe | 1:31.806 |
| 6 | 41 Rich Hall | 1:31.520 |
| 7 | 115 Wichien Sarobon | 1:33.181 |
| 8 | 24 Don Wannagat | 1:32.879 |
| 9 | 77 Stephan Shiposh | 1:34.814 |
| 10 | 88 Margo Otey | 1:35.039 |
| 31 | 67 David Lebrun | 0 |
| 32 | 36 Gary Reed | 0 |
| 33 | 33 Brian Walsh | 0 |
| 34 | 94 Bennie Bish | 0 |
| 35 | 31 Peter Bauer | 0 |
| 36 | 89 Chris Cozzi | 0 |



Here's Norman taking the Checkered Flag in 5th Place having started in 11th. Great Time Too!

YS 306 Friday Race Start on Youtube.

<https://youtu.be/tYyguz9uQYc?t=9490>

YS 306 Saturday Race Start on Youtube.

<https://youtu.be/cGucDwJ92J8?t=4407>



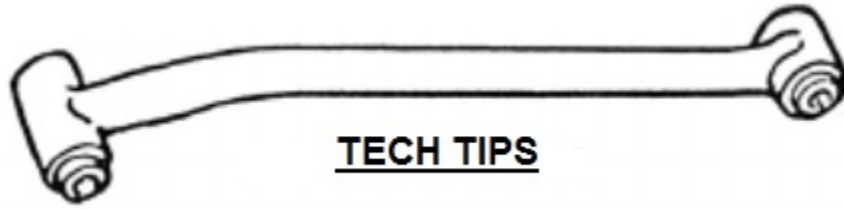
Turn 5. That's where that flat spot on the tire came from.
Below is a picture from the 2006 CORSA National.



Thank you Norman and Linda for Racing.



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

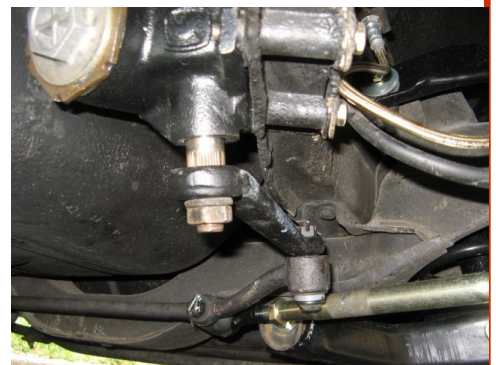


Upgraded suspension parts for the LM by Brian Brooksby

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

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

For Sale Ad 1

Items for sale did not change. You can refer to this link for **items for sale**.;

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

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

Corvair Vendors and Service



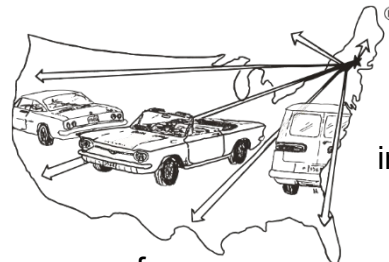
Corvair Ranch, Inc.

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

Email: findit@theranch.today

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.



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(413)625-9776 Email: clarks@corvair.com



2025 Meeting Schedule

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

May or June xxth Club Meeting?

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

Date TBA Weather permitting, the project will be to remove the 110hp engine in his 1966 Monza Convertible so Byron can clean up/reseal the transaxle and have it ready to attach to the Rebuilt 140hp engine and then get it installed and running in another meeting. . Thank You.



Events

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

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

2025 CORSA Convention.



May 20-23 (Tue-Fri) 2025 in San Luis Obispo, CA at the Embassy Suites Hotel
Click this picture to read more details.

YOU'RE INVITED!
to the 2025
CORSA INTERNATIONAL CONVENTION
in Beautiful
San Luis Obispo, Ca
May 20-23, 2025 Hosted by
Central Coast CORSA

NOT A CORSA MEMBER? NO PROBLEM.
Get a new 6 Month eMembership!
Join today for only \$20
and enjoy all the member benefits plus-
Valid for new members only
Offer expires May 23rd, 2025 - find us at CORVAIR.ORG

Attend the Biggest Corvair event of the year!
The last time this event was in California was back in 2008! Don't miss it!

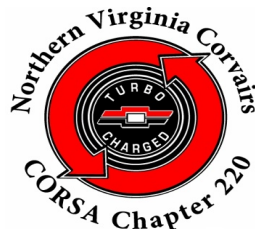
Already some Convention Reports;
<https://www.corvairforum.com/forum/viewtopic.php?t=21228>

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



Treasurer's Report

| | |
|------------------|-----------|
| Balance 03/31/24 | \$4627.53 |
| CORSA Annual Fee | \$35.00 |
| Balance 04/30/25 | \$4592.53 |
| Trip to Italy | \$4592.53 |
| Balance | \$0.0 |



April 1st was last month Bob.

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/northernvirginiacorvairs/>

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.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.hagerty.com/media/people/garage-squad-detroit-area-corvair-faithful-lend-each-other-a-hand/)

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/people/garage-squad-detroit-area-corvair-faithful-lend-each-other-a-hand/)

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

It's been the coldest winter so far since our move and it is slowing all progress on Rampy. Conway will see overnight temps in the 20s for over a three week run in January. Despite the cold, we participated in the 64th annual Cruise the Boulevard drive. Hundreds of classic cars cruise up Ocean Boulevard. It is something to see and participate in.

I did manage to pre-wire/test a mini single DIN radio, with built in speakers, in Rampy. I bought this for Rita as a Christmas gift. It is so small that it will mount in the slight upcurve section in the middle on the underside of the dash. Nothing will be cut or ruined on the dash. I am also adding an electric fuel pump so I will need to drain the gas again. Having done this once, I know this won't be a difficult task. Once drained, I will cut the hard line right behind the tank and install the pump. I am also using the Revolution controller to add some safety features to the fuel system.



For a while, I have been meaning to clean my battery cables in the Corsa. I read that when starting the car, if the starter doesn't engage at times it could be corroded cables. I decided that it was time and I am glad I did. The positive cable was covered in corrosion. While that was bad, when I went to remove it from the battery the positive post rotated. Then I noticed acid streaks on the battery pan. It was a mess and I believe I got to it before I had an issue out on the road.

I also noticed that the hold down was the wrong one. First it was too narrow. Then, on the 66 model year, the fender well side had a j hook and the engine side had a bolt that went into a hidden nut in the battery tray. Mine had two thread j bolts that were too long and a lot of nuts and washers to take up the extra length. I didn't see the point in trying to make it correct, but I had to make it better. I had a box full of battery hold down parts and I came up with enough to make the hold down fit the battery and to bolt it to the pan with shorter threaded j bolts.



Next came the big project. Fred bought a "creampuff" 65 Monza from a known Corvair guy. Well, the car looks great, not perfect, but a good looking car from 6 feet. The first thing that needed to be done was to rebuild the carbs. That helped but it stopped running one day. It turns out the gas tank was full of rust so a new tank was installed. Then it ran good for another week until, one day while Fred was rolling at 65 mph, a rod let loose and punched through the top cover. I wanted to keep the blown motor to rebuild but I decided that the engine was shot.



Early one morning, we loaded Fred's car on Rick's trailer and headed somewhere south of Columbia to a road called DoLittle Lane, which is actually a working airstrip for a few houses. A club member lives at the end of a runway in a converted airplane hangar that is now his house and sweet garage. Once there we proceeded to remove the motor (only - this is a PG car) and started moving the tins and other good parts to the freshly rebuilt 110 that Scott built. While we made great progress, the day was getting long, we were tired, and we had a 3 hour drive back. Scott will finish the install and hopefully Fred will have his Corvair back on the road.

Corvair on,

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

