



**NVCC, CORSA Chapter 220**

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Chapter Chatter  
By Rory Clark

Now that we are deep into April, the weather is trying to cooperate enough for a drive on any given day. I drove Corvy to Laurel, Maryland last week for a few shopping stops.

I went to Walmart for a curbside grocery pickup and the guy who brought out my order loved the Corsa. He and I talked about cars in the past and I am glad that he was there this time.

Maybe seeing it will get one more of the younger generation interested in Corvair's.

Spring also means there is a lot of early yard work. For those who have been to the RnR Garage you know gardening in the back yard is fairly easy. The 40 acres out front is a different beast though and that takes a lot of time and back breaking effort, sort of like laying on your back on concrete under a Corvair.

**RnR Garage**

This month's meeting was held at the RnR Garage. The task was to align the front end on Rampy. When I installed the tri 5 disk brake kit it pushed the front end out by a 1/2" on each side. In total, there were eight people in attendance

That was the main focus along with a few other smaller but tedious and time-consuming tasks. We only managed to align the front end due to Rampy being in the air on the alignment stands, which was a huge task in its own right.

One could not ask for a better day for a meeting. The weather was perfect – sunny and not too hot. Bryan was the first to arrive and he laid out the day in this order – talk some, work some, and then finish up with more talk. It actually went exactly as he described.

**NVCC OFFICERS**

**President**

Fred Marx  
Fredmarx55@gmail.com

**Vice President**

Darrin Hartzler  
Darrin\_hartzler@aol.com

**Secretary/Treasurer**

Bob Marshall  
Ram19195@gmail.com

**Editor**

Rory Clark  
roryinmd@gmail.com

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Bryan had all of the alignment tools too so him arriving first allowed us to unload his truck and get Rumpy up in the air. That was my job. Once, up and the alignment legs (not sure what to call them) were on the hard part of the alignment started.

Before getting into that, for the week prior I soaked the tie rod ends and sleeves with PB Blaster. I know, Kroil is the way to go but I used what I had. The nuts and bolts on the sleeve were easy enough to loosen but that is really never the issue. It's the 50 plus years of rust inside the sleeves and threads on the tie rod ends that make alignments difficult. Bryan had a solution for that in his bag of tools.

Now it was time for Bryan to do his alignment magic. It was obvious that he had done this several times and he jumped right in. I will not go into infinite detail and, instead, get to the hard part. With the sleeve clamps loose Bryan pulled out his sleeve adjusting tool. It's a wrench attachment that has a hook on it that fits into the slots on the sleeve. The 50 years of rust were now proving to be a pain but, with perseverance and determination, Bryan was able to pry the sleeves open a little bit, which allowed for the PB Blaster to be sprayed directly on the tie rod threads.

With patience, some talking and some muscle, Bryan got the passenger side sleeve to move. I should say that Bryan did most of the work since he knows his system. Mark did photography and assisted Bryan.

I do not remember what I did but I am sure I had my hand in something.

Bryan switched to the driver's side and repeated his process. After taking measurements with two tape measures he was able to bring the front end into spec and the front tires no longer toe out like a duck.

With that task completed, it was also determined that the rear tires toe out. We couldn't fix this issue as it looks like the incorrect rear bracket does not allow the power pack to move rearward enough. I am looking for a bracket and shims now to fix this newly discovered problem.

I was really hoping the front end alignment would get me to the point where I could get Rumpy on the road for test drives around the neighborhood. Nonetheless, everything that gets done on Rumpy is one step closer to its being road ready. It's better to discover potential issues beforehand so nothing serious happens on the test drives or later on.

I special thanks to Bryan and his alignment system and to Mark for assisting Bryan. As always, thank for everyone who made it to the meeting. It's always good to see the group and all the support that they bring.

Enjoy the pictures that Mark took. For more pictures of this and other tech sessions visit our [NVCC FB Page](#)





### **This Month's Featured Corvair**

Fred's Spyder is the featured Corvair. This is a fantastic looking car inside and out.



### **Local Car shows throughout the DMV for 2022**

The club is in the initial planning stages of some fun cruises, meet ups at local wineries and breweries, etc. The goal is to get some enthusiasm back into the club as well as bring exposure to the club and to Corvair's in general. People love our Corvair's so let's show them what we have. The meet ups will be club sponsored. If you have any thoughts on a scenic drive please let me know.

### **For Sale**

All items came off of a 64 Vert. 5 wheels, 13" stock rims w/ Hancock Radial H714 185/80/13 90S and 3 bar wire wheel covers. Tires are in great shape, balanced and ready for use. They have 2409 date codes, spare is new but 4808 date code. The caps are not perfect but good driver quality in my opinion. These came with the car and ran them for the first year I had it running, on highway and twisties, and would run them all day still even with their age. Only took them off this year to run slots and wider tires. Also, welded dual mufflers from my 110. I only removed them to run trombones. Asking \$750 for wheels, and \$250 for mufflers.....plus the ride if needed. Located in Winchester VA. I can provide more pictures to those interested. Contact Jason Moore @ [eastjmoore@gmail.com](mailto:eastjmoore@gmail.com)



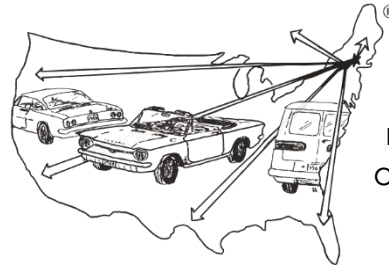
Parts available - contact AJ Paluska at [ajjr13@earthlink.net](mailto:ajjr13@earthlink.net)

Carpet for rear fold down seat black - \$25.00  
Complete upholstery kit black 1964 pattern \$360.00) with foam (\$150.00)–  
13 inch racing steering wheel black –  
Oil pressure gauge - \$68.00  
Oil pressure gauge installation kit - \$60.00  
Voltage gauge - \$45.00  
AM/FM radio - \$200.00  
Early padded dash black - \$180.00  
Vent handles right and left - \$20.00 each  
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  
Corvair specific outdoor car cover new - \$155.00  
Early model radio mount gray - Reasonable offer  
15 inch alloy wheels 4 bolt pattern - \$25.00 each  
Early model turn signal mechanism (Cancelling cam \$18.00, Switch \$22.00)  
Early model door sills - \$90.00  
Early door sill screws - \$4.00  
Body by Fisher emblems - \$6.00 each  
Pre-bent front brake line - \$25.00  
Dome light base - \$10.00  
Dome light lens - \$5.00  
Gauge panel black - \$10.00  
Battery disconnect - \$12.00  
Early engine lid weather strip - \$30.00  
Front carpet mats - \$40.00  
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  
Spare tire mount - Reasonable offer  
Assorted steering parts - Reasonable offer  
Miscellaneous salvage parts 1964 - Any offer

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## **2022 Meeting Schedule**

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

### **May 14th**

Jason's Garage  
252 Tyson Drive  
Winchester, VA 22603

Task at hand: Determine clicking noise from the LR and install new motor mounts.

### **Treasurer's Report**

Balance 03/31/22	\$4201.20
Balance 04/30/22	\$4201.20

**For More Pictures of everything Corvair related click here** [NVCC Facebook](https://www.facebook.com/nvcc)

Website: <http://www.corvair.org/chapters/chapter220/>

Instagram: <https://www.instagram.com/northernvirginiacorvairs/> [\[instagram.com\]](https://www.instagram.com/)

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 collectable car. Let's keep on driving them, fixing them and promoting them everywhere we go.