



NVCC, CORSA Chapter 220

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Chapter Chatter
By Rory Clark

I finally got around to working on Rampy. I had to take a day off of work to do so but it was worth it.

Lacking an inch pound torque wrench, I was able to tighten the transmission pan bolts with a quarter inch ratchet. I heard this is the trick to tighten the bolts without over tightening them. I then added 6 pints of transmission fluid and started the engine.

After warming up I shifted through the gears to make sure the fluid was pumped through the entire transmission. I checked the level and it was spot on.

The next step was to drive it up and down the driveway numerous times to see how the transmission worked. Based on this simple test the transmission appears to shift better and is more positive going into drive and reverse.

I was so tempted to take it down the block but thought better. If it broke down halfway

down the street I would have had an extremely hard time getting back into the driveway. I did reverse it out into the street and then pull forward again so I can honestly state that I had it on the road under its own power.

I also changed the oil again. If you remember, the first fuel pump leaked gas into the crankcase so I changed the pump and the oil. I ran that batch of oil through the engine and then drained it. Hopefully, the oil and gas will stay where they belong and don't mingle.

RNR Garage

On Saturday (October 23) a few group members came by to help install the windshield. While the windshield opening was in perfect condition with no rust I did rough up the paint and applied a few coats of primer and white paint.

Fred, Bob, Mark, Rita and I started by putting the windshield into the gasket.

NVCC OFFICERS

President

Doug Jones
4349 Majestic Lane
Fairfax, VA 22033
(703) 309-8705
1963.jones.d@gmail.com

Vice President

Greg Walthour
7025 Coventry Road
Alexandria, VA 22306
(703) 768-6040
63redbrier@comcast.net

Secretary/Treasurer

A.J. Paluska
6839 Brimstone Lane
Fairfax Station, VA 22039
(703) 250-4455
Ajr13@earthlink.net

Editor

Rory Clark
roryinmd@gmail.com

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After fighting it for over an hour we had it almost all the way in and this was the easy part. Unfortunately, the gasket was about 4" too long. We determined that my process of warming it up by hanging it off a ladder in my utility room probably stretched it. We probably also stretched it when working it onto the glass. No amount of tape would allow us to get it onto the glass.

We took a step back, Fred sang a soothing song to relax the gasket, and us, and over some time the gasket did shrink a bit. We now had about an inch to deal with. We decided to call it a day and will tackle the hard part of the install in the near future.

After the gang left, Rita and I placed the windshield and gasket outside in the sun for a while. That seemed to help also as I was able to get the rest of the gasket onto the glass. Overnight, while in the garage the gasket shrunk a bit more so it is ready to be installed (again). ☺



Jason's Garage

On October 16th, Fred, Mark, Bob M, Rita and I drove to Winchester, VA to help a fellow member work on his EM vert. Overall, the car is in great condition. However, Jason was having idle issues and then stalling when the car was placed in gear.

By the time that Rita and I arrived (it was a 1 ½ hour drive!), the gang was busy working on the carbs. The left one had no vacuum at idle. Additionally, the idle was really high but it still stalled when going into gear.

The left bank of cylinders also had a popping sound and feel suggesting that the cars timing was off. It was off so much so that we could not get it timed – we couldn't find the timing mark. We determined that the distributor was 180 degrees out but it turned out to only be off by a tooth or two. Once we got the dizzy in correctly, the timing marks lined up perfectly. Then we were able to sync the carbs and bring the idle down to about 950 and around 700ish when in drive. Now there was no more stalling when in gear. Bob finished up with a tweak on the air/fuel mixture and it was ready for a test drive.

About the same time the sky decided to open up but Jason was determined to take his Corvair for a drive. His daughter mentioned to him that they never drive the car in the rain. Jason told her that this time was special but it wouldn't happen again.

Outside of breaking the belt about a mile into the drive (we were following/heading to 50/50 Tap House) so we did a quick belt change and he was back on his way. All reports from that point onwards have been positive and Jason says the car drives great. There are a few more items he needs to do like new motor and transmission mounts, etc, which he will tackle as soon as possible. All in all, it was a successful tech session.





Greg wants to know

Have you ever been to Fall Hershey? If not, put it on your Bucket List! I have been at least a dozen times for a day or two, but only to the swap meet/car corral. THIS year would be different! Last year, Fall Hershey was cancelled for the first time ever due to the pandemic... Two years ago as I was driving the RedBrier up to Hershey to show it for the first time at that show, the further north I got, the dimmer the headlights got, and by the time I hit Thurmont MD, the RedBrier just stopped. Alternator failed, so she came home on a flatbed.

This year, I drove up on Wednesday evening, leaving Alexandria at 8pm, so my entire trip was in the dark! Lights worked great, especially when I had the opportunity to turn on the high beams! My sister, Hillary, went with me to Hershey for the day on Thursday. Free to get in, but \$20/day to park! Ouch... We brought our lunches in a roller cooler that also worked as a seat. Believe me, your feet will be aching by the end of each day! Six or seven miles a day, plus all the standing in between adds up. Looking here for Corvair parts is a little futile, but I did manage to find some black date coded 1966 seatbelts in very nice condition for a very reasonable price, an NOS horn button for a LM Corsa, and a cool 1964 Virginia Year of Issue license plate.

My favorite car for sale in the car corral was a Lincoln Zephyr (see photo). Most expensive, this Ferrari for \$795k! (see photo) Fall Hershey caters mostly to the Pre-War crowd, but you will see vehicles and flotsam and jetsam you will see not where else! (Photo "Barn Find" 1928 LaSalle that was cut down into a pickup) I even bumped into two Corvair friends, one from the Philadelphia area and another from Oregon.

The previous weekend my wife and I had taken the RedBrier to a Wings, Wheels, and Keels show in Topping VA, on the Rappahannock River in Middlesex County, and I overheard someone saying she liked the Coca-Cola van. I looked around and I guess she was talking about the RedBrier, so at Hershey I started looking for a reasonably priced Coca-Cola cooler as a prop. I found quite a few, but either the high price or poor condition kept me from making a purchase. (See photo) I did find a nice 7Up cooler, which is shaped a little like a trapezoid, so I bought it! (See photo)

The weather at Hershey this year was fantastic! Shorts and t-shirts, maybe a long sleeved t-shirt in the morning. Sun came out around lunch time on Friday for about an hour, but the rest of those two days was overcast and breezy. Saturday for the show was a slightly different story. Awoke to heavy fog and arrived on the show field about 6:45 in the dark, drizzle started right after I finished wiping down the van, but the rest of the day was okay.

I was the fourth vehicle to arrive in my class, DPC, or Driver Participation Class. (See photo) Rick Sanford formerly from Maryland, now residing in South Carolina, was also in the same class with his red/black LM turbo coupe. There were at least half a dozen other Corvair's there in various classes. Most were clearly show cars and were rarely driven on the street. The nicest Corvair there to my eye was a '64 Spyder convertible in Dark Green over tan top and interior, it was really very beautiful. (See photo)

My son drove up in the Cummins for the day and my sister and cousin, Amy, from New Jersey also came. A friend of mine also from New Jersey who owns a 1931 Franklin Sport Salon actually won the raffle car! A 1974 Jeep Commando in green with a white soft top. He bought two tickets,

one a few months ago, and another about a 1/2 hour before the drawing. All the memorabilia from this year's event featured a maroon EM coupe. Start making your plans to attend next year now! You will not be disappointed...



This Month's Featured Corvair

We finally have a new featured Corvair this month. I am sure everyone will be pleased to know it's not the RnR Corsa. ☺ Jason has a really beautiful EM vert and it looks great inside and out. Isn't your Corvair begging to be featured? Don't be shy, send me a picture of yours in action or just sitting in the driveway looking good.



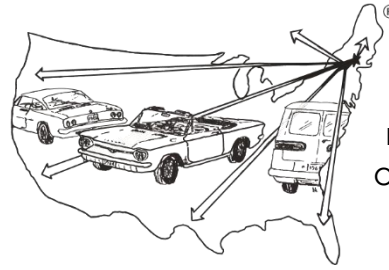
Local Car shows throughout the DMV for 2021 Spring, Summer & Fall

Working with several members, we are 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. It's hard keeping a marque alive when we don't do anything to promote said marque. The meet ups will be sponsored and paid for by our club money.

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2021 Meeting Schedule

Due to the never ending pandemic\Delta variant in our area, in order to keep everyone safe and healthy please wear a mask, vaccinated or not, and especially if you are inside an enclosed area.

November 20th

Fred's Garage

12606 Split Creek Ct, North Potomac, MD 20878

Work on timing the engine, try to determine the puff of oil when starting the engine, etc.

Bob M will also bring his Corsa to install a fast ignition module.

Treasurer's Report

Balance 9/30/21 \$4,128.80

Dues collected 20.00

Balance 10/31/21 \$4,148.80

During the last meeting we had a quorum and voted to suspend the 2021/22 dues do to Covid and the inability to use the club funds for Corvair related activities.

For More Pictures of everything Corvair related click here [NVCC Facebook](#)

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

Instagram: <https://www.instagram.com/northernvirginiacorvairs/> [[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.