



NVCC, CORSA Chapter 220

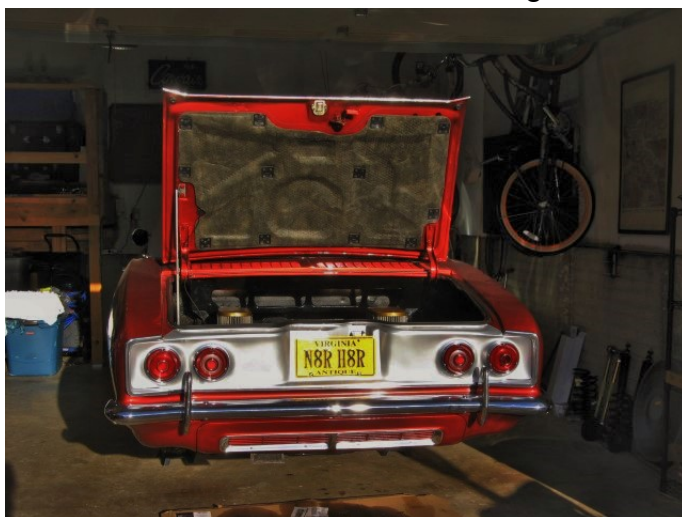
Volume 39

Number 11

November 2022

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

The Halloween Theme was accented by the apparent theme of the license plates on the only two Corvairs at the October Club Meeting held at Brian's Garage.



This is Brian's Aztec Bronze Corsa and Frank's Aztec Bronze Monza with A/C. My Favorite color Themes. Brian showed us the makings of a **MONSTER** Motor he will be building with a Duane Cartwright fuel injection system.

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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.



I was glad to see that Jack Dempsey showed up to the meeting. Some of us have a bone to pick with you.



Here are Brian's Monster Engine parts;



I could tell it was going to be a Great Meeting with this wall of possibilities.



Brian said that he parked the Corsa in the garage after getting back from the long trip to the PA Corvair Day Show in September and a week later he took it out to go to a local show and noticed the car had marked the steep driveway. Backing out, the oil poured out the lower shroud mostly on the right side. So, fixing this became a priority.



Brian and Fred started and finished the first project to replace all the push rod tube seals.

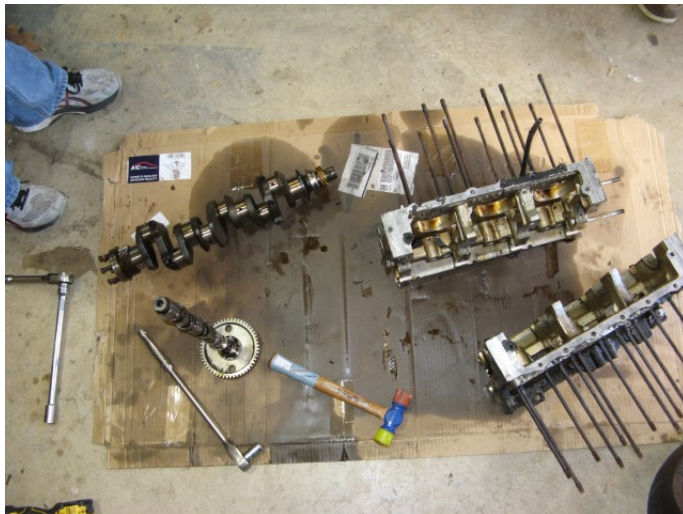


I took the steering box out of the car as he has a Fast box he wants to put in. (See Left side of parts wall picture above.) Brian could not find his Pickle Fork so we made one and tried it. Did **not** work.



Frank sent me a Tech Tip on using Two Hammers to remove tie rods and ball joints from the 1961 Corvair Shop Manual. I tried the method described here but swing room is tight and it did not release the pitman arm bolt. I know this method works great for tie rod ends and ball joints. Brian put a large pry bar in between the pitman arm and center link and a couple whacks on the pitman arm, made it let go.

The next project in the garage was to finish taking apart the RB block that will **BECOME** the **MONSTER** engine. We all started picking at the **Bone**. . . Stock engine Block, and tore it down to the Bare **Bones**. . . starting with the rods and jugs.

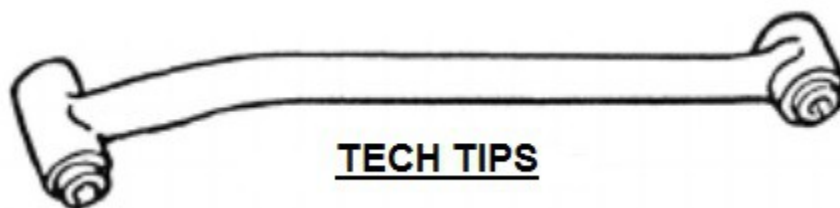




Thanks Brian for hosting and keep us updated!



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



Frank sent in this tip:

"The way to remove tapered joints used on tie rod ends and ball joints in the front end of Corvairs is found on page 4-11 of the 1961 shop manual.

Just two stout hammers is all that is needed, unless swing room is tight. Pickle forks tear rubber boots.

Not bad if you are replacing the joint, but bad if you are just taking something apart to get to another part. I find two hammers (24 to 40 ounces) to be the sweet spot.

I've gotten joints apart with two hammers that people using pickle forks had no luck doing.

The old, "here, hold my coffee, watch this". You can try using one as a back up and swing the other, but best is to swing both at the same time, just not always possible. Leave the castle nuts on loose if you are reusing the joint, as hammer hits ruin threads."

==

Lee showed me what he did with his 65 4 door and wanted me to pass it along. I do not have a picture. He installed a 17 inch long wiper arm on the driver side **only** and likes it Vairy much. No interference and a great view. \ \



Fig. 4-26—Tie Rod Assembly

STEERING LINKAGE

Tie Rods (fig. 4-26)

There are two tie rods used on all models. Each tie rod is of three piece construction, consisting of the tie rod and two tie rod end assemblies. The ends are threaded into the rod and locked with clamps. Right and left hand threads are provided to facilitate toe-in adjustment and steering gear centering.

The tie rod ends are self adjusting for wear and require no attention in service other than periodic lubrication and occasional inspection to see that ball studs are tight. Replacement of tie rod ends should be made when excessive up and down motion is evident or if any lost motion or end play at ball end of stud exists.

Removal

1. Remove cotter pins from ball studs and remove castellated nuts.
2. Free ball stud from relay rod by backing up boss with a large hammer or dolly and striking opposite side with hammer of slightly lighter weight (fig. 4-27).

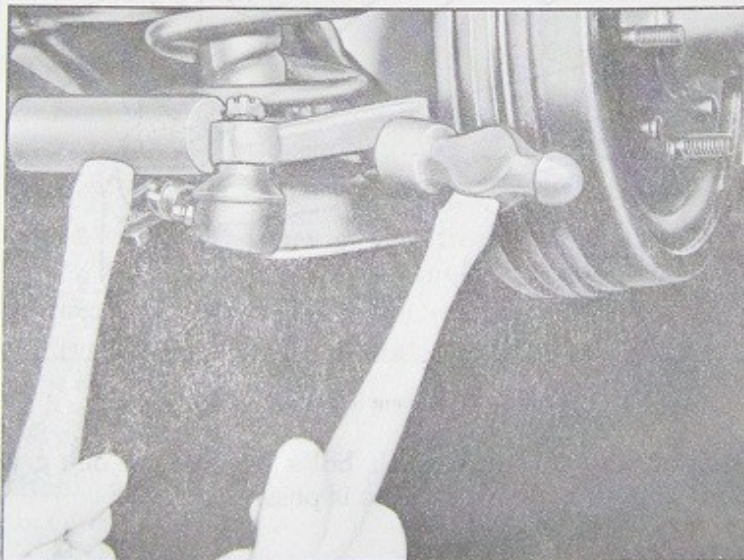


Fig. 4-27—Freeing Ball Stud

3. Remove inner ball stud from relay rod, using same procedure as described in Step 2.
4. To remove tie rod ends from tie rods, loosen clamp bolts and unscrew end assemblies.

CORVAIR SHOP MANUAL

For Sale Ad 1

Contact Jason Moore eastjmoore@gmail.com for any of the following;
All items came off of a 1964 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. Email me for prices. Located in Winchester VA. I can provide more pictures to those interested. eastjmoore@gmail.com



For Sale Ad 2

Contact Bob at bobrstn@gmail.com for any of the following;

Multi-speed drill press, Rockwell/Delta heavy duty bench-top drill press, S/N: BR 3650, belt drive, moveable head and table, heavy duty, no play in shaft.

Comes with 3 phase motor that need replacement.

Porta-power type hydraulic frame-body jack, complete, pump needs seals.

Local pickup only . Contact Bob at bobrstn@gmail.com

Make Offer

Make Offer

For Sale Ad 3

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



Corvair Vendors and Service



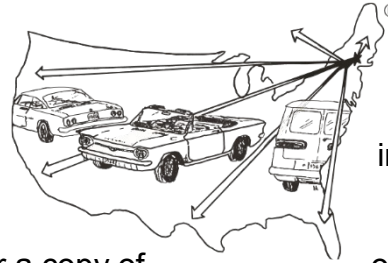
Corvair Ranch, Inc.

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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2022 Meeting Schedule

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

November 19th

Mike Treptow 's Garage *8:30am
111 Queen Street
Alexandria, VA 22314
treptow.michaels@gmail.com

***Here is the 11-19 Meeting start time being Noted Otherwise. 8:30 am to help with parking.**

In addition to the possible Gettysburg convention topic, we could make this a brief tech session where I could describe the Devin, and the modifications Bill Devin had done to incorporate the Corvair powertrain.

If people want to park on **Queen Street** between **Union** and **Lee**, there should be parking if we begin at 8:30 instead of 9am, with more between **Lee** and **Fairfax** as well.

Please let Mike know if you will be attending the meeting so he can plan accordingly.

Send a quick email RSVP to. treptow.michaels@gmail.com



Treasurer's Report

Balance 09/30/22 \$4211.20

Balance 10/31/22 \$4211.20

Corvair LINKS

Corvair Society of America. Also know as CORSA <https://www.corvair.org/>

For More Pictures of everything Corvair related and past Club Meeting reports, click here [NVCC Facebook](#)

Instagram: <https://www.instagram.com/northernviriniacorvairs/>

Learn a lot on the Corvair Forum. <https://www.corvaircenter.com/>

like, how to celebrate Halloween <http://corvaircenter.com/phorum/read.php?1,456630>

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 in mind, I give you;

The Rory & Rita Report

The Corsa was running bad with a lot of popping and spitting out of the left primary carb. The tach was all over the place. It would also stall when coming to a stop. I checked all of the obvious things like timing, points, new fuel, etc. to no avail.

I called Rick Sanford and talked through it and we concluded that there's something wrong with the distributor. He didn't have a spare so I installed the Stinger. I also synched the carbs. Let's hope the third time's the charm. Initial tests indicate the issue is resolved and **does** it run great.

Editors note; 3 weeks later Rory writes;

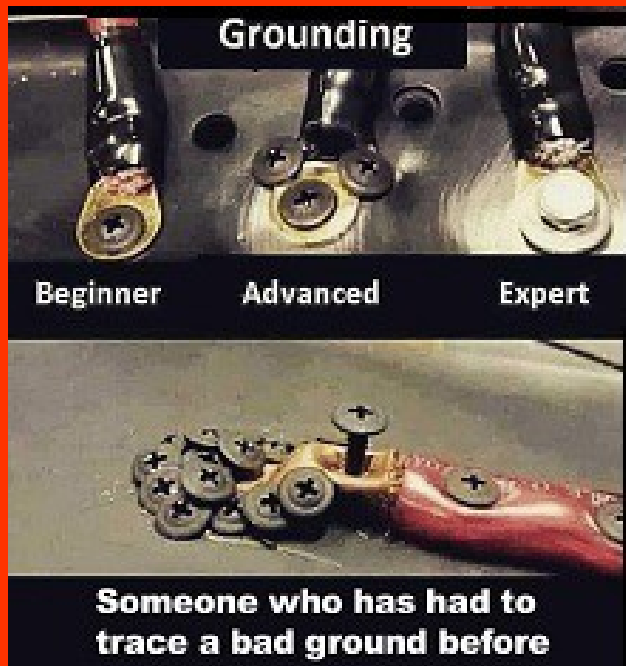
The car **is** running great! I'm still tweaking the carbs but it pulls great all the way up to the redline. Fingers crossed it stays that way.

Rory





PS



No Grounds

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 | 11921 Moss Point Lane | Reston,
VA 20194**

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



venmo

