



NVCC, CORSA Chapter 220

Volume 42

Number 10, 11, 12

Oct Nov Dec 2025

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

The Newsletter Editor position is still open.

September 27th we were back at Byron's Garage where Al, Bob M, Bob W, Bryan, Byron, Daniel, Doug, Fred, Jimmy, Ken, Mark, Mike, Neal, and Pete came to help get Byron's rebuilt 140 engine running again now that it had its engine installed as of our last Club Meeting. We also installed new brakes and hardware on the Freshly rebuilt rear hubs.



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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.



The front brakes and suspension have not been rebuilt yet so Jimmy checked and took out the brake adjusters that were stuck and we got them working again. All the new brake lines were checked, new fluid put into the master cylinder and the brakes were bled.





The brake pedal was Not the best on the test drive around the block with Jimmy following in his 66 Convertible. It sprinkled a little but we were done for the day.

Thank you Byron for Hosting!



On Saturday October 18th

Byron had his Corvair towed to Jimmy's garage to attack the brake issue.



I got there at 10am to see the car unloaded and then Jimmy drive it into the garage. Byron brought a new single Master Cylinder to install. The brake line from the Master Cylinder to the brass fitting was not reusable so a trip to the Auto Parts store was made. Jimmy bent, cut and flared a new brake line and installed it.

Remember, the front brakes have not been renewed like the back brakes. So we checked the front wheel cylinders and found that the 7/8th cups were Not good. Another trip to the Auto Parts store but they did not have any.



Jimmy said that he should have some at the shop he works at in Rockville MD so he went out there to see what he could find. While he was parts hunting, Byron rode the Lift up and I did a Running valve adjustment one side at a time while Standing underneath. So nice with the lift.



Jimmy got back from a successful hunt and cleaned and honed the front wheel cylinders and installed the new 7/8th cups.

After only a little trouble bleeding, the air finally was out and the brakes were Great!

The three of us took it out for a test drive. We knew that taking off plug wires on cylinders 1 and 6 made no difference in how it ran.

Got the car back into the garage. It was getting late and Jimmy said he wants to put it on the scope and check things. Jimmy had Byron take Jimmy's 1966 automatic Corvair convertible home and we all came back on Sunday to finish up.



On Sunday October 19th

We all met again in the morning and Jimmy put Byron's Corvair on the Scope.



The scope shows that **electrically**, everything is fine.



This graph shows something else completely. Just remember that the car has a 4 carb 140hp engine.

I'll let Jimmy explain below;

=====

"Byron rebuilt all 4 carbs and even went the extra mile by replacing the throttle shafts and putting on Clark's shaft seal kits. The issue was when the secondary's were put back together the throttle plates were not installed exactly in place. I took the secondary carb off of the one directly above cylinder 1. I turned the carb upside down and shined a light through the throat. I could plainly see light around most of the throttle plate. I removed the shaft screws, applied new Loctite, and reinstalled the plate, carefully making sure it was settled into the correct place. Then rechecked with the light again. Then I pulled the secondary above cylinder 6. Turned it over and put the light to that one. Same thing, I corrected the position of the throttle plate just like the first one. Put the carbs back on. What a wonderful world it is now. I had to readjust all the carbs. But it now runs on all 6 cylinders. With those 2 vacuum leaks right above cylinder 1 and 6 they were not able to get enough fuel to fire. Then, looking at the scope pattern you can see that cylinder 3 and 4 were firing, but not well at all. That's because they were running way to lean because of the vacuum leaks at cylinder 1 and 6. The engine was really running on cylinder 2 and 5 with 3 and 4 just barely contributing. This particular pattern is very telling and I believe it would be hard to get any other engine than a 140 with this same problem to do this same pattern."

=====

After the car was running right and was still on the lift raised up a little, (easier on our backs) the right hand primary carb started back firing through the carb. Quick story is, the float had filled with fuel. Fortunately Jimmy had spare carbs and put in a used good one and got it running again enough that the Corvair that was towed in, was able to drive home. . . . well, towards home. . . . for ten minutes, before the left hand primary carb float filled with fuel and left him in a parking lot. I was helping Jimmy clean up the garage so we grabbed another spare carb float and drove out to him and replaced that float at 5:45pm and he made it home from there.

Byron had replaced all **four** floats with new ones from Clark's Corvair. Has anyone else had problems with the New floats? He plans to check/replace the other two secondary carb floats soon so this does not happen again.

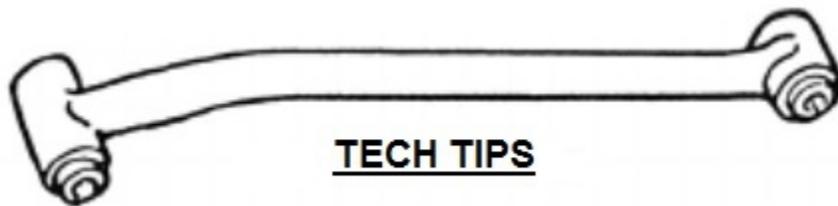


Before I left,
the garage was Back to normal. :-)

Thank you Byron and Jimmy for a Great Weekend!



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

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 Petersons book on turbocharging from that time-frame.

Regards,

Ken Axford

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

Corvair Vendors and Service



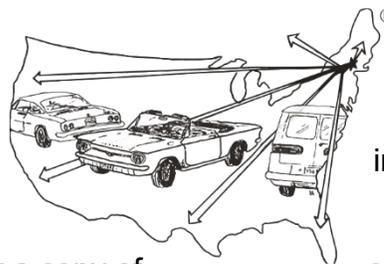
Corvair Ranch, Inc.

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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2026 Meeting Schedule

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

January 3rd Club Meeting - Holiday Party 5pm to 8pm

Walker Nature Center in Reston VA.
11450 Glade Drive
Reston. VA 20191



Thank You for a great 2025. 🛠️...

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.](#)

2026 Corvair Society of America (CORSA) International Convention

Monday June 22 - Friday June 26, 2026. Location: Wyndham Gettysburg Hotel & Conference Center, 95 Presidential Circle, Gettysburg, PA 17325-8397. Registration & hotel reservations opening early 2026.

The convention will feature a welcome party, Concour d'Elegance, road rally, autocross, economy run, tech sessions, banquet & awards ceremony and more. **Participation limited to CORSA members.** Not a member? Join today! [Join CORSA or Renew](#)

When June 22nd, 2026 12:00 AM to June 26th, 2026 12:00 AM

Location

Wyndham Gettysburg Hotel & Conference Center
95 Presidential Circle
Gettysburg, PA 17325-8397
United States

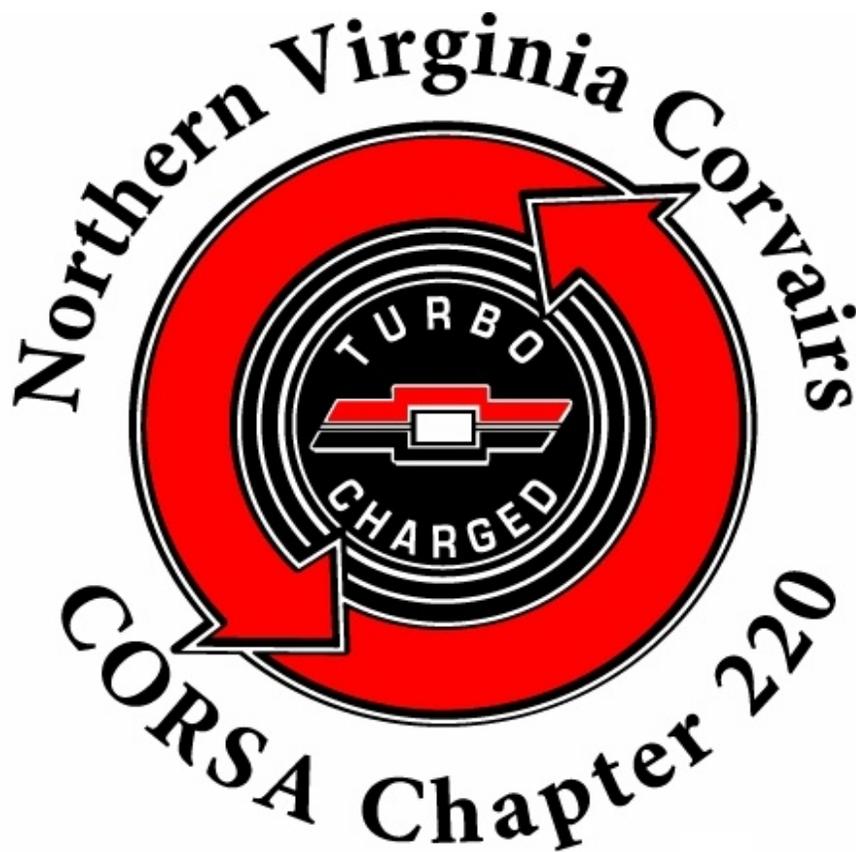
Contact Email: govairs@aol.com

See the Flier near bottom of this Newsletter.



Treasurer's Report

Balance 11/30/25	\$4642.53
Dues Paid	\$0.00
Balance 12/31/25	\$4642.53



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 Reports

RnR Report October 2025

It's been a while since the last report mainly because of other non-Corvair related issues requiring immediate attention. Our house sprung a leak and it literally destroyed our guest bathroom. Now that that ordeal is behind us except for the crying I am getting back to the Corsa and Rampside.

For Rampy, I have new motor and transmission mounts. I soaked the nuts and bolts hoping a lot of penetrating oil will help lessen the cursing when I swap them. In my possession are the O-rings for the push rod tubes...



I have a tool to remove the tubes. I am anxious to get both of these items done so I can continue my test drives. The transmission cable leak resurfaced again because I cheeped out on replacing the little round seal/gasket on the end of the cable. I bought the seal, pulled the cable back out, the old seal literally fell off the cable, installed the new one, and reinserted the cable. I was so confident that I cured the fluid leak that I removed my oil pan (for old oil) and cleaned the floor beneath the leak. So far, so good. I think I finally fixed the leak.

I ordered the sway bar and control arm rod bushings for Corvy. On November 4, I am going to Rick Sanford's garage to get it on the lift. I am really hoping the bushings are the issue with that every now and then clunk. Time will tell. I also have new wheel bearings since I am sure I have burned the current one up due to over tightening. Every time I looked at the bearings they were void of grease. I have since learned that there should be a little play in the hubs when they are tightened.

That's all for this report. Hopefully I will have a detailed report the next time on how everything is fixed and we are cruising around in Rumpy and Corvy.

Corvair on,

RnR

RnR Garage November 2025 Report

On November 4th, I visited Rick Sanford's garage to work on Corvy. You may remember that I reported a clicking type noise when reversing (mainly) and hitting the brakes hard. I checked the ball joints and for anything loose on the front end but I couldn't determine the source of the noise.

While I couldn't determine the issue, I noticed that the control arm rod bushings and the sway bar bushings were shot – literally. I decided that was a good place to start. Placed an order with Clark's and California Corvair and made a tech date with Rick.

Once on the lift, I decided to start on the sway bar thinking it would be easier than the control arm rods. At the end of the day, neither was difficult, just time consuming. Prior to going to Rick's, I hit every nut and bolt with PB Blaster and cleaned the threads with a wire brush. This helped as we did not have any issues with any nut or bolt. All of them came off without a single curse word.

After removing the sway bar, we looked at the little struts thinking how are we going to get the old bushings out but, more importantly, how are we getting the new bushings in. A quick Google search (Ai of course!) said to slide the new bushings under the struts. That was not even an option. We decided to spread the mounting flange a little bit and cut the old bushing out. Then it slide off the S shaped end without issue. After cleaning up the sway bar and struts, we painted them red for the fun of it.

Next was installing the bushing and strut onto the sway bar. With a little silicon the strut slid right into place on both sides. With the hard part done, we installed the sway bar. The only issue was at the clamp at end of the sway bar. The bushings were so new and big that it took a bit of work to get the clamps around the bushings but we got it. I also bought new Grade 8 bolts... for the end clamps and struts. It was an inexpensive outlay that helped us get everything together without struggling with old nuts and bolts.



The control arm rod bushings were next. I had a plan in my head already. Rick wasn't sure so he called a Corvair friend/mechanic, Paul. Paul literally said exactly what I mentioned to Rick. Remove the big nut on the end of the rod, do not touch or move the inside nut, and then remove the two nuts under the Control Arm. Using that logic, the caster should not change. Again, since I PB Blasted and cleaned the nuts and threads the big nut came off without issue as did the ones under the arm. Once everything was loose. The rod comes off by moving it forward.

The hardest part was aligning the two bolts on the rod into the holes on the arm since there is some torque on the rod because there was no load on the control arm. It wasn't a big deal though as it only took a little downward pressure to push the bolts through the holes.

All in all, it was a fairly easy job that we knocked out in a couple of hours. The front end feels tighter and one step closer in the rebuild process. Also, I forgot to mention, we found the source of the click/clunk. It turned out to be the inner tie rod end on the driver's side. We used a stethoscope to listen to the ball joints, idler arm, and tie rods and found the source. It was void of grease. We greased all of the Zerks and the click went away. Nonetheless, new tie rod ends, sleeves and shocks are on order. I am looking forward to this repair so I can finally center my steering wheel. I have been going nuts for 10 years because the wheel is not centered. One day my salvation will come and I will be so OCD happy.



Corvair on,
RnR



OCD happy. Obsessively Centered Deliriously happy?



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

Here is a Variable compression ratio Rod.



I am looking forward to spring.

 **SAVE THE DATE!**



2026
International Convention
June 22-26

Historic
Gettysburg

**See you there in your
Vair!**

The 2026 CORSA Convention is being presented by four clubs:

- Mid-Maryland Corvair Club
- Central Pennsylvania Corvair Club
- Group Corvair
- Northern Virginia Corvairs

We hope that you will join us for what is gearing up to be the biggest and best convention to be held on the East Coast! Come join in the fun and the history of Gettysburg- tour the battlefields, take a ghost tour, and dine at historic restaurants!

You can even visit wineries, tour car museums, and even spend time at the world-famous Hershey chocolate factory and the fun-filled HersheyPark.

Like the country life? Gettysburg is a short hour drive from the heart of the Amish communities in Lancaster PA where you'll find fantastic dining and shopping.



What's the schedule of events? Take a look at what we have planned:

- Monday, June 22nd: Welcome Party
- Tuesday, June 23rd: Concourse
- Wednesday, June 24th: Road Rally
- Thursday, June 25th: Autocross
- Friday, June 26th: Econo-Run
- Friday, June 26th: Banquet and Awards



Tours, technical sessions, and other fun and exciting activities and events are in the works!

Mark your calendars and start planning to

"See You There in Your 'Vair!"



APPLICATION FOR MEMBERSHIP IN NORTHERN VIRGINIA CORVAIR CLUB

A Chartered Chapter (220) of CORSA, The Corvaire 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: _____

Corvaire 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.

