



NVCC, CORSA Chapter 220

Volume 39

Number 10

October 2022

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

September started with the Corvair Day show in PA. I met Three Corvairs in Rockville and we convoyed up to the show. I put a floor jack, some tools, fan belts and a John Moody fan belt Bent Wrench in the Subaru and am happy to report they were not needed.



Gary

Kurt

Brian

NVCC OFFICERS

President

Fred Marx

Fredmarx55@gmail.com

Vice President

Darrin Hartzler

Darrin_hartzler@aol.com

Secretary/Treasurer

Bob Marshall

Ram19195@gmail.com

Editor

Mark Holmlund

goopofoil@gmail.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.



Jason joined the convoy in Frederick and the Show started early for me.



I got caught up on Gary's metal work on his 1969 Monza.





I used to own this 1966 Turbo Convertible with a tag that said TURBO6. Great to see it again looking so good.





The **September Club Meeting** was held at Doug's garage on the 24th.

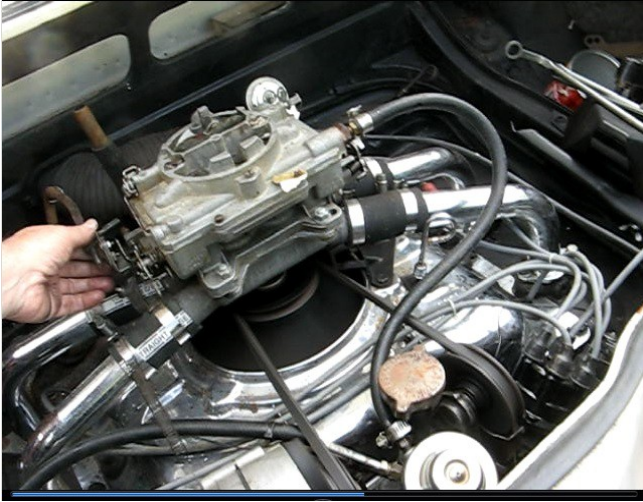
Projects included getting the engine running and bleeding the brakes on his 1965 Corsa Convertible. Doug had a rebuilt Carter AFB 4 barrel carb with just the primaries working. Installed it with a new gasket. The engine had a 110 HP distributor so out it came and a 140 distributor he got at a recent garage sale was installed. The fuel pump was bad but Doug had a new one that quickly filled the carb with gas from the Sprite soda can. A few adjustments to the distributor points and



timing and she Sprightly, fired up.

Here is a quick video of it running. <https://www.facebook.com/watch/?v=907709693548980>



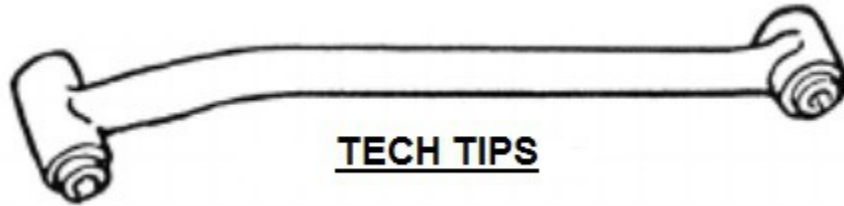


Brian worked on bleeding the brakes. A new master cylinder was installed at Doug's last club meeting. It was determined that there was a blockage, possibly a rubber hose line, and it will have to be looked into at a future meeting. Bleeder valves?





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



TECH TIPS

Horn Repair

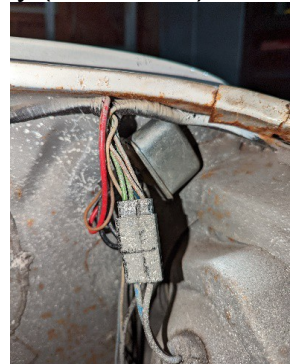
By Bob Marshall.

My 63 Spyder has never had a working horn since I purchased it. I was driving on the highway recently when someone decided to cut me off at 70 MPH. Out of impulse I hit the horn rim and not a peep. Time to dig into the issue with the horn.

First, I jacked up the car to find the horn. I found two horns hidden under metal horn shields (see photo). Seems like GM went to great lengths to install stamped steel horn shields on both sides. After scraping off the heavy undercoating, I was able to remove the shields exposing the horns.



I removed each horn and tested them using my charger. They both work fine. Before you test your horns stuff a shop towel into the opening or you will have ringing ears. They are loud. I cleaned up the contacts and re-installed the horns and the shields confident that should work. Nope! Time to enlist the help of Fred Marx, who had a similar issue with his 63 Spyder. We moved to the trunk where the wiring harness for the horns/lights is located. There is also a horn relay (see Photo) in the



harness. I tested the relay, and it was fine. Cleaned up the wire connectors and reconnected. Still nothing.

We now move to the horn/light wiring harness connector which is located on the driver's side of the trunk up near the wiper motor. I was a little leery about pulling on a 59-year-old harness connector, but I needed to find the source of the malfunctioning horn. A quick wiggle and tug and the connector



did pull out with no damage to the harness. Inside it was apparent that moisture had worked its way into the connector and created corrosion on the connectors. A quick clean up with a connector cleaning tool (thanks Fred), some dielectric grease on the connectors was all that was needed. Connector back together and bingo, I have two functioning horns again. I must say that compared to the puny horns used on modern cars, these horns sound like an angry 18-wheeler bearing down on you.

Back in 1963 auto electrical connectors were far from weatherproof. Most of the connectors on our cars are subject to the elements and a perfect environment for corrosion. So, get a tube of dielectric grease, an electrical contact cleaning tool and clean up those electrical connections.

On a side note, my 63 Spyder is a LA car with almost no rust anywhere. So, if you think keeping your 50+ year old car inside prevents corrosion on these connectors, think again!

Thanks to Fred Marx, the horn whisperer!

Keep em running!

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.

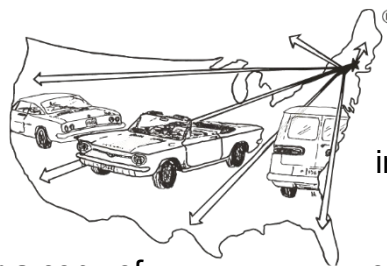
1079 Bon-Ox Road, Gettysburg, PA 17325, (717) 624-2805, corvairranch.com/

Email: findit@theranch.today



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.



We carry engine
There are 1,000's
information and lots

Check us out at www.corvair.com or call today to order a copy of our printed catalog. You will quickly see why we are the world's largest supplier of parts and all your other Corvair needs. Clark's - More than Parts!

Clark's Corvair Parts®

400 Mohawk Trail, Shelburne Falls, MA 01370
(413)625-9776 Email: clarks@corvair.com

Corvair Events

October 15th

ROCKVILLE ANTIQUE AND CLASSIC CAR SHOW
Glenview Mansion at Rockville Civic Center Park
603 Edmonston Drive, Rockville, MD 20851
Saturday, October 15, 2022
11:00 AM through 3:30 PM Open to the Public. FREE
8:30 AM Opens to cars being shown.
<https://www.rockvillemd.gov/667/Antique-Classic-Car-Show>

2022 Meeting Schedule

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

October 29th

Brian Brooksby's Garage
4 Snow Meadow Ln
Stafford, Va 22554

Brian's *potential* projects include; [Nash fan install](#), Rear springs, shocks, and control arms
Push rod tube O-rings, Finish 140 engine tear down.

Treasurer's Report

Balance 08/31/22 \$4211.20
Balance 09/30/22 \$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/northernvirginiacorvairs/>

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

On Friday September 23rd I took the Corsa to Rick's garage. The task was to replace the pitman arm bushing.

It was a beautiful day so the garage door was open and Rick directed me onto the lift. Once in the air I started to remove the tie rod end nuts from the steering linkage. The left side came off without issue. However, the right side castle nut was already rounded and no amount of cussing would break it loose.

Luckily Rick had a nut splitter brand new in the box. Neither of us had ever used one but it is a simple tool that is very effective. After cranking down on the splitter, the nut broke enough to remove it.

Getting the tie rod ends out was another challenge as pickle forks did not separate them But, again, Rick had a screw in separator that did the job with a little elbow grease.

Next up was getting the bolt out of the pitman arm. I tried every trick and tool to no avail. Then I decided to hit the bolt with the air gun and it broke the seal allowing the bolt to fall out with ease. The last part was the idler arm. That came right off the frame easily since I just replaced it.



With the steering linkage in hand we placed it in the bench vise and set about removing it. We tried pressing it out but that was a no go. I tried to hack saw it in half lengthwise but that was futile also. I then flipped the arm over and cut the lip in four places so I could fold it onto itself. That worked beautifully except for the slight cut marks in the arm but I was able to tap the sleeve out.



We pressed the new bushing in and I went back to connecting everything without issue. Rick had a spare castle nut for the one I destroyed.

The next items to replace are the tie rod ends on both sides. I'm buying the sleeves also because I'm not messing with trying to salvage the original ones.

We also experienced our first hurricane, which is something we can do without.
That's it til next time.

RnR



PS

JACK DEMPSEY?



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

