



NVCC, CORSA Chapter 220

Volume 41

Number 10

October 2024

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

September 21st I arrived at 3:11PM to the **Corvair Day Show** in PA with only 10 Corvairs left.

I got a late start getting there but was happy to see that the Best In Show Winner was still there for me to enjoy. Cameo Beige with Aztec Bronze interior 1966 140 Corsa Convertible belonging to



Rich and Donna Greene. Congratulations.

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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 (COSA). \$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.





Fred sent me some pictures he took while there with a little over 40 Corvairs.





I got a few pictures and then got a personal, behind the Ropes tour of the EMMR Museum, specifically the recreated Garage shop of Tommy Hinnershitz known as the "The Flying Dutchman" and "The Flying Farmer" of the sprint car world. It was like going back in time. Everything in the shop is plugged in and operable and he powered on the lathe to prove it. Thank you EMMR!

With eight miles to go til my destination on the drive **to** the Corvair Day Show, I saw Art's 1965 four door and Andria's 1965 Monza convertible driving the other way. After the EMMR tour I called Andria and found out she was going to a Cruise-In in Mount Airy Maryland where her dad and brother would be with their 1938 Ford pick up truck. I had a new destination to continue my Day.

My dad was good friends with her dad and were into MG T-series cars and both of them had owned new Corvairs. Because of some rain there were not too many cars. We met two brothers in a 1971 Chrysler station wagon. One of them, seeing Andria's Corvair, mentioned that they bought a house from a Corvair enthusiast "Woody Schwartz" in Mount Airy many years ago. Andria surprised them by spouting off the full legal name of Woody Schwartz and asked if that was the name on the deed.

It was.

After that, the folding chairs came out of the '38 and we sat in a slight rain and around some Old cars and talked cars and small worlds. Turns out they bought the house of a guy we knew as Woody who was Big into Corvair's and who was One of the First officers of CORSA.

Andria bought a 1962 Corvair Monza Wagon from Woody in 1974. The same Wagon that her dad had bought New then sold in 1969.

I went to Woody's house to buy parts back in the 70's so I remember it and seeing Woody's Corvair at many shows.

As it was getting late we packed up the chairs and put them into the bed of the '38.

I just got into my car when Andria knocked on the window and said her Corvair would not start. Turned out it was the fuel pump and she was prepared for such a problem as she had a new one in the trunk. Put it on using cell phone light and was back on the road again. The old pump only had 200 miles on it.

Be sure to look for Bob's article in the November 2024 HAM on fuel pumps.

A great way to spend the last day of Summer!!

Truly,... A Corvair Day. 🛠️🔧



I'm having the dual exhaust like Matt Nail once sold duplicated

I got this from Art and wanted to put it here to check for Interest on a Dual Exhaust Crossover. I found some pictures online so you can see what they look like.

=====

This is Art, we spoke at Summit Point.

As the subject said, I'm having the dual exhaust duplicated and the shop is willing to manufacture multiples if there's interest.

I'm not doing it as a profit-making venture and originally only for my own use, but it occurred to me others might be interested, and I was wondering if you could put a note in the club newsletter to judge interest.

Based on that more could be made and potentially offered to a larger group.

Once mine is created I can supply photos and have the price locked down, though I'm guessing \$150-175 range.

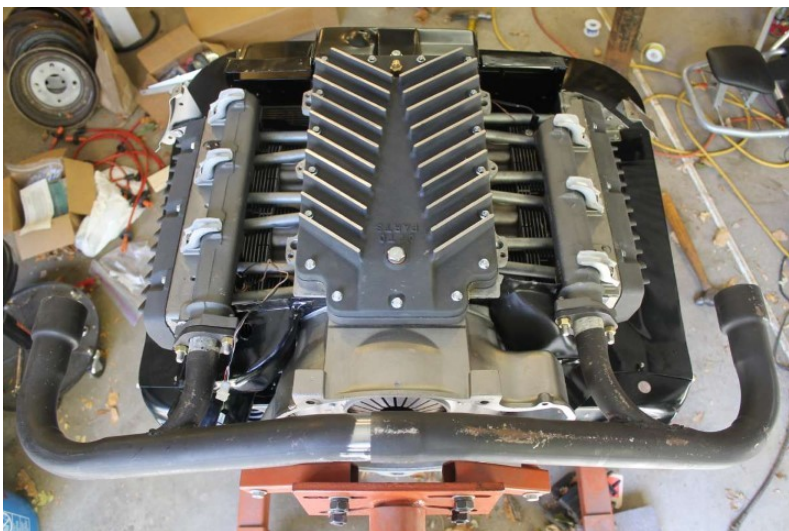
I look forward to the selection of mufflers available in a more standard size.

Thanks again for handling the newsletter and this as well

Art Hooper

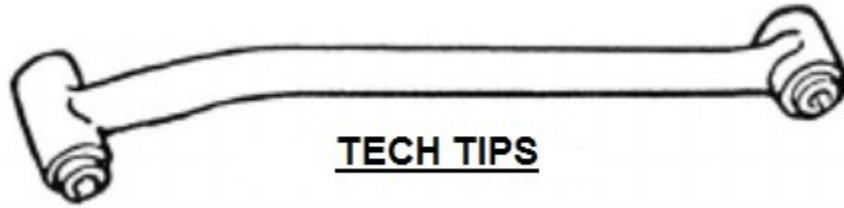
=====

Here are the pictures. They should be able to do 110 and 140.



I like this picture showing that the pipes are adjustable left to right to allow for the heads being milled or not. Interested? Reply and ask questions for Art.

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



TECH TIPS

Upgraded suspension parts for the LM by Brian Brooksby

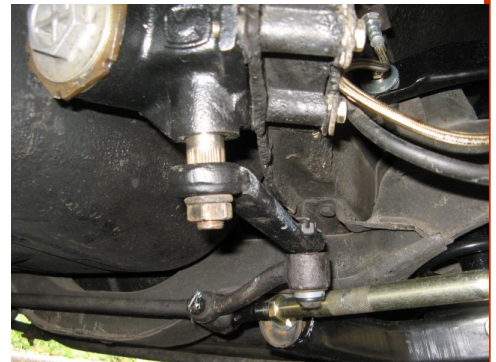
Here are the pictures of the complete LM suspension upgrade made by Nate Wolfe. I've driven his cars equipped with this set up and they handle like slot cars. I've received all the parts and they are top notch.

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

Your **Corvair Tech Tip** could be here! [Contact your Editor](#).

For Sale Ad 1

Corvair Parts Available For Sale

A. J. Paluska, Jr, (703) 250-4455, ajjr13@earthlink.net

Monza Bucket seats 1964 pattern beige – Reasonable offer
Monza Fold down rear seat 1964 pattern beige – Reasonable offer
Carpet for rear fold down seat black - \$25.00
13 inch racing steering wheel black – \$35.00
Rear brake hose - \$15.00
Chrome air filters - \$30.00 ea
Dual speaker - \$42.00
Assembly manual - \$15.00
Shop manual with 1964 supplement - \$15.00
Oil pressure gauge - \$68.00
Oil pressure gauge installation kit - \$60.00
Voltage gauge - \$45.00
AM/FM radio - \$200.00
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
Early model radio mount gray - Reasonable offer
15 inch alloy wheels 4 bolt pattern - \$25.00 each
Early model turn signal mechanism (Canceling cam \$18.00, Switch \$22.00)



Pre-bent front brake line - \$25.00
Dome light base - \$10.00
Dome light lens - \$5.00
Gauge panel black - \$10.00
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
Flexible brake hoses, 2 rear, 1 front - \$18.00 each
Assorted steering parts - Reasonable offer
Miscellaneous salvage parts 1964 - Any offer

For Sale Ad 2

Corvair Parts for sale from Bob.

1966-9 rear lower panel **with** the chrome insert. The panel was painted GM Argent Turquoise by our own Doug Jones at least 5 years ago.

The panel does have some minor bubbling of the paint in one corner. Asking \$250.



Engine top cover for turbo. Cleaned and painted satin black. \$40

1965 used rebuildable rear bearing assemblies. RH and LH. LH does have some play but both should be rebuilt anyway. Includes brake backing plates. \$25 each.



Contact Bob Marshall 571-599-5314 Ram19195@gmail.com

For Sale Ad 3



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

Corvair Vendors and Service



Corvair Ranch, Inc.

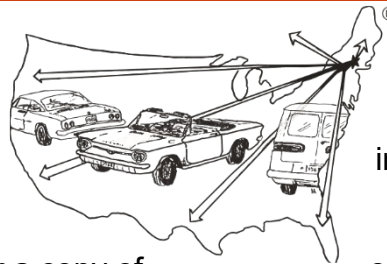
1079 Bon-Ox Road, Gettysburg, PA 17325, (717) 624-2805, corvairranch.com/

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!

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

2024 Meeting Schedule

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

November xxth

Meeting Location OPEN
Interested?



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.](#)

2025 CORSA Convention.



May 19-23 (Mon-Fri) 2025 in Santa Maria, CA at the Radisson (soon to be Marriott) Hotel

Click this picture to read more details.

Treasurer's Report

Balance 08/31/24	\$4717.53
Income from Dues	\$0.00
Balance 09/30/24	\$4717.53



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.hagerty.com/valuations/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=gHuXM1Gb8XM)

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/>

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 Report

Rampy

It finally happened. Rita was ecstatic. I was psyched. And David P was excited to see and work on a Rampside. Last week, I invited, David, a fellow Central Carolina Corsa Corvair Club member (CCCCC from this point on) over to work on Rampy. The first task was to drain the 4-year-old gas from the tank. Rick Sanford loaned me his manual pump and we were set it to work.

David and I pushed Rampy outside to the gravel portion of the driveway and proceeded to insert the 4-foot flexible hose into the filler hole. It took a few attempts but David managed to snake it down the filler neck and into the tank. I started pumping to no avail. It was all air. We disconnected the pump from the hose and David was about to suck the gas out but I suggested that he blow into it while we moved the hose around. After a few seconds we heard bubbles so we knew we were in



the deep end, so to speak.

We connected the pump and for the next 15 minutes we pumped out 8 gallons of the foulest smelling, dark amber colored, rotten gas. I only had 2 empty cans, a 5 and 2 gallon so luckily, I had an old vinegar jug to use. My brother suggested that I use this bad gas in my lawn mower. My reply was that I do not want to have to rebuild 2 more carburetors so off to the recycle center they went.

We bought 5 gallons from the local gas station and added about 4 gallons to the tank. Prior to trying to start the motor, I removed the distributor and used another of Rick's tools to pre-pump the motor of oil. Next, I primed the carbs and David turned the key. It fired right up. I was amazed after 4 years that it did not hesitate to start.

While it started it would not idle and it still ran rough, just like before we changed the gas. I thought maybe it was old gas in the line and maybe in the carbs so we throttled it for a few minutes. Unfortunately, there was no change. After discussing options like setting the points gap and timing (as best we could) we tried again with the same result. Next, I checked to see if the balancer slipped. It was fine. Then I remembered something that I had thought about and forgot over the years. The vacuum advance on the distributor seemed very hard to move in and out. I had my 140 distributor on the shelf so I removed the advance and pulled the distributor again to swap out the advance. Once back in, we started the motor and the advance was working and the rough running issue was gone. I do not know if a 140 advance will work long term or if I need a 110 advance. Nonetheless, it is running fine but not idling. I am also positive that I have the distributor in a few teeth off but I will fix that the next time David is over.

Back to the idle issue. I assumed the carbs were jacked up after sitting so long with bad fuel... I didn't want to rebuild them again myself because I literally tired and frustrated with working on other people's carbs. I reached out to the group to see if I could use the newly rebuilt carbs from Fred's blown engine. That was a no go as they will be used on his replacement motor. Rick suggested the Ranch or Wolf Enterprises but I really wanted to be cheap and quick. Rick suggested a guy named Dale in Calabash, NC who is a carb expert and car restorer. I called Dale, arranged to go to his shop and deliver my carbs, rebuild kits and a few pre 64 carbs for any parts that may be used (which there are few to none!). Plus, the earlies were a complete mess inside.

Dale called me a few days later. He had one completely rebuilt but the other one had an issue where the cluster mounts to the lower base. I jacked it up when I rebuilt the carb and it came back to ruin the day. It also had a leaky float. Luckily, I had spare parts from Phil's carb kits, which contained new floats. While hunting for a new base and I found a complete carb and a base from 2 club members. Also, the accelerator pumps springs and the spring retainer were missing the springs on both carbs and the pumps were locked into the shortest position. This is a fact, I rebuilt them with what they came with so the springs... were missing but I was a complete rookie so I didn't know what I didn't know.

Next, I will install both carbs (when I get the other one rebuilt), adjust the distributor, and then start working on sealing the powerglide shifter cable following Davemotohead's instructions. I am sure all of the trans fluid has leaked out by now but that is a minor issue. After these tasks are completed, I am going for a test drive on the side road with the biggest smile on my face. Then it's title, tag and insurance and taking it on short drives up and down Old Reaves Ferry Road (Conway, SC).

Corsa – Corvy

Rick let me use his lift to replace the rear wheel cylinders on Corvy. We replaced the front cylinders a few months back and when we tried to bleed the rears the no fluid came out of the right side. I managed to remove the cylinders without taking the shoes... off so that saved some time (maybe). The hardest part was getting the 2 bolts back into the new cylinders. Before mounting the cylinders, I filled them with brake fluid to minimize the amount of air in the system. Of course, the hard lines

gave me a hard time but only because of lack of room and they were slightly off bent. After about an hour everything was buttoned up, I got in the pump the brakes. Dave was the fill guy and Rick was the bleeder. 10 minutes later the brakes were bled and the nasty fluid was purged. The brakes are solid now and it brakes straight. I want to bleed the entire system one more time to get any old fluid out so I will schedule another lift time with Rick soon.

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

HAPPY HALLOWEEN! LIZZIE BORDEN HAD A CORVAIR?



Picture from Dave Motohead.

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 | 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.



venmo

