



NVCC, CORSA Chapter 220

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

The August Club meeting was split into a Early and a Late shift due to the main project not projected to arrive until 1pm. As I was Late shift, I got the Top **Early Shift** info from Fred, Doug, and Jason who send me some pictures. They used Jason's EM convertible as a guide to try to fix Doug's EM top.



Both tops are Power. Doug's top was dragging in motion. In this picture you can see what part of the problem was. This bow should be straight across when top is up.



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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.



No solution was found for Doug's top but when they were done, Jason's top motion had improved.



LATE SHIFT.

When I arrived at noon to Fred's Garage, (Thanks for Hosting!) Byron's 1966 Monza Convertible was up on the lift having been thoroughly checked out. Can I foresee a couple future club meetings under this car? We can hope.



John arrived around 1PM with his beautiful 1964 Monza Coupe having made the two hour+ trip. Up on the lift she went and it was determined that the tube seals did not need to be done. But, valve cover and oil pan gaskets did. An oil change and a check of the timing and back on the road.



Well, it did not go Right up onto the lift. We had to look her over first.



The oil pan off and getting the attention it needs.



The Test Drive



There were a total of 11 people and 8 Corvairs in attendance. Five are pictured above. Pictured below are the other three. The Host's Spyder, Darren's FC and Gary's 69 Coupe in progress.





Some of Gary's custom metal forming in the rear window channel. Always great to get in person updates on projects. So yeah, drive em to the meetings! **EIGHT OF THEM DID THIS DAY!**



Garage Sale

The Garage doors were open at the Mike Harrison Open House Garage sale held on August 28th and it was well attended with familiar faces and a good parts selection.





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

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;

Turbo parts (Early Model unless stated as late model)

Stock turbocharger – doesn't turn, needs rebuild, choke tubes removed	\$125
2 Compressor housings – clean, part #3840830, 3831691	\$125ea



2 turbine housings, rusty, one has 2 broken studs	\$25ea
2 Turbo clamps	\$20ea
2 Carter YH carbs	
63-64 body # 0-1580, loose lever	\$75
65-66 body # 0-1769, stuck throttle, no choke cover or passage plug	\$65
2 Carter carb rebuild kits, Carter Zip-Kits 902-215A & 902-224 both opened	\$35
Carter carb needle valves -used, Gross Jet – used short time	\$15
AC fuel filter – used	\$15
Turbo gaskets and rebuild parts – not complete, new	\$35
“Turbo-Charged” rear deck lid emblem	\$25
AC Air Filter element A200GW, GM#6420796 – NOS	\$50
Air Filter Housing – good chrome, very good condition	\$120

PCV tube,

Fuel line – good chrome, very good condition \$45

Oil line

Exhaust heat shield - good chrome, very good condition	\$50
Air cleaner support bracket – very good condition, cleaned, repainted black	\$55
Turbo support bracket – very good condition, cleaned, repainted black	\$25
Muffler support bracket – very good condition, cleaned, repainted black	\$15
Cross-over tube- good chrome, very good condition	\$35

Miscellaneous parts:

60-61 Corvair distributor, used, complete, includes points, condenser, rotor, cap.	\$75
2 Clark's fan belts C5790, new	\$12
Clark's Viton crankshaft seals, new	
Front bellhousing seal	\$8
Rear housing seal	\$6
2 new Clark's rear brake hoses for 65 – 69 Corvair	\$20
GM AM car radio with faceplate for 65-69 Corvair, not working	\$20
New Borg Warner tune-up set	\$7.50
A-120V point set	
G-120A condenser	



68-69 Corvair interior parts:

2 Dash pads, black, clean, very good condition \$125ea

2 Padded radio surrounds, black, complete, includes padded ash-tray,
very good condition \$35ea

2pr Padded door pillar trim, black, very good condition \$45pr

2pr Door arm rests, black, excellent condition \$55pr

2pr Sun-visors, black, clean, very good condition, complete except
vanity mirror missing from one visor, mounting plate still attached \$45pr

Door and rear side panel sets, Monza, black, cardboard intact, good condition,
1 left side set, 2 right side set \$75/set

Front shoulder seatbelt harness set, driver and passenger, black,
complete including retractors and mounting bolts, webbing good condition,
but could use some additional cleaning. \$75

NOTE: Period correct for shows, not recommended for normal use due to age.

Shipping is extra. Contact Bob at bobrstn@gmail.com

For Sale Ad 3

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



Corvair Vendors and Service



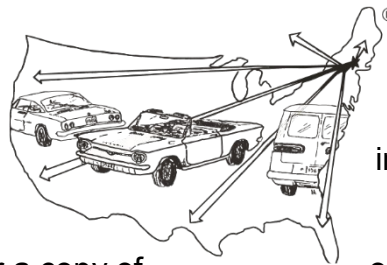
Corvair Ranch, Inc.

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Corvair Events

43rd Annual CPCC Corvair Days Car Show

September 17th 9:00 AM through 3:00 PM

100 Baltimore Rd
York Springs, PA 17372

2022 Meeting Schedule

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

September 24th

Doug's Garage
4349 Majestic Lane
Fairfax, VA 22033

Our project for the meeting is to bleed the brakes and install 4 one barrel carbs on the 140HP engine.



Treasurer's Report

Balance 07/31/22 \$4211.20
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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

Welcome from hot and humid South Carolina. Rita and I made the move here in early July and are still getting adjusted to the southern way of life. This will be a long haul adventure to say the least. Prior to moving here I made contact with Rick Sanford. He was in the Maryland area for a while and a lot of you may know of Rick personally. Hanging out with Rick has shown that he is a great guy and knows a lot about Corvairs.

We met up with Rick at a cruise-in down the road from our house. In attendance were three Corvairs, a 64 Spyder, Rick's 65 Corsa and the RnR 66 Corsa. Soon after we were invited to Rick's garage/office. It is an air conditioned garage with a lift and every tool imaginable. When I say every tool imaginable that is not an understatement.

The first car we worked on was the 64 Spyder belonging to Dave Moore. Before I get too far into this I have to mention that Dave and Rick's cars are phenomenal. They are beautiful top to bottom and inside out. Out of the blue, Dave's car developed a serious pull to the right. For the first go around we installed new wheel cylinders on the front. The original ones were leaking and corroded. Unfortunately that did not solve the problem. Next came new brake hoses to no avail. Then we got serious. Dave had the drums turned, bought new brake springs and new shoes and a new idler arm. After a few attempts and some money the car stops perfectly now. I believe the issue was the cylinders and the brake shoes - the latter were glazed and had some fluid on them.



The Rory & Rita Report cont.

My car was next. I have a pulling to the right issue when braking like Dave. When we got the car on the lift Rick noticed a few things. One was that I was missing a u-joint bolt on the differential. After digging through Rick's bolt drawer I found one. That was an easy fix. Then, as we were about to pull the left front tire so we could replace the wheel cylinder with the one I bought to fix the issue months ago, we noticed the idler arm had an inch or so of play in it. Now I know why the car would wander all over the road like I was driving in a Fast and Furious Movie. I was constantly moving the steering wheel left and right. Having to order the idler arm we called it a day.

The idler arm arrived and the car was back on the lift a few days later. Did I mention the garage is air conditioned? Dave and Rick had to run an errand so I did the r & r on the arm. It took about 20 minutes, which is not bad considering I have never changed one. I found Rick's grease gun and greased every Zerk I could find including the new idler arm and the u-joints on the axles. Next came the test drive. While the car still pulls to the right the front end is so much tighter and it doesn't wander all over the place. However, now that the idler arm is replaced we noticed the pitman arm bushing is shot. I ordered that and the car will be back on the lift in a week or so. If that does not fix the pull we will replace the wheel cylinder.

I also had to troubleshoot a weird no-start issue. This took me a while to figure out but I did manage to clean up the contacts, battery posts and cables and that little red connector mounted on the frame next to the battery. I did all this to try to narrow down the issue. I actually thought that I fixed the no start issue after all of that as every start test worked. Then, one time after a cruise in, (they are not called car shows here) I stopped for gas and the car would not start. When this issue happened there was no power at all to the ignition switch, which was discussed to a point I almost bought a new one. During this no start at the gas station I repositioned myself in the seat and the car started. How odd I thought. What wires run under the seat? The answer is none so, while the car started, I was still in a dilemma as to the actual cause.

I get home and I start troubleshooting again. And then the cause of the issue came into full light. When I pressed in the clutch the car had no power at the ignition switch. When the clutch was not depressed the car started every single time. I tested this theory a few times and it was conclusive, the clutch had something to do with it but how is that even possible. The answer is that the main wiring harness coming out of the tunnel had shifted to the left and it was right behind the clutch lever (the part where the clutch cable connects). When depressed, the clutch lever was pulling down on the harness and pulling the connector out of the instrument panel connector. I clipped the connector together, moved the harness back to center and used a huge zip tie to hold it into place. Issue resolved but only after many frustrating attempts to start the car.

Stay tuned for another exciting adventure on Rick's lift.





PS

Darrin's Turbo Corsa. Photo by Bob Marshall



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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

