



Chapter Chatter
By Daniel Goldberg

Hello again and Happy New Year – it's great to resume my duties as newsletter editor. I don't even know how long it's been, but I may have even had some hair in those days. More on this below.

December's meeting was our annual Christmas shindig, which of course means a pot luck feast and officer elections. Bryan Blackwell announced his intention to step down as president in order to move on to even greater heights. This left a power vacuum into which several warring factions faced off against one another. Or, more truthfully, a few folks nominated Doug Jones for president and he was gracious enough to accept. Mark Walters took over for me as vice president, and A.J. Paluska remains our treasurer.

Since I came up the biggest loser in this latest power struggle, I was compelled to accept newsletter editor / minister of propoganda. To reiterate, I actually held

this position once before many years ago, but it became a bit too much to handle when I began attending grad school at night. Several years after that, I ran off and joined the Army, thinking I had forever escaped from the DC metro area ... but then fate and a fluke brought me back in 2013. Happily, I was able to catch up with old friends and make some new ones too. I also had the bodywork and paint done on my '65 Corsa convertible so no one would be embarrassed to be seen with me.

Many people at the Christmas party expressed an interest in caravanning to the 2015 CORSA convention in Knoxville, TN, and I'm no exception. Knoxville is actually a sort-of-fun medium-sized city with a vibrant riverfront scene. And, for whatever its worth, remains of the 1982 World's Fair are still extant (forgot about that, didn't you!). If you're interested in driving your Corvair to the convention, now definitely is the time to resolve any lingering mechanical issues and also make your Corvair more comfortable on the open road. Attend meetings and ask questions!

(cont'd next page)

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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). The \$10 annual dues are payable January 1st, to "Treasurer, NVCC" at the address herein. A prorated amount of \$5 is accepted for periods of less than six months. All other correspondence and submissions can be addressed to the Secretary/Editor. Newsletter expiration date is three months beyond dues anniversary if they are not current. Original material appearing in the HOT AIR MAIL may be reprinted in other non-profit publications with appropriate credits.

Chapter Chatter (cont'd).

Showing up to the Christmas party was a gentleman named Jeffrey who was set to buy a '62 Spyder convertible – if he could fit, that is. Since Doug's '63 is a reasonable facsimile thereof, Jeffrey got the opportunity to get behind the wheel and test things out. Although the fit was somewhat tight, Bryan suggested perhaps installing seat extenders.

(Jeffrey: I have the bottle of wine you were kind enough to bring – it's still unopened and if you contact me I'll happily return it to you. dg)

Corvairs in attendance: Mark Walters ('65 Corsa 180); Greg Walthour ('62 Greenbrier); Doug Jones ('63 Monza convertible); Bryan Blackwell (66 Corsa-ish) and me ('65 Corsa 140 convertible).

Finally, we were able to get folks to host meetings for the next six months:

January 2015	Trey Nelson (Manassas, VA)
February 2015	Fred Marx (Potomac, MD)
March 2015	Doug Jones (Alexandria, VA)
April 2015	Greg Walthour (Alexandria, VA)
May 2015	Bryan Blackwell (Burke, VA)
June 2015	Convention/Summer Tour (Knoxville, TN)







Parts/Miscellaneous For Sale

40+ year collection of Corvair Parts. Please contact John Getz at jgetz@comcast.net or 301-717-9452 for a list of sale items. Parts located in Frederick, MD.

Gas Tanks: Six or so good used gas tanks \$30 and YOU pick up; NE Maryland. Harry Yarnell hyarnell1@earthlink.net

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Corvair Underground
PO Box 339 Dundee, OR 97115, (503) 434-1648 or (800) 825-VAIR

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Treasurer's Report

Balance as of 11/30/14	\$2519.69
Dues Income	\$145.00
Car Show Expenses	(53.00)
Holiday Party	(\$100.00)
Balance as of 12/31/14	\$2511.69

Don't forget to visit our Facebook page!
<http://www.facebook.com/NVCCHOME>

ARE YOU IN?

The Corvair Society of America (CORSA) is the #1 Corvair group in the world, with over 4,800 members and 125 local chapters, including Northern Virginia Corvairs.

CORSA supports all sanctioned Corvair Clubs with a wealth of benefits, including event insurance, exclusive Classified Ad access, and their award-winning monthly newsletter "The Communique". Northern Virginia Corvairs encourages all members to join CORSA. Annual dues for active members are just \$45. For more information visit the CORSA website at www.Corvair.org

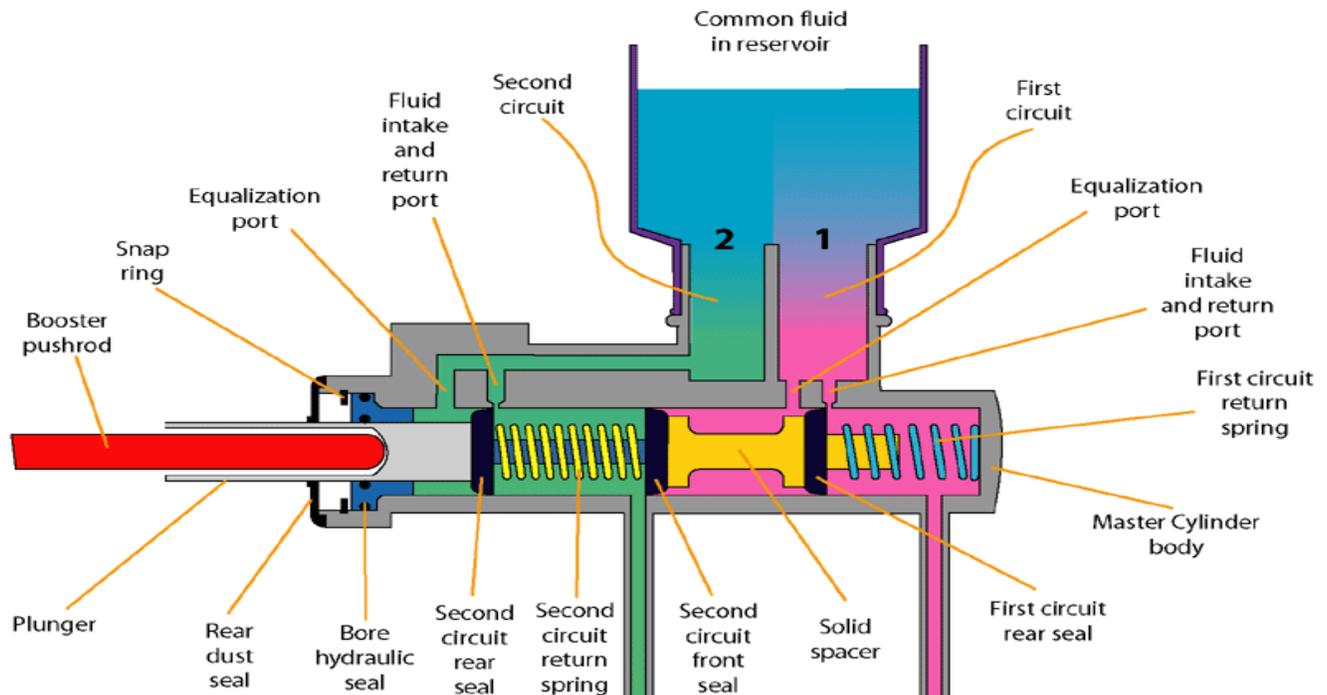
How does a brake master cylinder work?

The master cylinder is the heart of the brake's hydraulic system. It converts the force exerted on the brake pedal into hydraulic pressure to apply the brakes. Depressing the brake pedal moves a push rod in the master cylinder. Mounted on the push rod are a pair of pistons (primary and secondary) in tandem (one after the other) that exert force against the fluid in the master cylinder bore. The pressure created displaces fluid through the various brake circuits and lines to each of the wheels and applies the brakes.

The master cylinder is able to do its job because brake fluid is incompressible. The fluid inside acts like a liquid linkage between the master cylinder's pistons and the calipers and wheel cylinders. Any movement of the pistons in the master cylinder is transferred to each of the brakes. For it to work properly, though, there must be no air in the fluid because air is compressible. That means no bubbles or air pockets in the brake lines, master cylinder, the calipers or the wheel cylinders. And if the vehicle has antilock brakes, no air in the hydraulic modulator assembly or ABS solenoids.

When the brake pedal is released, the spring-loaded piston assembly in the master cylinder returns to its rest position. The fluid that was displaced by the pistons is pushed back to the master cylinder as the disc brake pads and drum brake shoes retract, and the fluid returns to the fluid reservoir through the compensating ports.

(Editor's note: be sure to leave a little free play in the MC pushrod or your brakes could lock up at speed. Without free play, the seals may be pushed forwards enough to prevent the intake/return ports from opening up again to allow excess pressure to vent to the reservoir (i.e., because the ports are closed off by the respective circuit seals). The factory manual says 1/16" (min). I have a sinking feeling that an all-the-way out pushrod was the reason for my recent braking issues (after I spent \$\$\$ on new hoses, shoes, and hardware and valuable time installing all of it). Credit to Bryan for discovering this when he volunteered to help me bleed my brakes.)



Return To:

Daniel Goldberg
43 Underwood Place
Alexandria, VA 22304

January 2014 Meeting

Saturday, 17 January 2015, 9:00 AM

**Trey Nelson
7004 Bears Den Court
Manassas, Virginia 20111-4377
(703) 368-2307**

DIRECTIONS TO MEETING

From I-66 take Exit 53, VA-28 South, Turn left onto Liberia Avenue, Turn left onto Prince William Parkway/VA-3000 East. Turn left onto Yates Ford Road. Take 3d right onto Bear Creek Drive. Take 3d right onto Bear Den Court, End at 7004.

From I-95, Exit onto Prince William Parkway/VA-3000. Follow directions above from Prince William Parkway.