



Chapter Chatter
By Rory Clark

Many thanks to Al and Peggy for hosting the meeting and allowing the gang to commandeer their garage for most of the day. Thank you for the coffee and excellent home-made coffee cake!

To quote Greg, "Hi, Everyone! I owe all of you a HUGE THANK YOU for all of your help today! A BIG thank you also goes out to Bob, Fred, Mark, Mark, Ron, & Vern (I put your names in alphabetic order so as not to show any favoritism!) as today's hands-on mechanics! (Man, I hope I didn't forget anyone!). I'm almost positive we had a record turn-out today from both ends of the spectrum! Thanks for bringing Donovan along for the entertainment, Stan!

Just to recap, I was having a severe front brake pull to the right! While I was aware of it, I would have been hesitant to let anyone drive the RedBrier in this condition. So, due to my lack of diligent maintenance, there were definitely a few problems! First, the left side soft brake hose was COMPLETELY CLOSED!

Yikes! Luckily, I brought along a new one... Second, the master cylinder was almost completely EMPTY! While we were in there Ron completely cleaned the wheel cylinder which actually looked great inside. Finally, the brake shoes, while still having much life left, were cracked across the face in multiple places on both sides. Mark Walter's and I made a quick trip to Advance Auto, which had a new set of the CORRECT brake shoes IN STOCK. Mark let me drive his Corvair back to the meeting. What a great ride! My trip home was uneventful, so I was able to drive and text again without having to hold on to the steering wheel with an iron grip! Kidding, of course...

It's starting to warm up out there, let's all start getting our Corvair's ready for the Vair Fair in Winchester and the Corsa convention in Pittsburgh! Thanks again!!! Greg"

Below are some action shots of the brake job and a few of the 'Vairs at the meeting.

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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.



The crew



Bob's Corsa



Vern and Mark working on the brakes



Ron's beautiful early



This is how it goes together



Stan's Greenbrier



Greg taking out RedBrier for a test drive

Articles of Interest

Continuing with the monthly series, the article below is the fourth in the series. I ran across this article by Jeff Peek in the March 28, 2016 edition of Hagerty - [Pete's Corvair Passion](#)

The article is about Pete Koehler (he is known as Caveman Pete on some of the Corvair forums) and his love of everything Corvair. He professes to have owned over 1000 Corvairs in his lifetime although that number is much more manageable now.

The article begins with his selling off some of his collection, which surprised quite a few people due to his passion for our cars. I can attest to that passion whenever I read some of his posts.

While his fleet was a bit more manageable from the 1000 cars he once had, he decided to sell a few more – 11 to be exact. His attitude was if they sell fine and if they don't that is fine too. He put them on Craigslist and ended up selling four. He was happy that all 11 did not sell.

During his 38 years at GM he gained a deep appreciation for GM automobiles. But his love of the Corvair dates back to 1968 when, as a teenager, he bought his first Corvair for \$10.00 – less an engine. He soon learned that paying someone to fix up his car was way too expensive so he learned how to work on his car himself.

His collection still offers an interesting line up from a 1960 "Holden" replica to a Jade Green and White 500 sedan 3-speed. Apparently it is the oldest surviving Canadian-built Corvair. He also has a number of convertibles and a '64 Greenbrier Sportwagon.

After selling some of his collection he had the unique opportunity to purchase the Ralph Nader 1962 Monza 900 from the man himself. You can read that article here by Matt Wolfe - [Nader Mobile](#)

The main article is a short read. Caveman Pete also posts a lot on the well-known forums so head over to those sites to see what he is working on.

Making Stuff

I have been looking for that piece of metal trim that goes on the inside rear window. The top picture is my rear window minus the trim. The bottom picture, from Mark Walter's car, is the piece I need. It looks like I need more than the trim piece!



I decided to make the piece myself since I couldn't find one.

The first step was to use my wood contour gauge to determine the shape of the rubber and plastic trim. Then I transferred the contour to a piece of paper to use as a guide. The next step was to cut and shape my sheet metal based on the contour. Bear in mind, all I have are metal snips, a vise and a metal hammer.

The lower curve was really easy to make. However, the next bend and curve were a bit more challenging. I got the bend correct but the curve was fighting me. I kept forming it in reverse. I needed something that I could bend the metal around. Luckily, I had a few drill bits in my toolbox that were the perfect size and shape. After about 30 minutes I had my piece made although not finished.

I still need to figure out a way to attach it to the window trim as the mounting tab for the screw is not there. I may be able to fabricate a metal tab that slides in-between the rubber weather-stripping and tap a hole in it.

Below is a picture of the piece I made. It fits pretty well considering my lack of metal forming tools. I don't like the gloss black at all so I will paint it with a satin finish.



The Tool Addict by Bryan Blackwell

One part on our cars that seem to always be in pretty sad shape is the front wheel bearing dust covers, the metal caps that press into the front hubs and protect the front wheel bearings.

In the 1961 Service Manual, Chevy recommends greasing the front wheel bearings very 10,000 miles. In '65, they simply say to grease them when the front brakes are serviced. Here in Virginia, we used to have safety inspections every six months. The inspectors saved time by taking off the wheel cover, the dust cap, then taking off the big retaining nut and pulling the tire, hub, and drum as a unit to inspect the brakes.

No surprise then, that the caps are pretty beat up. Now, you can get new ones and then, uh, hammer them on to the hubs. And when it's time to take them off to service the bearings just whip out the trusty channel locks, get a good grip and take three tries to pry them off. Hmm, those nice new parts might now have a bit more patina than you'd like.

This is where your smiling tool guy says "I have just the thing for you!" Several vendors make pliers specifically for removing grease caps. The photo shows the Snap On GCP-10.

They also made a version with a plastic hammer head (GCP-11), but I've found the plier only variety is much more common. The equivalent Mac tool is a DC216, and they all come with a hammer face.

Not only does the tool keep from tearing up the caps, but removal is much easier since you are pulling from behind the raised edge instead of trying to get a grip on a smooth surface.

To install the caps, avoid a metal hammer. There are several makes of the pictured soft face hammer, this Craftsman is nice because the steel head gives it a good working weight, while the rubber and plastic faces are easy on surface finishes.



Local Car Shows and Cruises

Now that spring has sprung and the bad weather is officially behind us, it's time for us to get out and about in our Corvair's. Whether you are going to a show or just driving around town, take a picture of your Corvair and send it to me. I will include it in the newsletter.

This is our latest addition to the Corvair fleet. It's a 1963 PG Rampside. It's in decent east coast shape but needs work on the brakes (don't work), engine (won't start), and a windshield. The interior is in great shape. The tires not so. Check out the car mirrors! I wish they were on the Corsa. Thanks to everyone for all their advice on the Rampy. Why didn't we listen to you!



The Donut aka Cars & Coffee

Burtonsville Town Square
15650 Old Columbia Pike
Burtonsville, MD 20866
Every Sunday @ 8:00am

28th Annual Orphan Car Tour

Hartford and Baltimore Counties
June 2, 2018
www.orphancartour.org

61st Annual Historic Fredericksburg Region AACA

June 2, 2018
<http://www.hfraaca.org/index.html>

CORSA International Corvair Convention

Pittsburg, PA
July 23rd – 28th, 2018
[CORSA Convention](#)

Cars 'N Coffee

Corner Bakery
10327 Westlake Drive
Bethesda, MD 20817
Season 7 starts March 31st from 8-10am every
Saturday

Cars and Parts for Sale/Wanted

14" Rallye wheels from a 72 old's. Goodyear radial GT 195-65/R14. Maybe 5k on the tires if that. Painted to match my Aztec Bronze convertible with chrome beauty rings and a few spare rings for the holes.
Brand new 13" spare tire on correct spare wheel.

140 air cleaner

Near perfect oil pan

Corsa glove box door and surround

Complete set of front brakes including hoses, shoes, drums, clips, and springs. One wheel cylinder may need rebuilt but everything else is great shape. Maybe 8k on the set up from rebuild.

110 distributor with new cap, rotor, points, and condenser. Great shape

140 throttle linkage

Transmission pivot

**Lower shroud for an EM, think it is the right side. No therns but in great shape.

Items needed:

U joint cap clip, just one. (Had an oops with the kid the other night)

Brake line from the left side T to the right wheel flex line. About 4 feet long across the back firewall.

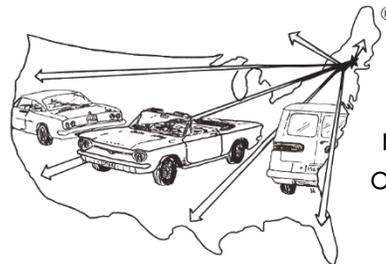
Contact Brian Brooksby at 5713427122 or brianbrooksby@yahoo.com

While it is a complete vehicle, Rita and I will be searching for parts for our Rampside. A shop manual is essential. We also need a windshield. royinmd@gmail.com

Corvair Vendors and Services

Clark's Corvair Parts®

Our catalog lists over 15,000 parts for your Corvair. engine parts, body panels, upholstery and much are 1,000's of reproduced items available, pages information and lots of other helpful hints.



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Corvair Ranch, Inc.

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

Email: corvairranchinc@earthlink.net

Original Parts Group, INC. - Coming in May

<https://www.opgi.com/restoration-parts-catalog-corvair.asp>

2018 Meeting Schedule

All meetings begin at 9AM

April 21st

Doug Jones/BMW Body shop
8439 Lee Highway
Fairfax, VA 22031

TASK – Install two front brake lines and the gas tank. Everyone **MUST** bring **safety glasses** due to insurance reasons.

May 18-20th

CVCC - 39th Annual VairFair
Winchester, VA
centralvirginiacorvairclub/vair-fair
[VairFair Registration Form](#)

June 16th

Rory and Rita

TASK – Sending Unit, rear brake adjustment, bushings for shift shaft, adjust carbs? As mentioned, we bought a non-running, no brakes Rampside. Get your tetanus shot, bring your tools and be prepared to dive in. It needs to be gone over to determine what it will take to get it on the road again.

July 21st

CORSA Convention
Pittsburgh, PA

August 18th

OPEN

Treasurers Report

Balance 2/28/18	\$2854.05
Dues Received	\$30.00
Balance 2/28/18	\$2884.05

For Pictures of last month's meeting click here [NVCC Facebook](#)

Website: <http://www.corvair.org/chapters/chapter220/>

Instagram: <https://www.instagram.com/northernvirginiacorvairs/> [instagram.com]

Spring Tips

As declared above, now that winter is over we will be taking our cars out on drives. Make sure you check out the tips below on how to prepare your car for spring and beyond.

Do a thorough visual inspection by checking your:

Lights

Wipers

Belts

Brakes, including the brake test

Tires, including the proper front/rear air pressure

Wiring

Battery

Fluids, including brake fluid and motor oil

It is also a good idea to wash and wax your car and clean the interior.

Once you give your Corvair a once over it's time to take it out for a good long spin to get everything up to operating temperature. Enjoy the drive.

Remember, we are responsible for 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 collectable car. Drive em, fix em and promote them everywhere you go.