



Chapter Chatter  
By Rory Clark

Hi all. I hope that everyone is doing well and that cabin fever hasn't set in yet. As noted in my email, I canceled the March tech session at the RnR Garage. I thought it was the best course of action while the DMV responds to the Covid-19 spread.

Despite that Rita and I have been working on both of our Corvairs. I managed to get a substantial parts order in at Clark's which arrived this week.

Most of the work so far has been on the Corsa with the exception of the new wheels and tires. The first thing was having the new staggered tires mounted on the Corsa (205/60 and 225/60/15s). The shop took the 215/60/15 tires off of the Corsa mags and mounted them on the S10 steel wheels. These were mounted on Rumpy. I like the way they fit and look on it. The staggered setup on the Corsa looks great too and now the fronts do not rub the wheel well when hard turning and braking.

The brakes on Corsa were pulling really badly to the left. This meant that I had to look at the right front. However, the way the car was situated in

the garage and since it was on jack stands, I started working on the left rear first. Everything look good on this side except the self-adjuster lever. It was not engaging the star so it was not adjusting when hitting the brakes in reverse. I determined that the self-adjusting brake link wire had been stretched. Apparently the PO used brute force to position it over the anchor pin. I was able to fix it and then placed it over the pin and onto the lever. It now adjusts properly.

I forgot to mention that I bought all new brake shoes so they were installed as I got to each wheel. When I looked at the left front, the shoes were covered in oil or grease. I later determined that the inner bearing seal was leaking so the two front seals were replaced and the bearings were repacked.

All went well with the brakes until I was finally able to move the car over a bit. That is when I discovered the right front wheel cylinder was locked up. This was the main reason the car was pulling to the left. It should be noted that the drums, shoes, brake hoses and wheel cylinders were replaced by the previous owner (4 years ago or so).

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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.

I took the cylinder off and began to analyze why it was frozen. I determined that the bleeder screw had a defect in it and somehow it allowed water into the cylinder while still holding pressure. While waiting for the new cylinder I was able to clean up the original one and, with the exception of the bleeder screw and lack of a rebuild kit, the cylinder looks serviceable. I will keep this in my stash.

To wrap up this section, the car now has all new brake shoes, one new cylinder, repacked bearing, new inner bearing seals and new tires all around. I need to adjust the brakes slightly, as well as the parking brake, but I am now satisfied that I have working brakes and the car is much safer.

Next I will be working on Rampy. I bought a number of parts for it like the windshield seal, a new accelerator cable, and various other parts. I will tackle all of the smaller items first and then decide when and how to install the windshield.

To recap on the progress so far:

- Gas tank removed for cleaning and sealing
- All new brakes, including disk brakes up front, lines, and new dual master cylinder.
- New (from a 2WD S10) steel wheels and the tires from the Corsa.

While Rita and I wish Rampy was a bit further along we are happy with where we are with it. If the weather holds out I can dedicate more time to it now that we are working from home until further notice.

Speaking of working from home, I see my work hours creeping up as my team has to support the infrastructure for 4500 users across the US. Everyone at my company has been instructed to work remote. It is challenging for everyone but, as a best practice for all of us it's to not work too many hours and to take frequent breaks. Stay safe and sane.

### **Fred's Garage**

A few weeks back I asked our group for articles to include in the newsletter and several members obliged. I will get all contributions in upcoming newsletters. For this month, Fred emailed me a while back to report on the state of the restoration of his Spyder. He said it was almost done. Since a few weeks have passed,

I would imagine that he has finished the project (if that ever happens) and is driving his Spyder through the winding and rolling roads of his neighborhood. Attached are a few pictures of his beauty.





## This Month's Featured Corvair

This month's featured Corvair is Darrin Hartzler's Rampside "Farm Special". I love the license plate. For a farm special Darrin's Rampside looks great. If you would like to showcase your Corvair, send me a picture and I will feature it in an upcoming issue.



**LOCAL CAR SHOWS** -There is a local show close to you so get out, have fun, take a picture and send me a short story. Use this link to find a one close to you. <http://www.cruisein.us>

**Vair Fair will be held in Roanoke, VA on May 29-30 hosted by the Central Virginia Corvair Club. Details to follow.**

### **2020 Orphan Car Tour – June 6th**

<http://www.orphancartour.org/>

Jon Battle

Orphan Car Tour Publicity Coordinator

(540) 364-1770

[tourdirector@orphancartour.org](mailto:tourdirector@orphancartour.org)

## FOR SALE

**Came off of a 1963 Rampside\*** – prices are negotiable – willing to trade/barter too

Front backing plates

Front and rear wheel cylinders – needs rebuilding

Single master cylinder – needs rebuilding

Front wheel hubs, bearing, etc.

Various other brake related parts

2 – 14" steel wheels for Rampside/FC

\*Stinger electronic distributor with two coils (140 motor)

**Set of 4 13" LM factory steel** wheels in very good condition. Tires are mounted and have great tread on them.

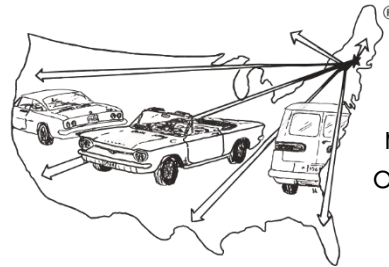
\$200.00 or best offer

Contact Rory at [royinmd@gmail.com](mailto:royinmd@gmail.com) for more information and pictures.

## Corvair Vendors and Services

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## 2020 Meeting Schedule

April 21<sup>st</sup>

TBD

### Treasurer's Report

Balance 2/29/20	\$3908.80
Dues Collected	\$10.00
Balance 03/31/20	\$3918.80

**For More Pictures of everything Corvair related click here**

[NVCC Facebook](#) Thanks to Mark for posting them.

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

Instagram: <https://www.instagram.com/northernvirginiacorvairs/> [[instagram.com](https://www.instagram.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 collectable car. Let's keep on driving them, fixing them and promoting them everywhere you go.