



Chapter Chatter
By Rory Clark

PLEASE NOTE - Next month's meeting has been shifted one week. It will be held on February 23rd at Bryan Blackwell's house.

January's meeting was held at Fred's Garage. He had a short list of tasks which everyone jumped in to tackle. Upon arrival, we saw Vern in his nature state – lying on his back in the trunk of the Spyder. He was working on the windshield washer pump. Fred bought a replacement diaphragm for a Corvette (I believe) which worked although the pump itself was not pumping water through the exit lines. The pump will need to be further evaluated to determine the cause of no water flow.

We also worked on the emergency brake line that runs from the handle back to the rear wheel cable. This process was very tedious and in tight conditions. Fred was on his back under the steering column and I was lying on the floor pan trying to provide light and eyes to Fred. The hardest part of this process was removing the cotter pin from the plastic pulley located

above the steering column. Once that was out Fred was able to remove the pulley, which was cleaned and had lube applied to the hole so it would rotate smoothly on the bracket. Putting it all back together was another challenge but we managed to route the new cable up and around the pulley, drop it back into position on the bracket making sure that the cable was behind the "ears" on the bracket. The hard part now was getting the cotter pin back into the hole. Fred threaded from the driver's side so the open ends were facing the passenger side. That allowed for a little more room to expand the legs so it would not fall out.

We then went under the car to finish running the new cable down the tunnel and to the rear wheel cable. Once connected and adjusted the emergency brakes worked like a charm.

We also cleaned up the cables and wires in the tunnel to ensure there was no scraping or rubbing since these are not visible once the tunnel cover goes on.

All in all it was a very productive day and brings Fred's car one step closer to road ready.

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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.



This pretty much says it all.



Yes that is Fred and me under the dashboard.



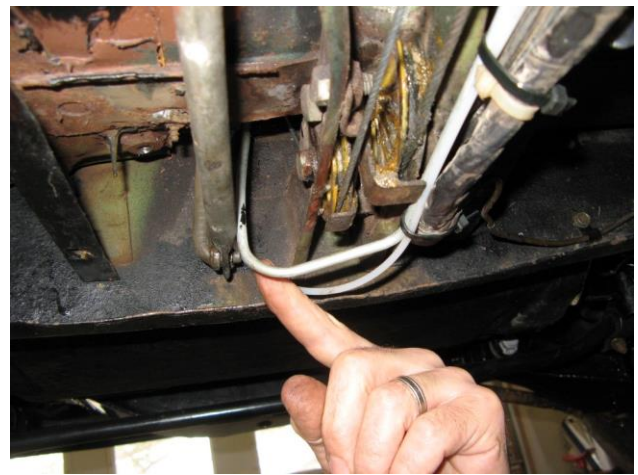
Vern and Fred working on the washer pump.



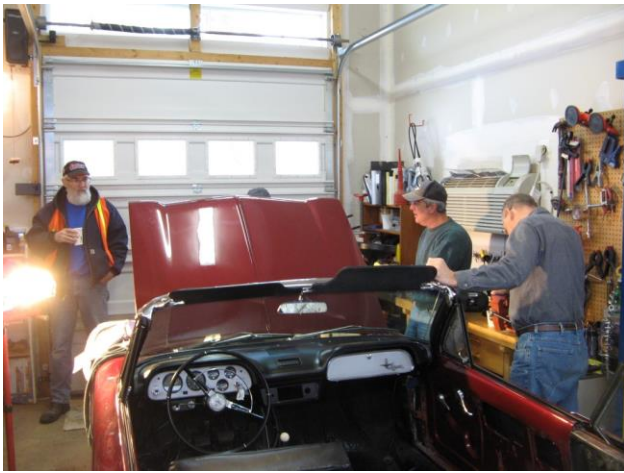
Running the e brake cable.



The washer diaphragm thingy – new and old.



We moved the solid brake line towards the passenger side so it would not be rubbing against the shift linkage.



Ron Mill's Garage

I bought my first 1964 Corvair Monza Convertible in West Virginia back in June 2017. I had recently retired and needed a project. The car had been sitting for over 20 years, so you can imagine the condition it was in. The top was ripped and falling apart, carpet deteriorated, mouse nests, brakes locked up, 2 flat tires and

rusted out in the usual places. Of course I was told "it ran good when parked", yea right. My son Daniel, who I volunteered to help and I started in the front replacing most of the steering linkage, bushing and gas tank. We then proceeded with replacing the brakes, wheel cylinders, master cylinder, brake lines, hoses and clutch cable. All of the wiring harnesses were taken out and repaired as needed along with the gauges. The body work took most of my time since I really had no experience doing this type of work. To make a long story short, I ended up having to rebuild the engine and replace the transmission (should have started with the back end first). Oh well, after putting so much time and money into it I had to finish.

With help from club members I was able to get the car running, about 1 ½ years after I bought it. I decided to paint the car myself and with help from my son Daniel and my brother Bob, we installed a new top. Although the car will never be a show car, I am proud we were able to put this classic Corvair back on the road.

Great job Ron.



ARTICLES OF INTEREST

I am not sure where I found this article or if one of the group sent it to me. Nonetheless, here it is for your reading enjoyment. Credits go to The Vintage News December 9, 2018 article by Nikola Budanovic. Spoiler alert - it is a short read that really didn't sway me one way or the other.

[Was it a Vette or Bel Air](#)

So it's up to you to decide on whether or not the Corvair is an offspring of these two cars.

Local Car Shows and Cruises

January cruising was a bust for most of us due to rain, snow, brine, and bitter cold. Here's to February being a bit more accommodating for getting out and about in our Corvairs.

Once again, the feature car this month is Vern's Marina Blue '66 Monza. I'd like to feature a different Corvair every month so send me a picture of yours with a little write up on what you were doing when the picture was taken and I will magically add your car here.



The Donut aka Cars & Coffee

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

43rd Edgar Rohr Memorial Antique Car Meet

Manassas Museum
9101 Prince William Street Manassas, VA
Annual

New Jersey Association of Corvair Enthusiasts' Annual Corvair Parts Auction

Ashley's Auto Body
Flanders, NJ
Saturday February 16, 2019
https://www.corvair.org/chapters/njace/2019_parts_auction.html [corvair.org]

Cars 'N Coffee

Corner Bakery
10327 Westlake Drive
Bethesda, MD 20817

Car shows around the DMV and Beyond

There is a show close to you so get out and have fun.
<http://www.cruisein.us/cruise-ins-car-events>

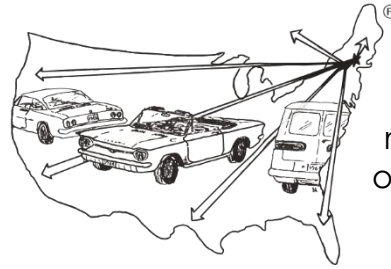
SugarLoaf Mountain Parts & Swap Meet

Carroll County Agriculture Center
March 23rd & 23rd
706 Agriculture Center Drive
Westminster, MD 21157
smraaca@aol.com
301674541

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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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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(413)625-9776
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Corvair Underground

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

Corvair Ranch, Inc.

1079 Bon-Ox Road, Gettysburg, PA 17325, (717) 624-2805, www.corvairranch.com
Email: corvairranchinc@earthlink.net

Original Parts Group, INC.

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

2019 Meeting Schedule

All meetings begin at 9AM

February 23rd

Bryan Blackwell

11115 Henderson Road
Fairfax Station, VA 22039

Tasks – Finish preparing lower windshield panel and glue it into place

March 16th

Stan Darke
Mabel

April 20th

Rory and Rita

Brakes for Rumpy

Bring any type of brake tool that you have to remove all the old parts. We plan on installing all new brake components.

Treasurers Report

Balance 12/31/18	\$3010.05
Dues Received	20.00
Balance 1/31/19	\$3030.05

Remember, 2019 dues are now due so please contact AJ (address above on the first page) to make arrangements.

For More Pictures of last month's meeting click here [NVCC Facebook](#) Thanks to Mark H for posting them.

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

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

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.