



Chapter Chatter
By Rory Clark

We were back at Stan's for the February meeting. The goal was to get Mabel one step closer to being driven on the road. Boy, what a day it was.

This is the to-do list that Stan sent out to prepare the group:

- Gut/remove clutch pedal, shifter and linkage (going back to PG)
- Connect PG cable (Stan found a long, Ultravan PG cable online, free, believe it or not).
- Figure out battery cables/ switch/isolator for starter battery and house battery, and a good ground for all of them.
- Get Mabel running on her own?
- Figure out fuel tank situation (there is a reserve tank and I have an electric switch, but there was a manual switch originally to go between main tank and reserve tank)

The goal was to get as much done as possible but anything accomplished would be a huge step in the right direction.

Another task we had to tackle was replacing all of the exhaust donuts on the logs. I will tell you now that this was the hardest job of the day and we did not finish the job.

By the time Rita and I arrived, the group had split into teams and were working on their respective tasks. Fred was knee deep in removing the old asbestos donuts from the exhaust stacks on the left side. I slid under Mabel and started working on the right side. The two rearmost donuts (on both sides) came off the easiest. The front most (#5) on the right side was a PITA but that was not the worst of it. The flange on the stack was completely disintegrated. Number 6 was not in good shape either.

There was no way the donut would seal once the log was installed so putting the exhaust back together was not an option. However, removing and replacing the stack was. Stan had a couple of old heads laying around with perfectly good stacks in them and I pulled one out with no effort. I was thinking this was going to be an easy job.

NVCC OFFICERS

President

Doug Jones
5176 Woodfield Drive
Centreville, VA 20120
(703) 309-8705
1963.jones.d@gmail.com

Vice President

Greg Walthour
7025 Coventry Road
Alexandria, VA 22306
(703) 768-6040
63redbrier@comcast.net

Secretary/Treasurer

A.J. Paluska
6839 Brimstone Lane
Fairfax Station, VA 22039
(703) 250-4455
Ajjr13@earthlink.net

Editor

Rory Clark
13201 Hathaway Drive
Silver Spring, MD 20906
(240) 463-7542
roryinmd@gmail.com

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I climbed under Mabel and proceeded to pull the bad stack out. After moving a ¼" or so it stopped. Time slipped by and after my arms felt like lead, I asked Fred to take over. He ended up in the same situation as me. He managed to move it further out of the head but it just dead stopped. No amount of prying, wiggling, etc. would remove the stack.

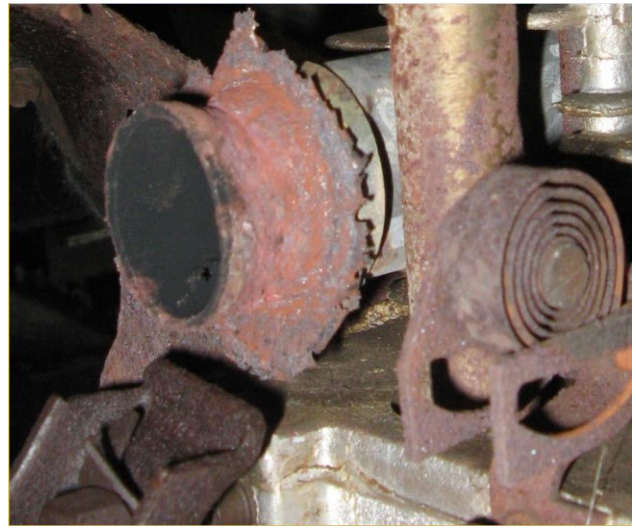
I was back at it when Stan rolled under and after hearing a few clinks of metal to metal he said, "The stack is hitting the stud". I looked closer and then realized that that was exactly what was happening. The stud that holds the rocker arms was in the way.

We had a collective group conversation and it was decided that we would remove the valve cover, rocker arms and pushrod tube to see if we could get enough clearance to remove the stack. I removed all of the parts but I still couldn't get the stack out. Luckily Greg walked back to see what we were debating. It is good thing he did as our solution was to remove the head.

Greg said that he had replaced one and that he did not have to remove the head. He climbed under the UV and within a few minutes he pulled the bad stack out. He pushed the rocker stud over prior to pulling the stack out whereas I was trying use the stack to push the stud. It was binding using my method but cleared with Greg's. The lesson learned is to talk to everyone in the group when undertaking a task that has serious ramifications. Greg slid the new stack in without issue.

The group also removed the old clutch assembly and shift tube, installed the PG cable, found a good ground, and connected the positive and negative cables. This last part is not just the battery cables but also included the inside electrical system to power the lights, the refrigerator and the like. While these tasks do not have a big write up, the team accomplished these task with swift precision and without major issues.

We had a great turnout today and everyone managed to get Mabel one step closer to getting back on the road.





Vern's Garage

Every two years I change the fuel filter that I installed adjacent to the starter. The G2 Fram inlet and outlet diameter is 5/16". Some may prefer a metal encased filter, but this has worked well for my highway only ride.

Coil spring sag or riding height check. In accordance with shop manuals for early and late model cars, page 3 - 8, 3 -14 (for earlies and page 3 - 9, 4 -27 for late) provide instructions to check spring heights.

Early front coil check.

1. Position car on smooth level floor. Vehicle should be at curb weight.

2. Bounce and rock the car several times and allow to settle.

3. Measure the distance from the floor to the bottom of the rocker panel 27" back from the centerline of the front wheel. This measurement should be 9 3/8" plus or -1/2". Measure opposite side in the same manner. It's essential the two differences be within 1/2".

Late front coil spring check. Follow steps 1 and 2. Measure the distance from the floor to the top of the wheel well opening at the Center line of the front wheel. Distance should be 26.2" plus or -1/2".

Note: this check should be used in conjunction with the rear spring check to be certain that trim is within 1/2".

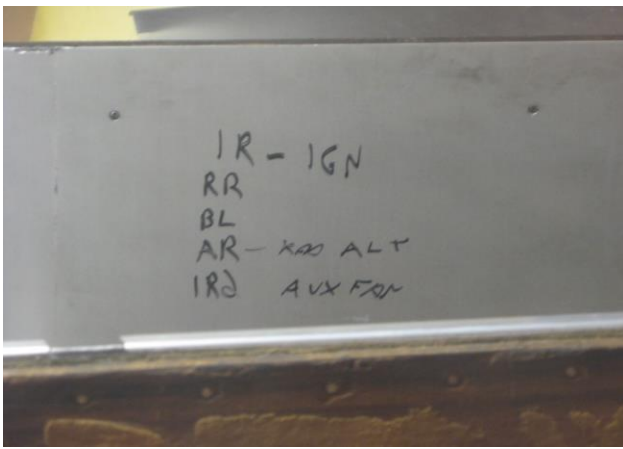
Early and late car rear Coil check.

Follow steps 1 and 2.

3. Measure distance from floor to the bottom of the rocker panel 29" forward of the centerline of the rear wheel.

Earlies 9" plus or - 1/2".

Lates 8" plus or - 1/2.



This Month's Featured Corvair

This month's featured Corvair is the RnR Corsa again. I am installing new brakes and a few other parts. It's also getting new staggered tires all around. The tires from the Corsa are going onto Rumpy. 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.

CORVAIR SWAP MEET MARCH 14: Classic Car Center, Fredericksburg, VA. Anyone with Corvair related items to sell is welcome to set up a spot. Some indoor areas (no greasy items indoors) and outdoor setups as well. Come to sell, buy, and trade all things Corvair related. All Clubs are welcome. Pizza and drinks will be available for purchase. No fee for sellers. Not interested in buying or selling? Come join us for the camaraderie and tour the center and see all of the great cars on display while you're there! Please let us know if you intend on vending and if you need a table. (Indoors or outdoors). Event starts at 9:30am and ends at 1pm. This event is sponsored by the Central Virginia Corvair Club. <http://classiccarter.net/>

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.

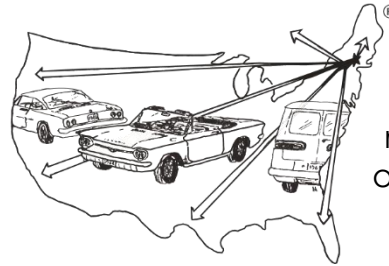
\$200.00 or best offer

Contact Rory at rorymd@gmail.com for more information and pictures.

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Corvair Ranch, Inc.

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Email: findit@theranch.today

2020 Meeting Schedule

March 21st

Rory and Rita's (weather permitting)

13201 Hathaway Drive

Silver Spring, MD 20906

Tasks – install gas tank, accelerator cable and associated components.

Treasurer's Report

Balance 1/31/20 \$3908.80

Balance 02/29/20 \$3908.80

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.