



Chapter Chatter  
By Rory Clark

The October meeting was held at Doug's house. The group worked on his "free" '63 coupe to correct a rough idle. After adjusting the timing and points it was determined that he had a vacuum leak in the balance tube and one of his carbs was not functioning properly.

### Then Came Mabel – a 3 Hour Tour by Bob Marshall!

It was a perfect day for an adventure that would involve an Ultra Van, pumpkins, the Corvair Ranch, a little boy and his mom. Stan and I are boring.

We left Falls Church and drove to just outside Gettysburg to our destination, The Corvair Ranch and Mabel the Ultra Van. After installing the unbolted bench seats that are standard on Ultra Vans, Jeff gave us the assurances that it ran well and the technique for guiding the Ultra Van, which was more like aiming than steering. He also said there were no guarantees that it would make it back to Falls Church.

My heart sank at the thought of sitting on the side of the road in this great wiiiiie wiaale.

Undaunted, we headed out down the twisty winding roads that lead out to Route 15 and civilization. My role, according to Stan, was to guide him on how close we were to the right side of the road and keep us out of the ditches. In the first half mile we learned that if the right-side mirror doubles as a tree trimmer you are too close to the right shoulder! True story.

The Ultra Van, which will now be referred to as Mabel, seemed to be running well. Stan was sawing the big steering wheel back and forth attempting to stay on the correct side of the highway. We didn't even think about height restrictions mostly because we didn't know how tall Mabel was. Once on Route 15 and headed to Frederick, MD we settled in at a blistering 60 MPH. Gauges! We don't need no stinking gauges but the Spyder dash Jeff had installed looked good. Jeff place some tape over the speedo that said 40 meant you were going 60. We switched to Waze to avoid a speeding ticket.

#### NVCC OFFICERS

**President**

Doug Jones  
4349 Majestic Lane  
Fairfax, VA 22033  
(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 22309  
(703) 250-4455  
Ajjr13@earthlink.net

**Editor**

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

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.



After a brief stop for Donovan to pick out his pumpkins (don't pick them up by the stem) we were back on the road. The decision was made to forgo our original plan to take Route 15 all the way back through Leesburg. Why not throw caution into the wind and see what this baby will do on a real superhighway.

All was going swimmingly until 10 miles from Rockville when Mabel decided to take a break from this grueling trip. Or maybe she was just tired. With the dash lights illuminated and no functioning right turn signal to express our intent/need to get over to the shoulder, Stan had to rely on Carrie in our chase vehicle to navigate through the never-ending stream of cars that seemed to be going 110 MPH to me.

Fortunately, Mabel decided to take a siesta on the part of 270 that had a WIDE right-hand shoulder. After trying to crank the engine back to life it was apparent that it wasn't going to fire. Luckily Stan had given his trusty tow truck driver advance notice of the days plan and he was on standby. "Make the call Stan, get Cowboy headed our way".

We contacted Fred Marx and he sacrificed his weed pulling party to come to the rescue. He arrived on the scene with basic hand tools so we could try to get Mabel running. A quick check of the inside of the distributor cap showed Titanic like corroded contacts and a dirty rotor. Using our best MacGyver skills, we scraped the contacts with a pen knife, did the old scrape the rotor contact on a rough surface and put everything back together. Hit it Stan! Mabel awoke from her slumber much to everyone's surprise.

As Mabel idled on the side of a now congested 270 Fred said, "Is that oil leaking out of the engine?" Oh crap, a steady stream of oil was flowing out just below the engines skid plate. By now Cowboy had arrived and awaited instructions. Decision made! She is all yours Cowboy....



Fred gave us a ride to meet up with Carrie to complete our ride back to Falls Church. It was an exciting day with highs and lows but in true pioneer spirit we finally reached our home base. Mabel fired up leaving a stream of oil in her wake while she was backed into her spot in the driveway at Stan and Carrie's home.

It was the best of times, it was the worst of times, we got knocked down, we got back up and it gave us this memorable story about the day we drove old Mabel down to Falls Church.

Stan will be putting his name to host a couple of meetings to fix the engine leaks in the old girl.

And scene!

### Rampy

I have been starting Rampy on regular intervals and it now sounds and runs great. There is no more smoke billowing out of the exhaust either so the Mystery oil finally burned out of the cylinders. There is one issue with the fuel delivery that I am running down. Once it warms up, when giving it gas the engine wants to die. I can close the chokes and that seems to work but that is not a viable option to make it road-worthy. Bob Marshall suspects a vacuum leak, which I am still trying to find. If there is a leak I

think it is coming further away from the top of the engine.

I have checked the choke pull off tubes, the distributor advance, tightened the carb mounting nuts, etc. but I do not see anything on the top of the engine. It could also be that the carburetors need to be balanced and/or the timing needs to be adjusted. At least I have some ideas on where to look further and a few possible next steps.

The battery is not charging and I am pointing my finger at the generator. However, I have not yet ruled out the wiring to/from it, the regulator, and the fact that I do not see any ground wires from the engine to the frame. I will do the basic tests to see if I can narrow it down although Rita thinks my electrical skills are locking in success. In all fairness, I am pretty good at repairing harnesses and other substantial electrical items. It's just the cheap, small Harbor Freight type lights and devices that test my patience and skills.

Rita and I also decided on disk brakes for the front. Speedway Motors makes a nice complete disk brake kit for a great price –

<https://www.speedwaymotors.com/Speedway-Deluxe-Brake-Kit-for-1955-57-Chevy,2012.html?ClearYmm=1-949>

I think Summit makes a drop disk brake kit for a few dollars more. That leads me into our discussion of dropping the front end so the wheel and tire fill more of the wheel well but then decided against it. I have been reading that cutting one coil from the front springs will provide enough drop while retaining most of the ride quality.

I plan on getting back into the garage to start the assessment process on the entire braking system. It appears the brake lines were replaced back in the 20<sup>th</sup> century but, since this is Rita's Rampside, I am not taking any chances on the safety aspects of older components. Basically, everything from the original master cylinder, lines, wheel cylinder to shoes (on the rear) will be replaced. I also have a friend who will make three point mounting brackets for us once we decide on the type of system to buy.

I also want to remove the accelerator cable so I can soak it in oil. It has a lot of drag in it and I believe the inside of the casing is rusted.

Basically, we have a lot to do still and it is one step at a time. Hopefully by next spring Rumpy will be on the road and tuning heads.

### Articles of Interest

For your added reading pleasure Vern sent this link to an article from the AxleAddict written by perrya. It's entitled The Rear\_Engine, Air-Cooled 1965-66 Chevrolet Corvair and can be found in the May 24, 2018 edition.

<https://Are You Experienced>

Below is a tidbit from the article, which is a nice read in its entirety.

### The Corvair Experience

Odds are if you are under 40, you have never even heard of a Chevy Corvair, as they stopped making them in 1969. Some 20-30-somethings think they are a Japanese car.

If you were a kid in the mid- to late 60's, you probably know about them. You probably still love the body style, sporty and sleek. They are just cool looking. Even if you have never seen one, you will probably agree when you do. Even today's tweenies (10-14 years) love them, especially the convertible!

Corvairs are known as the "poor man's" collectible car. They usually range from \$1000 to \$6000, over 2 million were made. Most are either on craigslist or eBay.

Parts for restoration are not an issue at all. Several places on the East and West Coast sell only Corvair parts. There are plenty of books about them. There are probably still over 40,000 of them in the US.

Owning a Corvair is an experience. It usually is a love\hate relationship. You love the car when it's running great and looking good, then, hating it when you buy a costly part and unable to install it because of rust.

The car is a time machine (well, any old car is) in that it makes one realize how far car technology has come in 40+ years.

## Local Car Shows and Cruises

Fall is here and this is the weather our Corvair likes. The air is a bit cooler and the engine seems to run better.

This picture was taken at the Burtonsville show a few weekends ago. I know, we go there a lot. We arrived as early as possible but there is no way that we can ever beat the early morning crowd. I heard some people get there around 7:00 am. Sorry, that is not going to work for me and Rita. We are typically the second wave of cars to arrive which results in a parking spot in the middle of the crowd. As always, we are the only Corvair there but we usually draw a lot of attention to the car.



### **The Donut aka Cars & Coffee**

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

### **43<sup>rd</sup> Edgar Rohr Memorial Antique Car Meet**

Manassas Museum  
9101 Prince William Street Manassas, VA  
Annual

### **Cars 'N Coffee**

Corner Bakery  
10327 Westlake Drive  
Bethesda, MD 20817  
8-10am every Saturday

### **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>

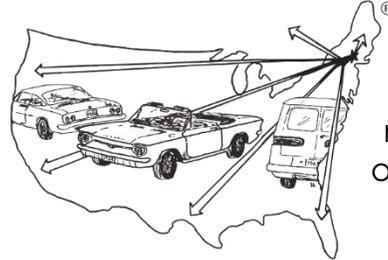
## Cars and Parts for Sale/Wanted

Anything for a Rampside including (2) 15" wheels and a windshield - Rory and Rita

## 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.



We carry more! There of technical

Check us out at [www.corvair.com](http://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!

#### **Clark's Corvair Parts®**

400 Mohawk Trail, Shelburne Falls, MA 01370

(413)625-9776

Email: [clarks@corvair.com](mailto:clarks@corvair.com)

#### **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](http://www.corvairranch.com)

Email: [corvairranchinc@earthlink.net](mailto:corvairranchinc@earthlink.net)

#### **Original Parts Group, INC.**

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

## 2018 Meeting Schedule

### All meetings begin at 9AM

#### November 17<sup>th</sup>

Stan Darke  
7703 Holmes Run Drive  
Falls Church, VA 22042

Tasks at hand: Pulling the power pack, installing new seals, and cleaning.

#### December 15<sup>th</sup>

OPEN

## Treasurers Report

Balance 8/31/18	\$2914.05
Dues Received	---
CORSA fee	(35.00)
Balance 9/30/18	\$2879.05

**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]

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.