



Chapter Chatter
By Rory Clark

The October meeting was held at Fred's Garage. Weather wise, it was a great day for a tech session and a few of us drove our Corvair's to take advantage of the weather. There was a decent turnout too as a lot of us were eager to learn how to reassemble an engine.

Fred and Mark H took the lead on the assembly while getting assistance from Bob M (fresh off a red eye flight), Bob W and me.

The first thing we did was test fit the block halves. Next the crank bearings were inserted as was the crank. Then came the Plastigauge. I cannot remember the final width once measured against the card gauge, but I know that all of them were within the acceptable range.

Now it was time to do a final assembly of the block with the crank and cam in place. The bearings and cam races were well coated with assembly lube as were the lifter slots, and the crank and surfaces. It was a bloody red mess.

Next, the cam was placed into position with the keyway pointing in the correct direction. Then came the fine art of getting the crank in so the timings marks were lined up and correct. It took a few tries and we eventually got it. At least five pairs of eyes looked through the crank hole to see if the marks were correct.

The other half of the block was set in place and the slow methodical process of tightening the block bolts in the proper sequence began. This also included tapping the block in various places with a rubber mallet as well as spinning the crank to ensure there was no binding.

We even undertook a torque wrench test between Mark's 75FT LB Snap-On torque wrench and a Harbor Freight torque wrench. We used the Snap-On to make the initial torque and then followed up with the HF one set to the same spec. In every case the HF read exactly the same as the quality wrench. This is good data for those of us with a HF torque wrench although results may vary with the HF wrenches.

The day ended with getting the bell housing installed. Not a bad day's work.

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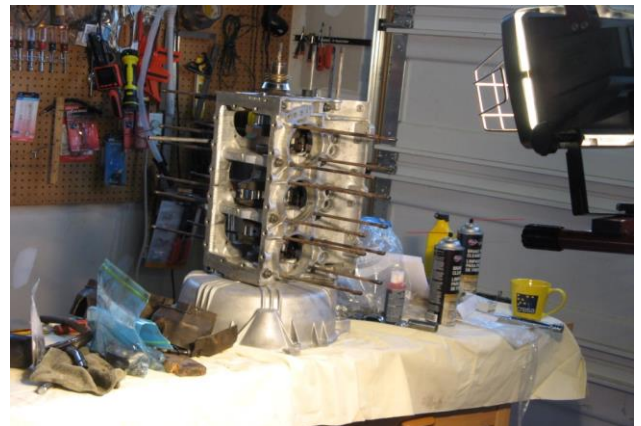
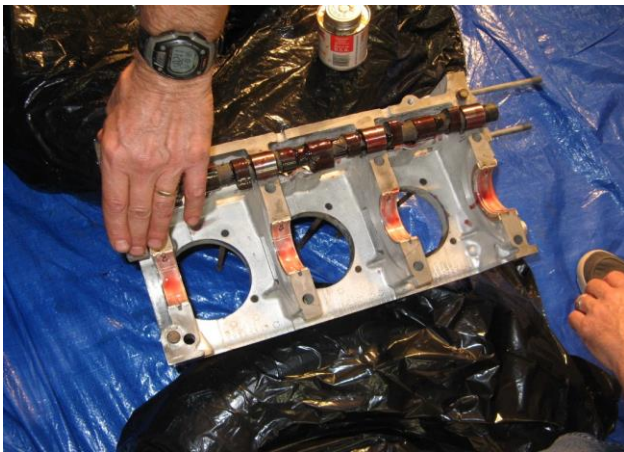
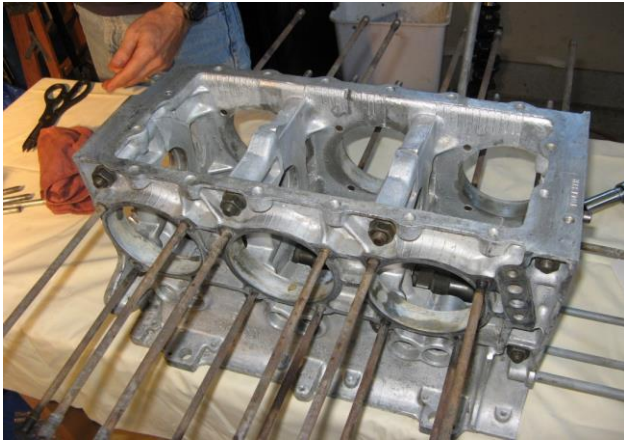
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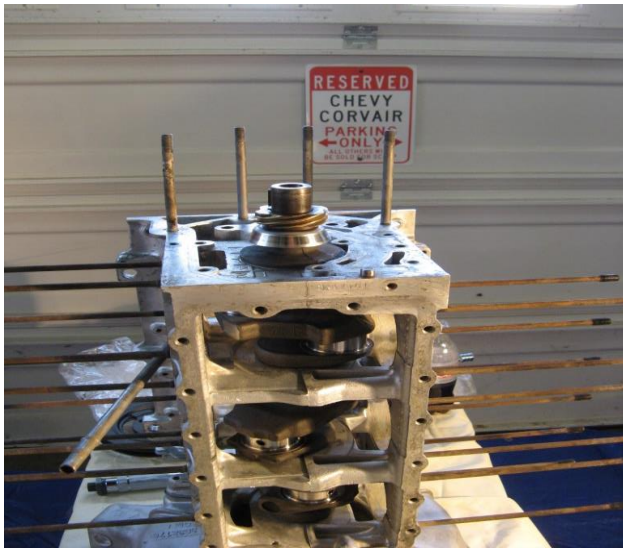
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer, 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.





RnR garage

The brake work continues on Rampy when time allows. After last month's meeting at our house, Rita and I decided that we wanted both Corvair's in the detached garage. That involved a lot of reorganizing in both garages and two truckloads of junk taken to the dump. After two

solid weekends of arranging nearly everything in both garages, they are now well-organized and serve their main purpose. Both Corvair's are in the detached garage and the Audi in the attached. LIFE IS GOOD :)

After that incredible feat I was able to get back to finishing the brakes. We left off at the last meeting with having to make and install the line from the master cylinder to the rear brake line block. I am running a 1/4" line from the MC to the 3/16" rear block. Clark's sent all the correct parts, but I misplaced one of the connectors to make the transition from a 1/4" to the 3/16". Fortunately, I found it right where I put it.

Fred and I determined that the line could be run straight back from the MC to the block instead of bending it around the gas tank like it was originally installed. This task has taken me a bit of time to do (running it around the tank would have taken about 10 minutes) because it is following the frame rail and access to it is via a hole about the size of a tennis ball. The line also has to bend up and then curve over the A frame on the driver's side. Needless to say, there is little room in there to get my hands to form these bends and curves, but I managed.

I am down to making a few final bends on the end that connects to the master cylinder. Once I complete that I will tighten all the line lines and hoses, secure the master cylinder, adjust the brake pedal free play and then fill and bleed the brakes.

Lastly, I could not figure out why the generator light was staying on when the engine was running. Then it dawned on me that the battery was removed (dead) and when I installed a new one, I needed to polarize the generator. I found an article that Frank Duval wrote that explained exactly how to do it. Hopefully the issue has been resolved.



This Month's Featured Corvair

Our Corsa is this month's featured Corvair. This was taken at a local brewery called Manor Hill in Columbia, MD. The plants behind the car are rows of hops that will eventually end up in one of their beers, which are delicious. If you would like to showcase your Corvair, send me a picture and I will feature it in the next issue.



Local Car shows throughout the DMV for 2019 Spring, Summer & Fall

The Rockville Antique and Classic car show was held this past Saturday. After the meeting Rita and I and Bob Walker attended the show. Greg Walthour entered his Redbrier in the show, which also had a nice showing of other Corvair's from Group Corvair. As mentioned earlier, the weather was perfect for the car show and you could tell from the entries. It has been a while since we last visited the show and to see all makes, models, and years was amazing and a delight. The show had a section featuring vehicles from 1969 although I thought I saw cars from any year ending in 9 in the feature section. I think it was one of the biggest shows that I have seen there, and it is well worth attending if you have never been!

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>

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

4/20 - Asphalt Angles Spring Car, Truck & Bike Show; Chili's Parking lot, 16401 Heritage Blvd, Bowie, MD, 9am-3pm - \$20.00 Registration Fee at Gate. Top 35, Specialty Awards, Top Bikes, Door Prizes, Basket Raffle, 50/50, music, food & more.
POC Jim 202-308-6385 Rain Date Sunday 4/28/19

4/TBD - SugarLoaf Mountain Parts & Swap Meet; Carroll County Agriculture Center, 706 Agriculture Center Drive, Westminster, MD 21157
POC smraaca@aol.com

4/27 - 6th Annual Southern High FAA Alumni Car, Truck & Tractor Show; Green Turtle, 3212 Solomon's Island Rd, Edgewater, MD. 10am-2:30pm. \$20 Registration Fee. Dash Plaques & Goody bags to 1st 100 registered vehicles. Door prizes, silent auction, 50/50, Bake sale. Rain Date Sunday April 28th.
POC 443-883-6425

4/28 - Chesapeake Classic Car Club Show; Talbot County Community Center, 10028 Ocean Gateway, Easton, MD. 8am-2pm. \$15 Registration Fee.
Open to all vehicles. 100 Trophies, Dash plaques to 1st 200 cars. Professional Judging. Rain Date 5/5.
POC 410-7398689

4/28 - Vintage Tin of Maryland 5th Annual Open Car Show; Benefitting the Earleigh Heights Vol. Fire Co. 161 Ritchie Hwy & Magothy Bridge Rd. 10am-3pm. Reg \$15, spectators \$5 per car. Trophies, dash plaques, 50/50, flea market, vendor area
POC 443-591-1386. NO PETS

5/4 - Annual Spring Fling Show; Western Tire & Auto, Stevensville, Md. 9am-1pm. Reg \$10 (\$2 toll rebate for Western Shore folks)
Open to all vehicles. Cash door prizes at trophy time. (Must be present to win)
POC 410-643-5572

5/16 - 18 - 29th Annual Cruisin' Ocean City; Ocean City MD. Car shows, entertainment and more. Hat pins, dash plaques to 1st 3000 participants.
POC 410-798-6304 or www.cruisinoceancity.com [[cruisinoceancity.com](http://www.cruisinoceancity.com)]

6/9 - 9th Annual Car Truck & bike Show; Harry Cooper VFW Post, 160, 2597 Dorsey Rd, Glen Burnie, MD 10am-3pm, \$15 Registration Fee. Best of Show Trophies 50/50 door prizes. Rain or Shine.
POC 443-520-3585

6/29 – Fauquier Cars & Coffee http://www.fauquiernow.com/index.php/fauquier_news/article/fauquier-wheels-fauquier-has-its-own-cars-coffee-shows-2019 [[fauquiernow.com](http://www.fauquiernow.com)]

6/30 - 2nd Annual Chrome Run Car Show; Hosted by the Bowie Baysox & Asphalt Angles at the Bowie Baysox Stadium. 4101 Crain Hwy, Bowie, MD.
\$25. per car (in advance) includes 1 box seat to the game. Guest tickets at \$10 per ticket. Trophies presented. Register at www.BaysoxShop.com/special-events

7/28 - Asphalt Angles Summer Sizzler Car Show; Chili's Parking Lot, 16401 Heritage Blvd, Bowie MD. 9am-3pm. \$20 Registration Fee at Gate. Top 35 Specialty Awards, Top Bikes. Door Prizes, Basket Raffle, 50/50, Music, food and more.
POC Jim 202-308-6385 (Rain or Shine)

8/11 - Car & Bike Show@ Sons of the American Legion Post #160; Hosted by the Bombers Car Club, 2 Main Street, Laurel, MD. 9am-3pm. \$20 Registration Fee. Trophies, dash plaques, vendors, music, food, 50/50.
POC 443-336-3700

9/21 – 44th Edgar Rohr Memorial Antique Car Meet Manassas Museum, 9101 Prince William St., Manassas, VA 20110
POC Darryll Baker (571) 294-7853 Group parking George Richardson at (703) 768-1569 www.bullrunaaca.org

10/19 – Rockville Antique and Classic Car Show, Rockville Civic Center Park, 603 Edmonston Road, Rockville, MD. 20851 – Full details [HERE](#)

10/19 - Asphalt Angles Fall Car, Truck & Bike Show; Chili's Parking lot, 16401 Heritage Blvd, Bowie, MD. 9am-3pm - \$20.00 Registration Fee at Gate. Top 35, Specialty Awards, Top Bikes, Door Prizes, Basket Raffle, 50/50, music, food & more.
POC Jim 202-308-6385

FOR SALE

Set of 4 13" factory steel wheels in good condition. Tires are mounted but are old and two have dry rot. \$100.00 or best offer.

Contact Bob Marshall at ram19195@gmail.com or 571-599-5314

NOS 1965 rear engine mount \$35

EM bumper brackets: 8 of 10 brackets, not bent or other damage some surface rust. 11 bumper bolts included. \$10

Clark's relined brake shoes for 65+, full set of fronts and rears, less than 50 miles. \$45

Front upper control arm eccentric bushings, steel, replace the rubber bushings in the front upper control arms for adjusting camber/caster for Corvairs 1965 and later. \$65

4 -195/70-14 Toyo Extenza A/S tires, full tread, less than 200 miles \$195

Pair of 110 heads for 65 and later Corvair, good condition, complete with valves, springs, etc. I never used \$275

Also, if anyone has Vegas or knows anyone who does, I have manuals and new rear shocks and sway bar.

Contact Bob Walker at bobrstn@gmail.com or 703-709-7246.

All for a 1963 Rampside – prices are all negotiable

Front backing plates

Front and rear wheel cylinders – needs rebuilding

Single master cylinder – needs rebuilding

Front wheel hubs

Various other brake related parts

WANTED at least (2) 15x6" steel wheels for the Rampside.

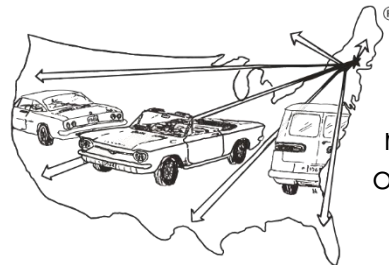
Also for sale – 1986 C10 Pickup. 87K miles, all original, decent shape. Runs, stops, starts, hauls stuff to the dump and great for Home Depot/Lowes runs. \$2400.00/obo

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

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

2019 Meeting Schedule - 9:00AM Start Time

November 16th

Fred Marx
12606 Split Creek Court
Gaithersburg, MD
Install the Spyder engine

Treasurers Report

Balance 9/30/19 \$3683.80
Balance 10/31/19 \$3683.80

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 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. Drive em, fix em and promote them everywhere you go.