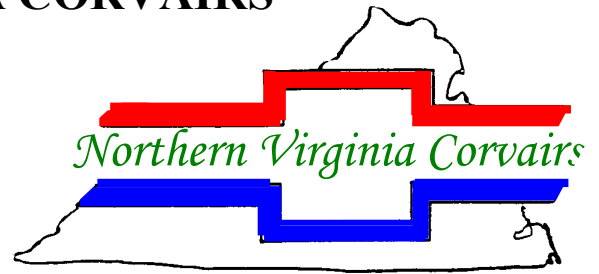


NORTHERN VIRGINIA CORVAIRS



HOT AIR MAIL



NVCC, CORSA Chapter 220

Volume XXXI, Number 8

August 2014

CHAPTER CHATTER

By Doug Jones

Newsletter time again. The July meeting was held at Vern's house in the Shenandoah Valley (God's Country) in Vent Hill, VA. Bryan had laid out a back road, bigger road, and no interstate route for members to drive on if they so chose. The scenery and drive were both excellent. It did take a while to get there, but still a great drive. The caravan consisted of Bryan and Trevor in their white station wagon, myself in my '63 convertible, Daniel in his '65 Corsa convertible that he just got back from the Ranch, and Marco in his '63 coupe with his copilot Max (a great dane). The looks on some of the people we passed on the back roads was priceless, seeing four Corvair's caravanning down the road.

Arriving at Vern's, we ran into L.D., who had gone up by himself in his '63 coupe. After getting settled, the work started to progress. Bryan wanted to install rear seatbelts in his wagon, Vern wanted to tune up his '67 coupe, and Daniel was going to install new carb linkages for his 140 HP four carb engine.

Vern had installed new spark plugs in his '67, while Bryan was figuring out his mounting location for his rear seatbelts. Daniel started his linkage with help from L.D. and his instructions.

I volunteered my back seat for Bryan to see how the previous owner had installed the belts in my car. With these different ideas, and the factory specs, he was able to find a great location for his wagon's seatbelts.

Vern, our gracious host, ordered pizza for everybody (even with anchovies for Daniel!). The pizzas were good and a change of pace from donuts and coffee (it was later in the day...). A little while after the pizza, I had to take off to get back home unfortunately. Vern didn't get to fire up his car before I left because his battery had run down. Bryan had just about finished the seatbelts when I left. Daniel had the most complex project because he needed to drive his car home. Bryan informed me after the meeting that Daniel, himself, L.D. and Vern got Daniel's car back together later that afternoon, and all was well in Corvair land.

Everybody had a safe and good trip home, except Marco who had thrown a fan belt (he told us at the ice cream social) but made it home.

The August meeting will be at Frank's house, and will deal with carburetors.

Happy Vairing!

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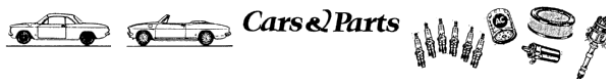
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer,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



Parts/Miscellaneous For Sale

40+ year collection of Corvair Parts. Please contact John Getz at jggetz@comcast.net or 301-717-9452 for a list of sale items. Parts located in Frederick, Md.

Gas Tanks: Six or so good used gas tanks \$30 and YOU pick up; NE Maryland. Harry Yarnell
hyarnell1@earthlink.net

Corvair Vendors and Services

Clark's Corvair Parts, Inc.
Route 2, 400 Mohawk Trail, Shelburne Falls, MA
01370-9748 (413) 625-9776

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

Corvair Ranch, Inc
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Don't forget to visit our Facebook page!
<http://www.facebook.com/NVCCHOME>

ARE YOU IN?

The Corvair Society of America (COSA) is the #1 Corvair group in the world, with over 4,800 members and 125 local chapters, including Northern Virginia Corvairs.

COSA supports all sanctioned Corvair Clubs with a wealth of benefits, including event insurance, exclusive Classified Ad access, and their award-winning monthly newsletter "The Communique". Northern Virginia Corvairs encourages all members to join COSA. Annual dues for active members are just \$45. For more information visit the COSA website at www.Corvair.org

NVCC Calendar

16 August 2014

Regular NVCC Meeting

Hosted by Frank Duval
648 Holly Corner Road Fredricksburg, VA 22406
(Look for mailbox 646)
Project: Carburetor rebuilding, possibly gas tank removal/install

20 September 2014

39th Annual Edgar Rohr Memorial Antique Car Meet

Bring a dish for yourself and a dish to share with the group. Meet at the CVS at Davis Ford Crossing (9972 Liberia Avenue, Manassas, VA 20110) at 8:30am.

Visit

<http://www.bullrunaaca.org/downloads/Rohr%20flyer%20website.pdf> for more information

27 September 2014

Regular NVCC Meeting

Hosted by Daniel Goldberg
43 Underwood Place, Alexandria VA 22304

18 October 2014

Regular NVCC Meeting

Hosted by Bryan Blackwell
6329 Hillside Road, Springfield VA 22152
Project: possible LM windshield panel replacement or engine installation

15 November 2014

Regular NVCC Meeting

Hosted by Doug Jones
5901 Montell Drive, Alexandria VA 22310
Project: possible engine installation

14 December 2014

NVCC Holiday Party

5101 Sequoia Farms Drive
Centreville, VA 20120

Treasurer's Report

| | |
|-----------------------|-----------|
| Balance as of 7/1/14 | \$2449.69 |
| Dues Income | \$0.00 |
| Balance as of 7/31/14 | \$2449.69 |

Rear Wheel Bearings

By: Bryan Blackwell

In 2013 we took the '62 wagon to Kalamazoo for the CORSA convention. We'd checked and replaced the wear items in the front suspension, rebuilt the brakes, and done the usual tune up and replacement of engine seals. The car drove very well and we didn't have any issues on the trip.

However, there was one thing nagging at me during the drive - I hadn't had a look at the rear wheel bearings and the history of the car was murky enough that I had no idea when or if they had been replaced, re-greased, or just ignored. They didn't make any noise, but one of our club members had a failure during the convention that led me to decide that I should really address this area before the 2014 driving season.

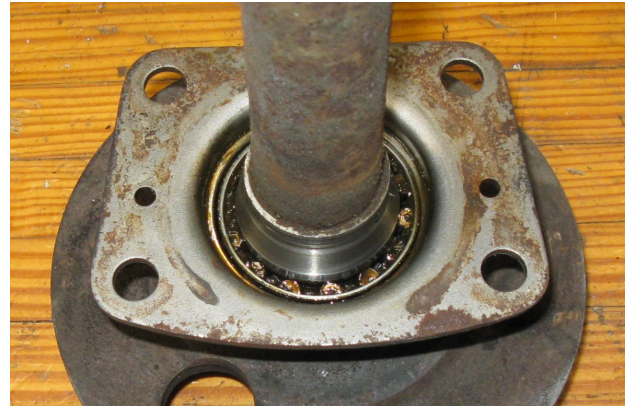
In February, we had the Northern Virginia Corvairs meeting at the Harris' house. I brought both axles that were on the car, along with a spare that had a bearing that turned nicely, but otherwise I didn't know anything about. Frank Duval brought his early axle bearing remover and we set to work. We completely tore down my spare (bearing #1) and found it looked ok but worn, and had both the inner shield and outer "mushroom" in place. I decided this would be a good spare for trips, but didn't really want to put it in the car for full time use.

The two axles that were on the car were another matter. Both had been previously replaced, and whoever did it left off those "extra" parts. One had the puller ring installed backwards, which meant we couldn't remove it from the axle intact either.

Al Harris took a moment to explain that the two shields fit together to keep most of the dirt and water away from the bearing, the seal is there to keep the grease in and any minor contamination out. Driving an early model in heavy rain without the shields in place often leads to water getting in the bearing and destroying it. Having driven through a couple of torrential storms on the trip, I was very glad to be checking these out.

That wrapped up the first meeting - the two bearings from the car were still together so we didn't yet know how the story would turn out. The next day I took those two apart to find the non-

removable bearing looked pretty good.



The other bearing, however, is the poster child for why I did this in the first place.



Fortunately, Clark's has all the internal parts to properly restore these to good working order, including new bearing cartridges. You do need the outer housings and inner shields, I was lucky enough to get the shields from John Sweet.

In March I visited Frank's (very nice) garage for a CVCC meeting and with the help of Del Patten (eye for detail) and Vernon Welsted (master bearing packer) we put them all back together as follows:

- Bearing #1 - the spare got new seals and o-ring, then greased and re-assembled.
- Bearing #2 - the one we couldn't take off since the pull ring was installed backwards, the outer race was completely cleaned, it got the same parts as #1, then a little shot of grease with a needle in the space between each outer roller and fresh grease for the inners.

- Bearing #3 - the trashed bearing got a complete Clark's bearing replacement kit that includes the inner and outer bearings, seals, new mushroom, and pull ring, and of course fresh grease



Once we had the assemblies freshly greased and riveted together, Frank pressed the bearings back onto their respective axles and we installed the shields to keep water out of the freshly greased bearings.



We've put several hundred miles on the car since and driving on the smooth, quiet bearings is now a worry free experience.