



**NVCC, CORSA Chapter 220** **Volume XXXV, Number 6** **August 2016**

Chapter Chatter  
By Bob Marshall

Our August meeting was held at Rory and Rita's spacious garage in Maryland. The task of the day was to remove the powerpack in order to fix a slipping clutch. The cause of the malfunction was not known but based on the leaking fluid it was a good bet that a failed seal was the culprit. Because this 66 Corsa had been worked on fairly recently the extraction was completed by noon. Only pesky cotter pins for the trans mounts and one rounded bolt slowed us down. With the unit out we separated the diff/trans from the engine and could see that the culprit was gear oil most likely from input shaft seal. We then proceeded to pull the pressure plate and clutch disk to find not only a HD pressure plate but a lightened bolted flywheel. Happy days! The input shaft was checked for straightness and passed. The diff nose was also undamaged. Things were looking great. We used the motohead moist bread process to drive out the input shaft bushing and Vern found out that if you get real close during this procedure you will likley get splattered with wet wheat bread. Next we pulled the flywheel bolts and inspected the

Bell housing seal. It appeared in good condition but the flywheel bolts were covered in red RTV. Not a good practice for any bolt that goes into the crankcase. Closer inspection revealed what looked like a series of cracks in the bell housing. Consulting with corvair people on the corvair forum resulted in Rory taking the unit to a friend that had a commercial parts cleaner. After scrubbing he did find one small crack but the rest were casting marks from the production. They sure looked like cracks to four of us. Lesson learned. Rory has secured a good bell housing and we should be good to go to reinstall the Trans/Diff and put his power pack back in on September 10<sup>th</sup>. Due to the timing of the Rohr show in Manassas this year we have decided to move our monthly meeting to Saturday the 10<sup>th</sup>. See the flyer for the Manassas show on the last page of this newsletter. If we are lucky again this year Greg will find another stray \$100 and pay for all our admissions.

This will be a condensed newsletter due to a short timeframe for our meeting on the 10<sup>th</sup>.

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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.

## **Member Profile**

### Rory and Rita's Story

Rita and I dig old cars and motorcycles. We have an 86 C10 truck and a 75 XS650 Yamaha that I built. I had been interested in Corvairs for a while but Rita never heard of or had seen one. When it came to getting a classic car the conversations gravitated to the most common classic cars and not a Corvair.

And then it happened. We saw one in person. It was an old rust bucket Corsa sitting in a field in Delaware. While in the worst possible condition Rita got the fever. We contemplated buying it but I knew I would've bitten off more than I could chew on that one. Plus the seller wanted \$4800.

After doing some research we decided on the 1966 model year Corsa. It took us a year to find our car. It was so hard finding a drivable Corsa at an affordable price that I started compromising on the year and style. But Rita stuck to her guns and insisted on a 66 Corsa. Then we found it in Akron Ohio.

However, we couldn't get out to Ohio to see the car. We were heading to Geneva, NY. We couldn't buy the car sight unseen. Not our first one. Not knowing what evil may lurk under the paint and floor pans. Luckily some friends were driving through Akron and I asked them to look at it for me. They called with their assessment and mentioned that they couldn't take it for a test drive. Somehow the car was blocked inside the garage by the owners' wife's car. We all thought it the same thing – after driving through several states to look at a car on craigslist for it to be blocked in the garage had to be a scam. However, the owner sent me a video of him driving 10 minutes later after his wife came home and moved her car. I wire transferred the money and the next day the car was at our house.

The car was restored back in the 90s. More recently, the previous owner put new rubber brake lines, wheel cylinders, master cylinder, drums, brake shoes, u-joints and strut rods and bushings. We have had the carbs rebuilt by Wolfe, installed Roger Parent linkage, new exhaust pipes, tune up, new wheel studs, wheels and tires, and a new speedo cable. I need to get the gas gauge working but now we can use the odometer again to gauge our fuel level. Once the drivetrain is finished in August we intend to work on the front end.

## **Newletter Articles**

Come On People! Someone must have an idea rattling around in their skulls.

### **Montly Tech Tip**

This months tech tip is close to my heart. Only because it has caused me heartburn with my 66 Corsa. I began having starter issues two years ago after pulling the powerpack and switching out the Trans/Diff and installing another pressure plate, bolted flywheel and clutch disk. Within a few weeks of completing the work I went to start the car and the starter sounded odd and then stopped. The starter motor would spin but not engage. I pulled the starter and damn, a busted starter nose. A common issue with 50 year old starters so on went a new one. Went to hit the key and again the starter just spun. Suspecting a bad solenoid on my used starter I replaced it with a new one. It worked fine. Problem solved right? Wrong. With in a couple of tries it did the same thing again. Starter would spin but not engage. Now I started dinking with the bendix and bendix fork. Back together and the same thing. Off the car the starter worked fine but in the car it would not engage. After much research on the forums I began to suspect the ring gear on the pressure plate had worn teeth. With a friend to turn over the engine with a wrench I sat under the car with a flash light and watched the teeth on the starter gear. Everything looked fine. No broken teeth or bent ring gear. What the???. Now what. Again more research! I told a mechanic friend my story and he told me that engines when shut off will stop at the same spot about 80% of the time. If that is the case then slightly worn teeth on the ring gear would be the culprit. He suggested that I mark the balancer with white paint when the starter would not engage and use a wrench on the balancer bolt to rotate the engine ¼. It worked. It seems that since the engine stops at almost the same spot everytime that section of the ring gear is subject to most of the wear. After almost 50 years the teeth become worn just enough to cause the starter to not engage. So before you install a used pressure plate really inspect the teeth on the starter ring gear. Last weekend Fred Marx and I inspected the pressure plate for his Spyder and you can actually see the wear pattern. It is subtle but it is there. Clarks does sell a replacement

ring gear for \$35.00. It is good insurance to get one and have your local machine shop replace it as it has to be welded on.



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

### Cars for Sale

I have a 1961 Corvair 500 which has been in our family since newly purchased. The car has a little over 56,600 original miles and has been well maintained throughout the years. The car has spend most of its life in a garage and has been mechanically well kept for which I have many of the receipts. The car has been repainted its original color and has new upholstery and headliner. While having sentimental attachment to the car, my wife and I have decided to sell it to someone who appreciates Corvairs and will take good care of it. I recently spent over \$2,000 to get the car back on the road but have yet to purchase tags. If additional information is needed, I will be happy to provide it. We are hoping to get at least \$5,000 for the car but are willing to negotiate. Please feel free to contact me via email or by calling 540-293-0859. Marvin W. Barbre  
Editor: Due to space limitations the pictures were not attached.

### 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  
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)

## **Our 41<sup>st</sup> Year!**

**Get the New 2013-2018 Catalog**  
**If you did not get our new catalog in 2013,**  
**you can get one free on your first \$50 order**  
**during 2014.** (Additional catalogs \$3 with an order)

*The new Catalog includes parts from the last 5  
Supplements as well as 100's of improvements.  
This is our most major revision ever.*

Clark's Corvair Parts®  
400 Mohawk Trail, Shelburne Falls, MA 01370  
(413)625-9776 [www.corvair.com](http://www.corvair.com)

**Don't forget to visit our Facebook page and Instagram  
page NorthernVirginiaCorvairs**

**Return To:**  
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NVCC Hot Air Mail

## Treasurers Report

No treasurers report this month but our money is in good hands. Right AJ?

**Membership dues are payable the first of the year. If you have not paid for 2016 please send your \$10 to AJ or bring to the next meeting. Forego your Starbucks Latte and cake pop and pay your dues. After this newsletter, unpaid members will not continue to receive the monthly newsletter.**

## 2016 Meeting Schedule

### September 10<sup>th</sup> 9AM

Rory Clark  
Rita Murphy  
13201 Hathaway Drive  
Silver Spring, MD 20906

### September 17<sup>th</sup> 10-3PM

Edgar Rohr Car Show  
Manassas Museum  
9101 Prince St  
Manassas, Va. 20111

### October 15<sup>th</sup> 9AM

Fred Marx  
12606 Split Creek Court  
North Potomac, MD 20878

### November 19<sup>th</sup> 9AM

Greg Walthour  
7025 Coventry Road  
Alexandria, VA 22306

### December 17<sup>th</sup>

XMAS Party Meeting



**CALLING ALL CARS!**



# **41<sup>ST</sup> Edgar Rohr Memorial Antique Car Show** **Saturday, September 17, 2016**

Manassas Museum, 9101 Prince William St., Manassas, VA 20111  
10:00 AM - 3:00 PM; Car registration 8:00 AM - 11:00 AM



- ✓ **Enjoy wide variety of pre-war and post-war vehicles**
- ✓ **Participant Judging – 50 class awards plus 12 Special Awards!**
- ✓ **Special display of Pontiacs thru the ages**
- ✓ **Have a bite to eat at the fabulous “29 Diner” barbecue tent**
- ✓ **Free spectator admission, free trailer parking and free garage parking**
- ✓ **Door prizes +50/50 raffle + Silent Auction + Car Corral + Flea Market**
- ✓ **Model T Assembly /Disassembly demonstrations at 12 & 2**
- ✓ **1991 and older cars on display-street rods/modified cars included**
- ✓ **One block to Farmer’s Market and International Food festival**
- ✓ **RAIN or SHINE, the show goes on!**

Visit us on the web at [www.bullrunaaca.org](http://www.bullrunaaca.org)



1971 Pontiac LeMans  
Owner: Ray and Lenita Franklin  
2015 Arthur Ault Award

**Contacts:**

Nicki Hudson, Registration (540) 522-6533  
Darryll Baker, Show Chairman (571) 294-7853  
Meet-day info (Sat only): Jon Battle (703) 986-8785



VZ.8-29 mar 2016