

NORTHERN VIRGINIA
CORVAIR CLUB
HOT AIR MAIL



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Chapter Chatter
By Rory Clark

As Rita and I continue our weekly drives through upper MoCo I have been keeping track of our miles driven. It is considerable and Corvy has been up to the task. But that is not the only reason. Our gas gauge is not working and I have yet to run down the reason. So we calculate our gas mileage based on gallons used versus miles driven. It's a pain but it has worked for us without issue.

Recently, someone on Corvair Center forum posted about their gas mileage. Their mileage was about 20 mpgs. Ours is also about 20/21 mpgs so I thought we were doing well. As other posts came in some owners were getting upwards of 27+ mpgs in the same car as ours. While I know there are subtle differences between cars, drivers, and even the roads we drive I realized that we could be getting a little better gas mileage with a little work.

I haven't done anything with the carburetors since they were rebuilt years ago by an ebay vendor. For the most part, the carbs work but there are a few things that I was not pleased with like the fast idle when cold – it never worked.

I'll need to open them up to see how they look and to determine the jet sizes. I do know the air/fuel mixture is off as people have told me that I am running rich, which I know is true. All in all, I'd like to give them a one over, make jets changes possibly, adjust the air/fuel ratio, sync them and then give it a run to see how the car and carbs perform. It's not a lot of work but it is a bit time consuming. When possible I'll need to schedule some time with the carb expert from our group to assist in verifying what I have and make the adjustments as needed.

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RnR Garage

Rita and I hosted the July tech session. We had a long list of items to address on Rampy. But before I get into them I have to apologize for the coffee that I made. It looked like muddy water. I have no idea what it tasted like although I can imagine. That will never happen again. ☺

The first task at hand was to go from the front to back to determine what needed to be addressed. The main items were: brake light switch, maybe install the windshield, adjust the carbs, and set the dwell and timing.

Fred and Mark were the first to arrive and the first thing we looked at was the brake lights. They worked (when parked!) prior to me replacing the main wiring harness and the master cylinder so I suspected it was something up front and related to those two items. Luckily the issue was quickly discovered. The actual switch had rusted to a point that the lever wasn't moving. With the pedal depressed I moved the lever up and down and the lights worked. I sprayed the switch with PB Blaster and continued to press the pedal to work the switch so it moved freely.

The next items were setting the dwell and timing. That was a fairly easy and quick process although I had a hard time with my dwell meter. It helps to connect the leads to the correct coil terminal so the meter displays correctly. It is amazing how quickly you can forget how something works when it is only used on rare occasions.

Following that was installing the gas pedal. Long ago I was trying to remove the original one that was broken. I managed to break one of the mounting screws and then made the situation worse by trying to extract the screw instead of drilling it out.

After a lot of deliberating on the best approach we decided on trying to drill the rest of the screw out. Another option was to use riv nuts. While rivnuts would have worked it was decided that it would offset the pedal too much.

Fred and I started the task and, fortunately, I had bought a set of nice drill bits which made the job easier. We even found a few hat type screws in my stash. We soon had the pedal installed and the rest of the linkage below the floor pan connected.

By now there were a number of people there from the group and we were contemplating the install of the windshield. We had the tools, parts, people and desire but Bryan, being the voice of reason, suggested that I sand, prime and paint the window channel to avoid any water and rusting issue later on. While somewhat deflated it made sense to prepare that area before the windshield went in.

The morning was ending and a few people had to take off leaving me, Mark and Bryan. We gave Rampy a couple once overs and determined that the engine has the wrong turkey roaster on it. I have a 12 fin oil cooler and the cover is for an 8 fin. The dipstick is also missing the loop. Bryan has both of these items so a trip to his garage is in order. I also need longer wheel studs for the front.

We also compiled a list of things that I needed from Clark's so I could change the transmission and differential fluid, some grommets, etc. They have since arrived so I will get to them as soon as possible.

I also painted the windshield channel as well as the top of the dashboard so the windshield can now be installed.

All in all it was a good day. I feel a lot better about Rampy and I am still holding out the hope that we can drive it this summer or, in the very least, this fall.

Thanks to everyone that made it to the meeting. Having the group over makes everything exponentially easier and faster.

Check out all of the pictures on this tech session and other club events on [NVCC Facebook](#)





Stan's Garage

Stan provided a follow up on Mabel.

I ran out of gas sitting out front of my house in the street idling. I did some digging and am working on the tanks. There is a small auxiliary tank in front of the main tank. I'm trying to figure out how they fill up, as there is a Y in the filler neck- and it seems to be filling up the AUX tank first- which was not hooked up to the fuel pump. So I have filled the main tank a bit- replaced the sending unit with the one from the AUX tank (the sending unit in the main tank is shot) and now the gauge appears to be working.

I'm still not sure how the tanks fill I - I poured gas down a funnel with a hose that forced the gas into the main tank, but I feel like when I just pour gas into the tank as we would normally do, it seems to follow the Y into the aux tank first. So I need to sort that out a bit.

I am hooking up an electric switch for the tanks that will allow me to hook both tanks up and switch from one to the other (main tank is 30 gallons and aux tank I believe is 6 gallons). I hope to have that done by the weekend and test it all out. Then my next big step is sealing the engine, using rubber and probably metal strips. Bob Marshall sent me a link that it's being discussed on Corvair Center- link below

<http://corvaircenter.com/phorum/read.php?p?1,1122264,1122424#msg-1122424>

This should help me out. And then on with sorting out some more wiring and interior items so I can at least drive it a bit. I did adjust the accelerator linkage, pedal, and tightened up the sloppy PG shifter cable, which now shifts nicely. I adjusted the E brake cable, but it still kinda goes nearly to the last "click" of the handle being pulled up before it seems to engage, so I need to work on that a little more.

I also ordered an air conditioner that will mount under the bench inside, and a fridge. The AC will arrive Monday and will be hooked up to my fuse box and run on 110V for now, so I can at least use it when plugged into shore power- down the road I will work on getting a generator for it.

Thanks again for all the help with Mabel! I'm super anxious to get her on the road, now.
Thanks!

Bob Marshall's Garage

Chapter Two – The buildup and the OOPS moments.



456 Part Deux

When we last left 456 it was starting to become many parts resulting in the necessity to buy a couple of boxes of Ziplock bags, black sharpies and at least 10 cardboard boxes. Even with the best of intentions keeping all the parts organized is half the battle. The other half is finding them when it's time to reassemble the engine. Assessment of the condition of each part is another task. As the list of new parts grows, I tended to be more conservative with the conditions. If it looked ok, then into a bag it went. Once the sorting, bagging and labeling was done the fun part began. Cleaning all the "keep and reuse" stuff and keep a running list of new parts.

Ah cleaning...what a pain this can be. Here are just some of the items you will need. Spray engine cleaner like Gunk, a few gallons of varsol/paint thinner and a pressure washer if you have one. This is just to get the heavy crud off the big parts. After this you will need a bunch of different brushes, picks, blades and scrapers to remove years of baked on crud. There are

also special cleaners for the aluminum block, heads, rear housing, bell housing and top cover. Or you can just pile it all in the back of your vehicle and take it to a machine shop that has a dunk tank for aluminum (which most of them have today). It will probably cost \$150 but well worth the money. Small parts like nuts, bolts and brackets can be put into a small plastic container and left overnight to soak. You can also use an ultrasonic cleaner to speed up the process. A bench grinder with a fine wire wheel also is a great tool for cleaning some parts. Pay particular attention to fasteners and the threads. RTV use is so prevalent today that you are bound to find gobs of it everywhere including the threads on bolts. It is good for holding dirt and grit which is not what you want when you begin assembly.

Once everything was apart, I needed to decide how deep I wanted to go with this build. Since it is a turbo, I researched performance improvements that would be worth the extra cost. Heads are the first item. I bought a set of 95 HP heads from Darrin and shipped them off to Michael Leveque for new deep seats, valves, guides and machining. 95 heads flow better than the original turbo heads. Figure on at least \$1500 plus shipping for this work. Next, I turned my attention to the crank, cam and pistons. I decided on a .40 overbore with Clarks forged pistons. .60 over was not recommended for turbo engines so .40 it was. The cam I selected was an Otto TB 20 cam which is reported to be a nice upgrade for turbos. The crank, new cam with gear, piston rod assemblies, cylinders and rings were dropped off at Marks Machine in MD. Crank was turned .10, cylinders were bored .40, Rods were resized with new ARP bolts and the entire reciprocating assembly was balanced. They also resurfaced my flywheel and pressure plate and balanced them as part of the assembly. I had them install the new

moly rings and assemble the piston rod assembly into the cylinders. They did a good job with one exception. During the gapping of the rings before installing them into the cylinders it is important to file off any burrs that are raised when setting the ring gap. They failed to do this on two cylinders resulting in scoring of both cylinder walls. It's amazing what one small detail can cause such an issue. Luckily, a ball hone was able to remove the scored areas.

Once everything was back from Marks (it took 6-8 weeks to get the work done) I was excited to get started on the engine again. While the engine components were off getting work done, I decided to have the 4-speed checked out. Prior to the clutch exploding the transmission had shifting issues. Since this was a 66 Saginaw and is not known for its "butter smooth" shifting like the 65 I decided to take it to a local transmission shop to be checked out. The shop came highly recommended. Sure, no problem the owner said. A broken wavy washer was replaced with a good used one from the Ranch. The report was the transmission looked good and needed no new parts. Great! The resealed transmission and differential were painted and reassembled with 4 quarts of Amsoil GL-4 gear oil.

The next several weeks were dedicated to preparing for the reassembly of the engine. Picky little, small parts were ordered, the correct assembly lube and Platigauge was made ready for the procedure. I call it a procedure because it is like surgery. The right instruments are needed, the proper order must be followed, and cleanliness is critical. First, check bearing clearances. Not that you cannot trust the machine shop but, remember the rings, you have to check to make sure bearing clearances are within specification. You also need to check the cam bearing surface area. With these engines being upwards of 60 years

old this is really important for the life of a new engine.

Checking the crank and cam bearing surfaces is easy. The rod bearings, not easy?

Everything checked out within specifications so on to assembly.

The block, crank, cam, piston/cylinder all went back together as expected. Bell housing was installed with new seal and gaskets. Pilot bushing was ordered from Rock Auto.....stop wait! Try not to buy Corvair specific parts from online vendors to save a couple of bucks. Something as simple as a pilot bushing should be no problem but it was. It looked correct and according to the website it was correct for the engine but when I went to drive it in it took much more effort than it should have. Turns out it was not the correct one and getting it out took two hours with a Dremel tool and a cutting tool. First it was not bronze. You can tell with a magnet, which I did not check. Lesson learned. Stick with our vendors.

Next chapter will be Setback and forehead into the wall!

Another great write up from Bob on his trials and tribulations with his Corsa.

This Month's Featured Corvair

Rita's Rampy made the featured Corvair spot this month. It is moving under its own power. It actually starts and runs really well for something that sat in a field for over a decade. Let's keep this showcase going by sending me a picture of yours in action or just sitting in the driveway looking good.



Local Car shows throughout the DMV for 2021 Spring, Summer & Fall

There is a show close to you so get out, have fun, and send me some pictures. <http://www.cruisein.us>

45th Edgar Rohr Memorial Car Meet, Saturday, September 18, 2021. The show takes place on the lawn of the Manassas Museum, 9101 Prince William St., from 11:00 AM to 3:00 PM For more information contact Pete Pandolfi, (703) 919-8343 <http://bullrunaca.org/rohr-show-information/>

Rockville Antique and Classic Car Show, Saturday October 16, 2021 *I have registered for this show

This is a great venue with hundreds of cars from all eras. **Group Corvair is a sponsor.**

<https://www.eventbrite.com/e/2021-rockville-antique-and-classic-car-show-tickets-163316294433>

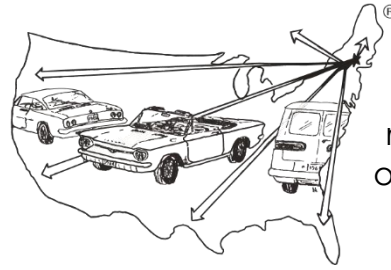
For information about the event or to get a mail-in registration form, go to the Rockville City events site: <http://www.rockvillemd.gov/events>

Corvair Day – Eastern Museum of Motor Racina. September 18, 2021 **Grea and Bob M are attending**
Hosted by the Central Pennsylvania Corvair Club <https://emmr.org/> Registration flyer attached.

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2021 Meeting Schedule

Due to the emerging Delta variant in our area, in order to keep everyone safe and healthy please wear a mask, vaccinated or not, and especially if you are inside an enclosed area.

August 14th

TBD

9:00 AM

September 18th

Greg suggested the EMMR car show (see above) for the September meeting. Greg and Bob Marshall are attending. Who's in?

Treasurer's Report

Balance 6/30/21	\$4,163.80
Corsa Dues	(\$35.00)
Balance 7/31/21	\$4,128.80

For More Pictures of everything Corvair related click here [NVCC Facebook](#)

Website: <http://www.corvair.org/chapters/chapter220/>

Instagram: <https://www.instagram.com/northernvirginiacorvairs/> [[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 we go.