



**NVCC, CORSA Chapter 220**

Chapter Chatter  
By Rory Clark

This month's meeting was held at Bryan Blackwell's house. After discussing this year's VairFair and the CORSA Convention (details below), the task at hand was removing the tin worm infested lower windshield channel. The day was perfect for this project and the club was eager to see what lurked below the windshield line.

With the windshield out, and the new [Clark's Lower Windshield Panel](#) on hand, we determined the best process to remove what was remaining of the original panel. It was decided to lay tape on the roof above the windshield and on the old panel with lines marked at intervals from the inside of the fenders and upper windshield channel (pic 1).

These reference points were used for spacers (pic 2) so the new panel could be placed in the correct position. Satisfied with the prep work, Bryan, with skills of a surgeon, began cutting the old panel out (pic 3) with a right angle grinder.

He picked two spots along each inside fender line to avoid cutting into the

windshield wiper/trunk hinge mechanics tub, which sits right below the panel being removed.

Care had to be used not to cut into the upper lip of the tub. Due to the bad condition of the panel, not knowing how it connected to the dashboard and the tub; Bryan took extra measures/steps to not damage anything else. We thought we found a few spot welds as well as some metal tabs. The welds look like they were on the panel/tub and the tabs were on the panel/dash area. Being the tool guy, Bryan broke out his spot weld removing bit and began removing the suspected welds. Picture 4 shows the bad panel fully removed and the dash, cowl, and windshield wiper tray come together.

At this point, the club knew that they had tackled the hardest part of the project without damaging any other critical components. If this type of project comes up in the future we will be ready to take it on.

An update on the reconstruction will be provided once Bryan welds the new panel into place.

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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.



## Articles of Interest

I will try to find articles both past and present on our cars and post them for all to enjoy. If you run across any please forward me the link.

As last month's article mentioned, Ed Cole had always wanted a rear-engine, air-cooled American car. On July 7, 1959, that dream came to fruition when production of one of the most creative, or foolhardy, steps in the U.S. auto industry began – the Corvair. It was also in direct response to the VW Beetle, which had sold over 100,000 copies in the previous 4 years.

The second article in the series comes Straight Outta the Chicago Tribune July 2009 edition.

Corvair Preservation Foundation historian Dave Newell and technical adviser Larry Claypool came up with these - [25 Things Maybe You Didn't Know About The Corvair](#)

Some of the highlights of the article include:

Initial Corvair models were 500 and 700 four-door sedans. The most basic 500 is known as the Caveman for its simplicity. Coupes followed in January 1960, then the Monza coupe with 4-speed on the floor in the spring.

Some 8,000 Corvairs were stockpiled at the GM's Milford, Mich., Proving Grounds in preparation for the October 1959 launch; 250 were "swimmers" (caught in a flood) but cleaned up, reupholstered, and sold.

A boatload of 1960 Corvairs was sent to Cuba before the revolution. At last count, three survive; two reportedly running with front-mounted Russian motors.

The rarest Corvair is the amphibious Corphibian Loadside pickup. Only one was built. The GM plant in Oshawa, Ontario, built 100 amphibious Corvair Dynatrack articulated vehicles for the U.S. and Canadian Armies. The Australian Army ordered 500 but didn't have the money upfront.

To this day, the Corvair remains the only successful rear-engine, air-cooled American built vehicle.

## **20000 Mile Oil!**

Bob Marshall submitted this article.

By now, you've seen the claims: 20,000 miles before your next oil change. A synthetic motor oil that can last a full year. It's tantalizing, especially if you're coming from a 3000 or 5000-mile oil drain interval. But can modern engine oil really last for 20,000 miles? And how do oil makers test these claims?

[Jason Fenske of Engineering Explained](#) is here to show us how oil companies design and manufacture high-mileage motor oil - and how they test the final product to see if it really lives up to the claims.

Jason went inside Mobil 1's facilities to show us a behind-the-scenes look at how the company makes its Annual Protection motor oil, claimed to go 20,000 miles or 12 months between oil changes. First, Mobil 1 engineers set out the design parameters, determining which oils and additives would stack up to the performance they desired.

Then, they tested the heck out of it. Jason shows us how Mobil 1 makes sure the oil maintains its viscosity, resists ash, deposits, acidification, and protects against wear. Once these lab tests are passed, Mobil 1 moves on to real-world testing, running the oil for 20,000 miles in actual cars driven nearly around-the-clock on dynamometers simulating city and highway driving. Mobil 1 even put half a million miles on a Chevy pickup running Annual Protection oil, changing the oil and filter every 20,000 miles and doing a complete engine teardown at 500,000 miles to check for wear.

The full process is extremely interesting to anyone with an appreciation of what motor oil goes through with every mile you drive. Click here for the article - [20000 Mile Oil](#)

## **Club Tools**

As a club, we should consider accumulating the specialty tools that are unique to Corvair:

Alan Lackie Engine cart  
ATV jack for use with engine cart

Differential to bellhousing alignment pins for mating the diff to the bellhousing/engine  
Input shaft alignment tool.  
Harmonic Balancer removal tool  
Brake bleeder system  
Siphon Pump for draining Trans/Diff  
Brake wheel cylinder hone  
Piston Jug hone  
Half Valve cover for valve adjustment  
Trip removal tools  
Unisync  
Dwell Meter  
Torque Wrench  
The club could loan them out using a deposit system similar to the way the parts stores do.

If we adopt this idea then someone needs to be appointed to maintain and track the tools that are on loan. Using a laminated card to track the tools could be incorporated to keep the inventory straight. If the tool is not returned the person will lose their deposit.

## **The Tool Addict by Bryan Blackwell**

Speaking of specialty tools, many of us know that Bryan likes tools. Good tools are so much nicer to use but for me, the right tool can make or break the task at hand. The proper tools can transform a project from drudgery to being able to finish with a satisfying building experience.

When I was first playing with cars, my tool budget went to the basics - wrenches, screwdrivers, and pliers. Now that I have a decent basic set to tools I check to see if there are any tools that will make my life easier before I embark on my next project.

If you've read through the shop manual sections, you'll find at the end of the chapters a collection of special tools made by Kent-Moore. There was even a dealer pack made of all the Corvair specialty tools when the car was introduced in 1959. While they're made just for the car I've found that a lot of them are somewhat underwhelming in terms of quality and unfortunately the collectors out there command pretty big prices for them. Still, sometimes they are an ideal choice and with a little scrounging you can score them at a good price.

Fortunately for us, the Corvair enjoyed a long period of just being transportation, and the tool

manufacturers made various aids to the mechanics trying to get jobs done quickly and with less hassle. Furthermore, there are tools that work on other Chevrolets that perform the same duties for the Corvair. Fortunately for our wallets most of these are obsolete - pro mechanics at the local repair shop generally don't work on anything from the 60's, so these tools are often traded at very reasonable prices. The final couple pieces to the puzzle are some web sites. Most of you are familiar with eBay, searching there using Kent-Moore, Snap-On, or Mac numbers often yield some good items. There are also tool collector sites that will help with identifying who made what and when. One of the best of the bunch is the site for Snap-On - <http://collectingsnapon.com>, which has a nice collection of digitized catalogs.

Here's a little example of digging: On the Facebook Corvair Owners Group, someone posted a question about replacing the oil pressure sensor. This got a few replies about using a KD sensor socket, commonly available at parts stores, along with instructions to remove the generator/alternator for clearance.

At that point, Craig Nicol mentioned that Kent-Moore made a socket that fit the Corvair \*without\* the need to remove anything else, and then posted a photo. A little research led me to find that Mac Tools made a virtual clone, the SC40 that also was finished much nicer than the K-M version. I created an eBay search to watch for "Mac SC40", and pretty soon got a couple hits with "Corvair owner friendly" Buy It Now prices. I picked the nicest one and shortly had my very own!

Hope this helps some of you. Happy tool hunting!



### **Local Car Shows and Cruises**

In order to market the Corvair marque beyond only attending the major Corvair shows, I would like to propose attending more local, smaller shows. The shows and cruises would be in addition to our monthly tech sessions. The group did the Cars & Coffee in Great Falls last year and that was a huge success. We all know that Corvair's are people magnets. When Rita and I cruise around upper MoCo people are always drawn to the car. They mention their parents had one, or they did, or a friend had one and they reminisce about their experiences. For the most part, all the comments and questions are positive and encouraging.

Below is a shot of some of our Corvair's at our 2016 Christmas party. Imagine if a few of us got together on a nice day at a local meet? We would definitely draw some positive attention.



The Donut aka Cars & Coffee  
Burtonsville Town Square  
15650 Old Columbia Pike  
Burtonsville, MD 20866  
Every Sunday

28<sup>th</sup> Annual Orphan Car Tour  
Hartford and Baltimore Counties  
June 2, 2018  
[www.orphancartour.org](http://www.orphancartour.org)

61<sup>st</sup> Annual Historic Fredericksburg Region AACA  
June 2, 2018  
<http://www.hfraaca.org/index.html>

CORSA International Corvair Convention  
Pittsburg, PA  
July 23<sup>rd</sup> – 28<sup>th</sup>, 2018  
[CORSA Convention](#)

### **Cars and Parts for Sale/Wanted**

14" Rallye wheels from a 72 old's. Goodyear radial GT 195-65/R14. Maybe 5k on the tires if that. Painted to match my Aztec Bronze convertible with chrome beauty rings and a few spare rings for the holes. Brand new 13" spare tire on correct spare wheel.

140 air cleaner

Near perfect oil pan

Corsa glove box door and surround

Complete set of front brakes including hoses, shoes, drums, clips, and springs. One wheel cylinder may need rebuilt but everything else is great shape. Maybe 8k on the set up from rebuild.

110 distributor with new cap, rotor, points, and condenser. Great shape

140 throttle linkage

Transmission pivot

\*\*Lower shroud for an EM, think it is the right side. No therns but in great shape.

Items needed:

U joint cap clip, just one. (Had an oops with the kid the other night)

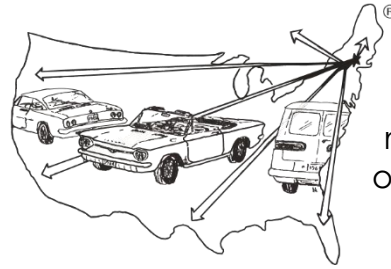
Brake line from the left side T to the right wheel flex line. About 4 feet long across the back firewall.

Contact Brian Brooksby at 5713427122 or [brianbrooksby@yahoo.com](mailto:brianbrooksby@yahoo.com)

## 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®**

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(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)

## 2018 Meeting Schedule

### All meetings begin at 9AM

#### February 17<sup>th</sup>

Fred Marx  
12606 Split Creek Court  
North Potomac, MD 20878

TASK - Connect dashboard and install heater hoses

#### March 17<sup>th</sup>

Al Harris  
7900 Carrie Lane  
Manassas, VA 22193

TASK – Open format for members

#### April 21<sup>st</sup>

Doug Jones  
5176 Woodfield Drive  
Centreville, VA 20120

TASK - ?

## May 18-20<sup>th</sup>

CVCC - 39th Annual VairFair  
Winchester, VA  
[centralvirginiacorvairclub/vair-fair](http://centralvirginiacorvairclub/vair-fair)  
[VairFair Registration Form](#)

## June 16<sup>th</sup>

OPEN

## July 21<sup>st</sup>

CORSA Convention  
Pittsburgh, PA

## August 18<sup>th</sup>

OPEN

## Treasurers Report

|                  |           |
|------------------|-----------|
| Balance 11/30/17 | \$2774.05 |
| Party Rental Fee | (100.00)  |
| Dues Received    | 40.00     |
| Balance 12/31/17 | \$2714.05 |

**For Pictures of last month's meeting click here [NVCC Facebook](#)**

## Winter Tips

One day last week when the weather continued its brutal assault of below freezing temperatures, I was in my garage working on another project. I looked inside the Corvair and saw a 16oz water bottle. It was frozen solid and expanded to the point it was ready to split. I removed it and, for some reason, I opened the trunk. I noticed my windshield washer bottle was also frozen solid. I managed to get the cap off but the tube was frozen inside the bottle. I removed the bottle and took it inside the house to thaw. Next I blew into the cap to remove any water in the squirt lines. While everything appears to be fine I made the mistake of putting pure water in my washer bottle and not proper fluid. Lesson learned – don't keep drinking water in the car in the winter and always use windshield washer fluid.

This [HAGERTY](#) link is great reference to store your car for the winter including the items listed below.

USE FUEL STABILIZER DESIGNED FOR ETHONAL IN YOU CARS!

Top up your fuel tank.

Use a trickle charger on your battery.

Check the tire pressure.

On nice days take our cars out for a short spin to get everything up to operating temperature. FYI -10 minute startups are not good for the cars.

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.