



NVCC, CORSA Chapter 220

Volume XXXVII

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Chapter Chatter
By Rory Clark

Hi everyone. Hopefully with the gradual reopening throughout the DMV most of you are able to get out to shake off the cabin fever while practicing social distancing. Our area has finally lowered the curve but we need to stay safe and vigilant.

Rita and I bought a new engine and main body harness from Clark's for Rumpy. The original engine harness was an accident (or possible breakdown in the middle of nowhere) waiting to happen. All of the plastic coating was brittle and was literally breaking apart as I was removing it. Even if I fixed one wire, the rest were totally shot. Keep that in mind when you are working on a mysterious electrical gremlin and you can't locate the issue.

I had quite a time comparing the old engine harness with the new one. The new one was missing one wire and none of the wires in the connector were matching the 1963 FC wiring diagram. After some research and a response from a forum member, I determined that my '63 Rumpy (delivery date of 4/13) has a '64 wiring harness. I spent an afternoon tracing wires from

the engine harness to the main body harness based on the '63 and '64 wiring diagrams. Sure enough, all the wires matched the '64 diagram.

With that my attention turned to why the 12v wire from the starter solenoid to the positive side of the coil was missing. I called M&H to see what they had to say. They stated that the harness that I received is for a gas heater engine. The one I needed for my electric heater contains the temporary 12v wire.

I checked Clark's online and they only have one listed, which is what I received. I called Clark's tech support to ask about the missing wire and was told that my Rumpy did not require the 12v temporary wire (when cranking).

I did not know of any magic that could feed 12 volts to the coil without a supply wire so I removed one of the ends from the original harness and made my own supply wire.

Back in the RnR Garage, I finished removing the main body harness. I left off at the hardest part, which is up under the dash. I removed the metal panel inside on the floor of the cab, which exposed the wires and cables that run to the dash, etc. The opening is a tight fit and I

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managed removing the speedometer cable from the speedometer and pulling it out of the opening first. Once that was out of the way the old harness came right out and the new harness went right in. Then I routed the speedo cable and reconnected everything. It's onto the engine harness next.

Greg's Garage

I started to restore easily removable parts for a '62 Rampside I am fixing up. The correct FC jack found behind the seat looked like it may have gone down with the Titanic! Darrin suggested I try the electrolysis method to remove the rust and also said I probably already had all the materials. My usual method would have been a trip through the bead blast cabinet but since I had never tried this method before I was game.

I found a good YouTube video - <https://youtu.be/54ADeB6V1rQ> - from Wood Magazine (Issue 210 March 2012), which shows all the steps to build the electrolysis tank.

It took about an hour to gather the materials and build the tank. I did have to go to the store to buy some Arm & Hammer Super Washing Soda in the laundry detergent aisle. I did nothing to the jack before placing it in the tank. I didn't even try opening it since it was so rusty.

After 24 hours I took it out and scrubbed it gently with some wire brushes. I then opened it as much as I could (so it would still fit in the tank) and soaked it for another 8 hours. The results are absolutely amazing! It seemed as though the rust was growing on the surface of the metal, rather than eroding into the metal. Afterward, I cleaned it with an old toothbrush and POR15 Marine Clean. I then put it in the warming drawer of our oven to ensure it was completely dry. I immediately took it outside to spray paint the first of a few light coats with RustOleum black epoxy paint.

The end result is that it looks like it just left the factory. I am now trying the same method on a pair of '64 finned rear brake drums.

If you have any questions, please do not hesitate to contact me (Greg).





What a fantastic job on the jack. It is a night and day difference and with so little effort. I will be trying this with my rusty pieces on my Rampside. Greg, thanks for experimenting and hopefully making some of our rust removal processes a lot easier.

This Month's Featured Corvair

This month's featured Corvair is Rita's Rampside. We are getting so close to having it on the road and I felt inspired enough to feature it again. If you would like to showcase your Corvair, send me a picture and I will feature it in an upcoming issue.



Local Car shows throughout the DMV for 2020 Spring, Summer & Fall

Car shows around the DMV

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

Saturday, July 11, at 9 am: 15th Annual Car and Bike Show (first ever runway format)

Cruise the course on our Worship Center Parking Lot while our D.J. plays tunes and our M.C. tells online viewers about your ride's features. Participation is **FREE**, so [register](#) your vehicle today at no charge! There will also be onsite registration during the event. **Please note: there will be no onsite spectators.** The show will be live streamed, so your family and friends can visit www.fbcglenarden.org/watchnow or [Facebook Live](#) to watch.

September 19, 2020: 45th Edgar Rohr Memorial Car Meet sponsored by the Bull Run Region AACA at the Manassas Museum, 9101 Prince William St., Manassas, VA. 20110. 11:00 AM to 3:00 PM. Free spectator admission and garage parking. Open to antique cars/trucks and street rods 1995 and earlier, and rare / exotic / limited production cars, post-1995. Thirty-six 'class' and 14 special awards. Antique car parts flea market, car corral,

Model T Ford assembly demonstrations, 50-50 raffle, participant door prizes, silent auction. A minimum of 150 vehicles are expected; dash plaques go to first 175 vehicles registered. Located within 2 blocks of Old Town Manassas shops and farmer's market. The show goes on, "rain or shine." Information: Pete Pandolfi, (703) 919-8343; Bill Sessler, (703) 361-5491. On-line flyer and latest updates: <http://bullrunaaca.org/rohr-show-information/>.

If members from a car club wish to park their cars together on the show field, please have your club's representative contact George Richardson at (703) 768-1569 before Sept. 14 and leave a message. He will return your call, and explain the procedure. (We ask that groups make prior arrangements with us, and that members arrive at the show together.)

FOR SALE

All for 1963 Rampside* – prices are all negotiable and/or barter or trade (Someone really must need some of these parts. Please make me an offer so these parts can be put to use again)

Front backing plates

Front and rear wheel cylinders – needs rebuilding

Single master cylinder – needs rebuilding

Front wheel hubs

Various other brake related parts

2 – 14" steel wheels for Rampside

*Stinger electronic distributor with two coils (140 motor)

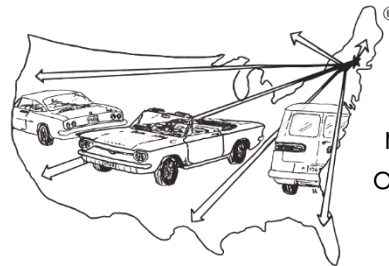
Set of 4 13" factory steel (came off of the Corsa) wheels in very good condition. Tires are mounted and have like new tread on them. \$175.00 or reasonable offer

Contact Rory at roryinmd@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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2020 Meeting Schedule

July 18th

TBD

Treasurer's Report

Balance 05/31/20 \$3883.80
Balance 06/30/20 \$3883.80

For More Pictures of everything Corvair related 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](#)]

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.