

NORTHERN VIRGINIA  
CORVAIR CLUB  
HOT AIR MAIL



**NVCC, CORSA Chapter 220**

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Chapter Chatter  
By Rory Clark

Rita and I are racking up the miles on Corvy with all of our late afternoon and weekend drives. However, after having new tires mounted on our motorcycle Corvy has some serious competition when it comes to country road cruises.

I haven't rebuilt the rear wheel cylinders on the Corsa but I am happy with the rebuild of the left front. I no longer have to fight the steering wheel when braking.

Along with the brakes, the next item to adjust is the air/fuel mixture, idle and timing on Corvy. Of course, I really need to get back to Rumpy also. I promised Rita that it would be on the road this summer. I am still a long way away from that promise unfortunately. Items such as the windshield, gas pedal, engine tune-up, check the PG transmission, etc. Actually, the list is not that extensive and could be knocked out quickly with the assistance of the group. A meeting is in order at the RnR Garage.

### Stan's Garage

The June tech session was held at Stan's garage.

The Task at hand was to diagnose the low compression on #5 cylinder\* and determine why Mabel would suddenly cut off and not stay running on a restart.

A few days prior to the meeting I texted Stan to see if he was ready for the tech session. He was but this was also the first that I learned of the #5 cylinder\* issue. I reminded him that this was the cylinder Fred and I worked on to replace the rusted downpipe for the exhaust. We had to remove the rockers, rocker arms, push rods and pushrod tubes. When we put it back together we couldn't do any adjustment of the valves so we made a note to adjust them as soon as possible after the engine started. Well, that was months ago and

#### NVCC OFFICERS

**President**

Doug Jones  
4349 Majestic Lane  
Fairfax, VA 22033  
(703) 309-8705  
1963.jones.d@gmail.com

**Vice President**

Greg Walthour  
7025 Coventry Road  
Alexandria, VA 22306  
(703) 768-6040  
63redbrier@comcast.net

**Secretary/Treasurer**

A.J. Paluska  
6839 Brimstone Lane  
Fairfax Station, VA 22039  
(703) 250-4455  
Ajjr13@earthlink.net

**Editor**

Rory Clark  
roryinmd@gmail.com

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.

things are forgotten so when Mabel began its maiden voyage to Stan's house it was missing badly and then she stopped running. Mabel had to be towed home.

When we arrived, Darrin, Fred, Mark, and Stan were knee deep into adjusting the valves. The issue was that when the nuts were adjusted to the 2 ½ to 3 threads showing the cylinder was dead (no compression). It worked best with the nuts barely being tightened. That is when I reminded everyone of when we removed the rockers... and it was concluded that the push rods were seated on the lip of the lifter and not in the concave part. That was quickly sorted and the mystery of the valve adjustment was solved.

Next came the test drive. Mabel had been starting and running without issue the entire time. However, as soon as Stan and Darrin set off in the maiden voyage it stalled and would not run. It would start but as soon as the key was moved to the run position it would stall. That gave us a clue. We pushed it back into the uphill driveway (thankfully UVs are light compared to their size) and started running down the issue. We eventually made our way back to the resistance wire at the bulkhead connector.

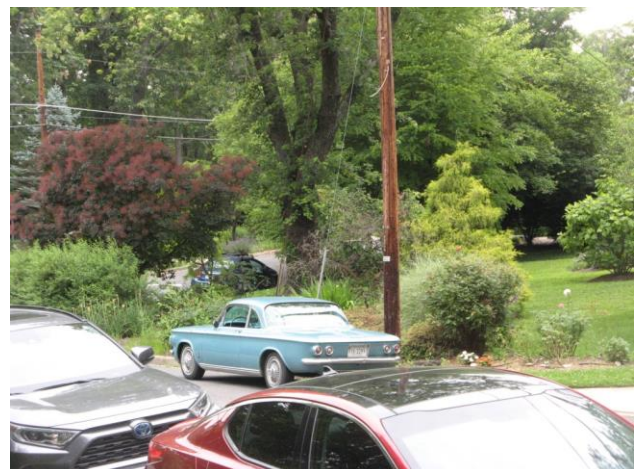
Mark was able to pull the wire out with no effort. He bent the little metal tab that holds the wire spade into the connector and clipped it in with a distinctive click. Stan tried starting it and it ran. Problem number two solved.

Next up was the throttle linkage not working. Stan crawled under the belly of Mabel and saw the c-clip was missing from the linkage. We didn't have any clips so I fabricated a piece of wire around the lever and the bracket and it worked. Stan and Darrin did a test drive and, upon their return, I jumped in and we circled the block a few times. Outside of the engine fumes I

was pleasantly surprised by how well Mabel drove. It rode well, the steering appeared fine, brakes were good and the engine sounded and performed great.

While there is still more to do on Mabel I think the tech session moved Mabel into the next phase. There's a bunch of work to do on the interior and other items but knowing that it starts, stops and drives is huge step.

Great job to everyone that came out to the tech session. On a project of this size it takes all the eyes and ears of the group to identify and resolve the issues.





Yes, that is a Mini. One of Stan's neighbors, Joe, dropped by to check out the happenings and surprised us with this little marvel. I think he will convert to a Corvair guy after experiencing all the fun of owning a Corvair. Or maybe he'll add one to his collection of cars and motorcycles.

Joe jumped right in to lend a hand too so thanks goes out to him. He may not know Corvair's yet but troubleshooting skills is key on any vehicle.

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

## **Bob Marshall's Garage**



**456**

That stands for the number of days from the blown clutch to my 65 Corsa moving under its own power again. Seemed like a lifetime but in the scheme of the things that have occurred in the last 18 months not too bad.

It all began back in February of 2020 when, following my own advice to everyone who would stand still long enough to listen, I decided to fill up the Corsa for the long hibernation of winter. Covid was just starting to make noise in the media. I drove to my local Sunoco to fill up with both 93 and a healthy dose of Stabil for the snooze of winter. My plan for the winter was to rebuild the still stock front end. While filling up a guy at the pumps stopped me to talk about the car and we ended up chatting for about 45 minutes. After that dialog of how cool the Corvair was I headed home with the intent of putting her up for the winter. At an intersection I made a left turn and decided to give the engine one more rev into boost territory to clean it out. At 4500 RPM I shifted into 2<sup>nd</sup> and NOTHING! No dramatic BANG, no sound of any kind, just not forward movement at all. Finally going to get my money's worth out of my Hagerty insurance towing benefit I figured. I was only 2 miles from my home so no biggie.

I assumed a spider gear had given up in the differential so on to the forum I went with my questions about diagnosing the possible cause. As most of you know, that led to a multiple of possible culprits. One thing was certain, the power pack had to come out. After collecting some tall 12-ton jack stands I set about pulling the assembly. Easy for someone armed with a can of Kroil Oil, the proper wrenches and a Lackey cart. Later that week the task was done. Pulled off the Diff cover expecting to see carnage, but things looked in order. Time to pull the Diff/Trans off the engine. Inside the bell housing was a big pile of, what used to be clutch friction material, laying in a pile where the clutch rod connects to the clutch release fork. OH, happy days! All I need to do is replace the clutch disk, clutch release bearing, pilot bushing and pressure plate. Not so fast Elvis! You all know what happens next.... The cursed **project creep** was about to descend on my garage. Let me warn you it is about to get a little UGLY.

Since the power pack was out, you know what is coming next, might as well fix anything that needed fixing right? In fairness to myself, the car was new to me and I did not have a record of the history of the engine. I did know that both heads had been replaced at different times. Was not sure if they had deep seats and I was dealing with some leakage issues. The car had run fairly well after replacing some leaking intake gaskets and the usual plugs and ignition parts. Boost came in at about 3500 RPM in 3<sup>rd</sup> and 4<sup>th</sup> gear as expected. The transmission did have shifting issues in the form of grinding in the 2-3 shift and a tendency to not want to downshift into 2<sup>nd</sup>. Maybe replacing the gear oil with the proper GL-4 would be the cure I convinced myself. I split the diff/trans and inspected the gears in both units and everything looked to be in good shape. Just to be safe

I sent the transmission off to a local transmission shop who assured me they could disassemble the transmission, check all the internals and give me a report. Several weeks later I was called by the shop owner and told that except for a wavy washer everything looked great inside. I got a used wavy washer from The Ranch and in two weeks the transmission was back in my garage.

While waiting for parts and the transmission I decided to fix engine components that are known to leak. This is where it gets interesting. Pulled the top cover and decided, while I am in here (AKA Creep) might as well check a couple of rod bearings. First one was worn down to the copper. And another, and another and... anyway you get the picture. Corvair's are a hard on rod bearings but the main bearings hold up well I learned. Looking more like a total rebuild. Not knowing the history of the engine's internals, it had to be done. The engine has the correct date code for the car itself but at some point, a 66 diff/trans was installed. A previous owner, not Mark, had converted the car to resemble a 66 so there was no telling the history of the diff/trans. Time to start making the engine into many little parts.

**Next Month - Chapter Two – The buildup and the OOPS moments.**



## **This Month's Featured Corvair**

Stan's Mabel made the featured Corvair spot for the second straight month. It is a well-deserved feature. Look at that beauty on the road under its own power. 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**

### **Car shows around the DMV**

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

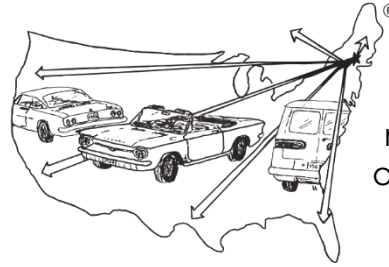
**45th Edgar Rohr Memorial Car Meet, Saturday, September 18, 2021.** The show takes place on the lawn of the Manassas Museum, 9101 Prince William St., from 11:00 AM to 3:00 PM. It's open to 1996-and-earlier antique and modified cars / trucks and street rods, as well as post-1996 rare, exotic or limited production cars. For more information contact Pete Pandolfi, (703) 919-8343 <http://bullrunaca.org/rohr-show-information/>

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## 2021 Meeting Schedule

In order to keep everyone safe and healthy, while attending a NVCC tech session please wear a mask if you have not been vaccinated. We're close to putting Covid behind us but we need to stay vigilant especially with the new variant.

**July 17<sup>th</sup>**

**9:00 AM**

Rory and Rita's

13201 Hathaway Drive

Silver Spring, MD 20906

Task at hand: Rampy – I want to go over everything from front to back to see what needs to be fixed or completed – brake light switch, maybe install the windshield, adjust carbs and set timing, etc. Bring your tools and let's get Rampy road ready. I promised Rita that it would be on the road this summer.

### Treasurer's Report

Balance 5/31/21      \$4,163.80

Balance 6/30/21      \$4,163.80

**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.