

NORTHERN VIRGINIA
CORVAIR CLUB
HOT AIR MAIL



NVCC, CORSA Chapter 220

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Chapter Chatter

By Rory Clark

Another year has snuck by and here we are in December. Generally speaking, what a year it was. I am not going to get into details but I am glad that the club was able to get together and hold a lot of tech sessions. Without question is the fact that Corvair's always require some wrenching to get and keep them on the road. Mine are no exception. Now, without further ado, I am jumping right into the highlights of the past month.

RNR Garage

On Saturday (November 13th), Bob M, Fred, Mark, Rita and I (yes all of us were involved) met in the RnR garage to attempt to install the windshield into Rumpy.

All the prep work was done when we last met so it was literally time to install the windshield. Prior to Saturday I brought the windshield inside the house to keep the gasket/weather stripping warm and pliable.

Prior to the meeting I fired up the propene torpedo heater to warm the garage. Fortunately, the heater did the trick and the garage was comfortable.

After a brief discussion we set about the task at hand. Equipped with only a tube of glycerin, a few suction cups with handles, one plastic putty knife and one wood clothes pin and within 1 ½ hours we had the windshield installed. It was more tedious than difficult so taking our time and working around the windshield from the bottom up got the job done.

Although it was not quite noon in Maryland I cracked open a 4 year old bottle of stout from Waredaca Brewing. I thought that was a fitting beer for the job and the cold weather.

A huge THANKS to Bob, Fred, Mark and Rita for getting our hands and fingers on the windshield and getting it done.

Enjoy the attached pictures that Mark took.

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Fred's Garage

The November meeting was held at Fred's house. It was well attended, with over 10 members and guests, drawn perhaps in part by the promise of deviled eggs, which were enjoyed by all. Of course, there were also bagels and beer.

Fred had fired up the heat in the garage, and the first project du jour was to diagnose the source of the bluish exhaust that his Spyder was producing, mostly on start-up. Fred noted that while he had seen some bluish exhaust, it had

not resulted in any significant oil usage over time.

The first thing the group did was remove the spark plugs to perform a compression check to see if there might be a problem with the piston rings.

After carefully completing the compression check the results were:

Cylinder 1135 psi
Cylinder 2140 psi
Cylinder 3128 psi
Cylinder 4120 psi
Cylinder 5140 psi
Cylinder 6140 psi

These results were determined to be within the expected range, and the consensus of the group was that the rings were functioning well in sealing the cylinders, although several speculated that the rings may still not be completely seated after 1500 miles or so after the complete rebuild of the engine.

The group then did a leak down test to see if there was any pressure escaping through the valves or otherwise allowing oil to infiltrate the combustion chambers. After testing each cylinder, the tests showed little or no leakage in any cylinder. As a result, it did not appear to be any significant leakage through the valves or otherwise.

After the tests, the Spyder was taken for a test drive after retiming with Fred's test light. There was still a bit of bluish exhaust on start-up and shifting, but given the test results, the thinking of the group was to continue driving the Spyder without regard to the exhaust, unless it worsened over time.

It was also suggested that Fred consider switching from the synthetic blend oil he was using to a conventional oil for his next few oil changes.

After the test drive, Bob Marshall noticed that Fred's test light, which was quite old and Fred had not used before, had a separate timing advance feature. Since no one had known how to use it, and since instructions were not with it, Fred after the meeting searched the internet and found instructions. It turns out the Spyder (and Bob Marshall's Corsa) had been timed significantly beyond the 24 degrees BTDC target. In a testimony to the flexibility of the Corvair engine, the Spyder had run quite well despite it being mistimed.

Fred has correctly timed the Spyder now and reports it is running very well. If anyone has any questions regarding the use of a timing light with a separate advance feature, give Fred a call.

Next up is the install of the FAST XR 700 on Bob's Corsa 180.

The goal was to remove the points based ignition on my 65 Corsa Turbo and replace it with a FAST XR 700 Ignition module. This is a newer version of the Crane XR 700. It's been stated that turbo engines will run better with a more consistent spark from an electronic ignition.

The instructions were pretty straight forward. Because late models have a resistance wire incorporated in the main wiring harness all that needed to be done was remove the points and condenser from the distributor. Mount the optical trigger module to the included bracket and attach it to the points plate. You then install a shutter that has 6 slots on the distributor shaft and adjust it so that the shutter is centered in the module. In a perfect world that is. When I installed the rotor it pushed the shutter down misaligning the shutter in the module. My assistant, Mark, took the rotor and sanded down the underside to provide more clearance and allowing the correct alignment. From that point there are only 3 wires to connect and mounting of the control box in the engine compartment.

Fingers crossed, hit the key and the engine fired right up. It ran fine but would not idle, a problem I had experienced before. I considered it the cold blooded nature of our cars but Darrin felt there may be a vacuum leak causing the condition. A quick check and he found that the mounting nuts between the carb and the turbo base were loose. A quick tightening of the mounting bolts and the car idles fine. We decided to confirm the timing and using Fred's timing light we made a slight adjustment to the timing. Test drive time.

The car ran well but under hard acceleration the engine would ping. Back to Fred's and a slight retarding of the timing did not improve

the pinging. I am used to a regular timing light but Fred's had a dial on the back with a knob that went from 0 to 60. We were not familiar with this light but apparently the dial and knob would change the strobe to advance the timing. Since it was time to head home and the car was running OK I decided to drive home and check it later.

Once home I used my timing light and found that the timing was advanced by about 20 degrees. Back to 24 and the car idled and ran fine. Lesson learned. All in all it was a good meeting with great attendance and good progress on both cars that we worked on.

We also tightened the fan belt on Gary's car. It was so loose it was surprising it did not fly off on his drive from Annapolis.





Bob's Spyder

It is a 63 Spyder with 61575 miles on the odometer. According to the body tag it was built in LOS (same as my 65 Corsa) and was originally Medium blue but repainted white.



This Month's Featured Corvair

Four Corvair's are featured this month. The RnR Corsa, Gary's Monza, Bob's Corsa 180, and Doug's EM. Send me a picture of yours in action or just sitting in the driveway looking good and I will showcase it.



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

Working with several members, we are in the initial planning stages of some fun cruises, meet ups at local wineries and breweries, etc. The goal is to get some enthusiasm back into the club as well as bring exposure to the club and to Corvair's in general. People love our Corvair's so let's show them what we have. The meet ups will be club sponsored. If you have any thoughts on a scenic drive please let me know.

For Sale

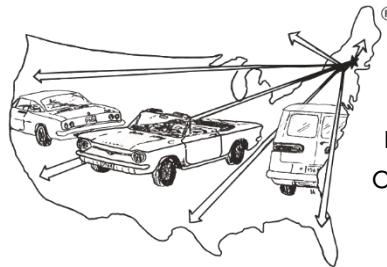
All items came off of a 64 Vert. 5 wheels, 13" stock rims w/ Hancock Radial H714 185/80/13 90S and 3 bar wire wheel covers. Tires are in great shape, balanced and ready for use. They have 2409 date codes, spare is new but 4808 date code. The caps are not perfect but good driver quality in my opinion. These came with the car and ran them for the first year I had it running, on highway and twisties, and would run them all day still even with their age. Only took them off this year to run slots and wider tires. Also, welded dual mufflers from my 110. I only removed them to run trombones. Asking \$750 for wheels, and \$250 for mufflers.....plus the ride if needed. Located in Winchester VA. I can provide more pictures to those interested. Contact Jason Moore @ eastjmoore@gmail.com



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2021 Meeting Schedule

December

NVCC Christmas Party
TBD, Voting will be held for new officers

Treasurer's Report

Balance 10/31/21	\$4,148.80
Dues collected	10.00
Balance 11/30/21	\$4,158.80

During the November meeting we had a quorum with three officers present. We voted to suspend the 2022 dues due to Covid and the inability to use the club funds for Corvair related activities.

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.