



NVCC, CORSA Chapter 220

Volume XXXV, Number 5

May 2018

Chapter Chatter By Rory Clark

The April NVCC tech session was held at the BMW body shop in Fairfax where Doug works. The weather was perfect to drive our Corvair to the meeting although not many other Corvair's made the trip. Maybe the Vair Fair will bring out all of our Corvair's.

The tasks at hand for the group were to install new front rubber brakes hoses and gas tank. The shop offered a great place to work with a car lift and ample space.

While the usual suspects worked on Doug's car – Doug, Bob M, and Mark H; Bryan gave a training session on the different types of carburetors due to my botching up one on Rita's Rampy.

I certainly learned a lot about the different Corvair carburetors. A special thanks goes out to Bob Walker for giving Rita and me a hand on adjusting the vapor vent on our Corsas. We have been experiencing hard starts after driving the car. The little tab was not engaging the vent

at idle. We managed to adjust the right side carb but the left side is buried a little deeper. I will get to that one with a right angle needle nose plyer.

Bob was also able to extract the broken screw on the Rampside carb that I managed to mangle. He turned a disaster into a working carb.

We also had a new member attend the meeting, Darryll Baker. Darryl owns this beautiful 65 Convertible.



Below is an action shot of the fuel tank being installed.

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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.



By the time the meeting was coming to an end the rubber front brake lines were installed and the new tank was going in. It was another great tech session by the group.

Articles of Interest

Continuing with the monthly series, the article below is the fifth in the series. I ran across this Rueters article by Pete Ingrassia.

<http://Corvair - All the Genius, Hubris, Irony, and Tragedy>

The article begins by inferring that the Corvair **may** have helped George W. Bush become the President in 2000. It also provides context on how the Corvair platform was originally conceived by Ed Cole (January HAM Newsletter). It winds its way through Ed's younger life, his career at GM, some set-backs in the development of the Corvair (weight distribution as an example), and, quite extensively, Ralph Nadar.

The article weaves back and forth through Nadar, his book, Cole, GM, lawsuits, and, eventually, the demise of the Corvair platform. Basically, very little is said about the Corvair although the article paints a story of how, why, what, and when with regard to the Corvair.

Once you finish the article you will understand the relationship between the Corvair, Ralph Nadar, and the 2000 Presidential Election.

Garage Time Fixing Stuff

I decided to rebuild the carburetors on the Rampy as a quick, inexpensive solution to determine if the engine runs. Trust me when I say this, the carburetors were the worst I have ever seen although I haven't opened up my QJet on our C10 yet. Anyway, contained within the rebuild kit is the rubber plunger for the accelerator pump. It's a good thing since the original one was completely deteriorated.



Removing it was easy. It literally fell off the pump. But how does one install the new rubber plunger. Bryan came to the rescue again. He mentioned that some people use a ball point pen end. I did exactly that and the rubber plunger slid on easily.



Ironically, the Bob Helt Carburetor book mentions the same trick. If you are cleaning and/or rebuilding your carburetors take your time to read his book – it's filled with a lifetime of useful information. RIP Bob Helt

More Garage Time

Greg experienced an issue last summer in his '63 Monza. To quote Greg, "Last summer I drove my '63 Monza Convertible a little over 2,500 miles roundtrip to the Corsa Convention in Independence, Missouri. About 1/2 way back, I developed an oil leak, location unknown. I was travelling with another Corvair, Bill & Ed Clapper from the Pittsburgh area, and we would stop every hour or so at a rest area, or to fuel up, etc. I kept a close eye on the oil level, kept topping it up, and at one of the stops, I noticed the dipstick was sticking out of the dipstick tube 3-4"! I splayed out the top of the dipstick and that seemed to solve that issue, but a fine mist of oil continued to cover the entire engine compartment!

Fast forward many months and it was time to dive in to see where the oil leak was coming from. I asked Ron Tumolo to come over to help me diagnose the issue, since he was the previous owner of the Corvair and may have some insight. We came to the conclusion that the oil leak was definitely coming from under the "turkey roaster."

There were three issues as noted in the attached photos. First, the o-ring that goes between the breather system to the top cover was broken. Also, the top cover did NOT have a groove where the o-ring would typically sit. It appears as though the top cover may not have had that part of the manufacturing process completed. A factory oversight? The bigger issue was that oil was clearly leaking from both ends of the top cover, but mostly from the end closest to the torque converter. After removing the top cover it was clear that the gasket closest to the top cover had shrunk quite a bit on both ends. Odd that the gasket between the block and breather plate was perfectly fine! I have cleaned everything and reinstalled new top cover gaskets after spraying them with copper form-a-gasket for extra insurance.

I replaced the entire top cover with one that had the correct groove for the o-ring. I also replaced the HEAVY EM fan with a LM "magnesium" fan with a new top cover bearing (thank you for the hub and press work, Darrin!) I placed the new hub/bearing in the freezer for a few hours, and heated up the top cover with a propane torch. The bearing slid in quite easily without any persuasion from a block of wood a hammer! I'll bring the old top cover to the Vair Fair and next meeting for discussion. A BIG thank you to Ron for helping diagnose the problem!"





Local Car Shows and Cruises

Spring is here. Drive your Corvair, talk to people, take pictures, and send me your conversations and pictures. I will include it in the newsletter. I drove to work on Tuesday and three colleagues checked out the Corsa. We also took it for a little spin, which they loved. Unfortunately I didn't have anything to wipe off the bird poop.



The Donut aka Cars & Coffee

Burtonsville Town Square
15650 Old Columbia Pike
Burtonsville, MD 20866
Every Sunday @ 8:00am

28th Annual Orphan Car Tour

Hartford and Baltimore Counties
June 2, 2018
www.orphancartour.org

61st Annual Historic Fredericksburg Region AACA

June 2, 2018
<http://www.hfraaca.org/index.html>

CORSA International Corvair Convention

Pittsburg, PA
July 23rd – 28th, 2018
[CORSA Convention](http://www.corvainternational.com)

Cars 'N Coffee

Corner Bakery
10327 Westlake Drive
Bethesda, MD 20817
Season 7 starts March 31st from 8-10am every
Saturday

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 therms 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.

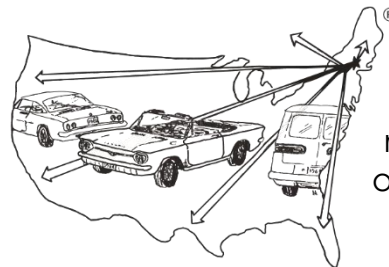
Contact Brian Brooksby at 5713427122 or brianbrooksby@yahoo.com

While it is a complete vehicle, Rita and I will be searching for parts for our Rampside. A shop manual is essential. We also need a windshield. roryinmd@gmail.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.



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Corvair Ranch, Inc.

1079 Bon-Ox Road, Gettysburg, PA 17325, (717) 624-2805, www.corvairranch.com

Email: corvairranchinc@earthlink.net

Original Parts Group, INC. - Coming in May

<https://www.opgi.com/restoration-parts-catalog-corvair.asp>

2018 Meeting Schedule

All meetings begin at 9AM

May 18-20th

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

June 16th

Rory and Rita

TASK – Sending Unit, rear brake adjustment, bushings for shift shaft, adjust carbs? As mentioned, we bought a non-running, no brakes Rampside. Get your tetanus shot, bring your tools and be prepared to dive in. It needs to be gone over to determine what it will take to get it on the road again.

July 21st

CORSA Convention
Pittsburgh, PA

August 18th

Rory and Rita's ?

Treasurers Report

Balance 3/31/18	\$2884.05
Dues Received	\$10.00
Balance 5/01/18	\$2894.05

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

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

Instagram: <https://www.instagram.com/northernvirginiacorvairs/> [[instagram.com](#)]

Spring Tips

Make sure you check out the tips below on how to prepare your car for spring and beyond.

Do a thorough visual inspection by checking your:

Lights

Wipers

Belts

Brakes, including the brake test

Tires, including the proper front/rear air pressure

Wiring

Battery

Fluids, including brake fluid and motor oil

It is also a good idea to wash and wax your car and clean the interior.

Once you give your Corvair a once over it's time to take it out for a good long spin to get everything up to operating temperature. Enjoy the drive.

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.