

On the Air

Newsletter of the Arkansas Corvair Club ■ CORSA Chapter 722

May 2011

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Technical Matters: Replacing the Top Engine Cover

by Ken Hand

Reprinted from *Vair-iations*, March 2011, newsletter of the Niagara Frontier Corvair Club

For those of you contemplating replacing the top cover gaskets on your engine, I think I have a couple of tricks to help keep that leak stopped. I may miss a couple of steps here and there but if you get it apart then you should remember how it goes together. And, there is always the shop manual to help out, which is not a bad idea to have if you don't already have one.

There are several steps to this and will probably take you 4-5 hours working steady, with no problems cropping up; plan accordingly. As with anything like this, always disconnect the ground wire on the battery before you do anything else. Not just at the engine because there should also be a secondary ground from the battery to the chassis. This can provide a pretty good ground to burn most any tool you have, including you, if you are holding the tool near where the arc occurs.

There are several places you could start, but I generally start by taking the belt off, then the gas lines at the carbs and the inlet fuel line at the fuel pump. Remove the fuel pump and lines, then the carbs and cross shaft as a unit.

Be sure to put the WD-40 caps in the carb holes in the head. Next is the plug wires, gen/alternator, oil cooler cover, and the clamp around the crank case vent tube. The fresh air tube at the front right of the engine will need come off, also. If the hose has been there for a while, it probably won't come off in one piece. The adapter on for the fresh air hose will need to come off and is held on by only three screws.

Next is to start removing the turkey roaster screws. You will need a 5/16, 3/8 and a 9/16 socket. There is a 3/8-inch bolt in the back center that is hard to see and probably covered with dirt. Everything else is easily seen. If everything is loose, you should be able to lift up on the top cover and the right side should come up and then slide out from under the throttle rod and the fuel line on the left. This exposes the top of the engine.

This is a good time to clean all the years of debris out of there and to also de-flash the head, as best you can. You thought this was going to be a simple job didn't you?

Once you are done with that, then you are ready to start on the top cover

of the engine. This is pretty straight forward just as it looks. Remove the fan, then pull the vent tube out and then all the bolts. You will probably have to tap on the fan and or pulley to get that started and then, with a block of wood as a cushion, you will probably have to tap on the bearing some to get the top cover to come loose. (If it was stuck that good, how did it leak?)

After the top cover is off, stuff rags around in the engine so dirt stays out, as you will need to clean the gasket surface on the block. You may have to separate the baffle and the top cover. You can use whatever [tool you prefer], but I use a sharpened putty knife to get it started and work around. I have had to tap the putty knife better than half way around before the baffle would come loose without bending it.

If you have a wire wheel on a bench grinder that will get the gasket material off of everything you have in your hands. On the block, you can scrape most of the gasket off, but an air grinder with a Scotch-Brite pad does very well and is the preferred method of cleaning. If you do use the Scotch-

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"Corvairs bring friends together."

ACC officers for 2011-12

President Keith LaCrosse
 Vice President Bill Smith
 Secretary JB King
 Treasurer Elvis King

Replacing Top Engine Cover *continued*

Brite pad, don't linger in one place as you can make a divot that will never seal. Now you see why the rags were put in the engine, be sure and remove them.

With everything clean, now comes the easy part. Make sure you pre-fit the gaskets as they will only fit two ways, they are not a universal fit. Lay the gaskets in the way that they fit on the block, just off to the side so you don't have to try and figure out how they fit. I use RTV silicone here, but keep in mind that a thin film is all you need. Don't be afraid to use your fingers.

Apply a thin film to the block and set the gasket in place, then another thin film on the gasket. Put a thin film on the top cover and set the gasket in place and do another thin film. There should be enough RTV to hold the gasket in place as long as you don't rub very hard.

As a side note, the baffle will only go one way. The easy way to deter-

mine which way to set the baffle is to look at the little vents that go toward the crank. Think of which way the crank turns and they [the vents] sort of point the direction the crank turns. Also, I forgot to mention that you will need some 5/16 flat washers; these are for the top cover bolts.

With all this ready, start all of the top cover bolts [with fingers] then tighten them down until the lock washers are just compressed. Make a couple of passes around to make sure everything is evenly snugged. Leave everything set over night and come back and finish tightening the top cover bolts. Then reinstall everything you took off. Be sure and put the fan and the vent tube on correctly, after you do the finish tightening.

I have set the turkey roaster on and had to take it back off again! After reassembly you should be leak free for a long time to come.

Ken Hand www.corvairmechanic.com

Happy Birthday
 to our ACC associates
 born in June.

Shirley Sanders
 June 6

Buddy Murray
 June 15

Keith LaCrosse
 Donna Pentzer
 June 17

Bill Dulin
 June 28

Happy Anniversary
 to

Ross & Belinda Hussey
 June 2 (37 years)

Harold & Julie Pearce
 June 4

Todd & Shirley Sanders
 June 8 (47 years)

Keith & Cindy LaCrosse
 June 29 (31 years)

George & Barbara Koenig
 June 29 (53 years)

THE SIGNIFICANCE OF MAY 14TH

The last official production vehicle for the Chevrolet Corvair--a gold Monza--rolled off the assembly line, in Willow Run, Michigan, on May 14, 1969. For the 1969 production run, only 6,000 Corvairs were produced, of which only 521 were Monza convertibles.

In November 1968, GM decided to move Corvair assembly to a special off-line area in the Willow Run plant, dubbed the "Corvair Room", making Corvairs produced from that time until May 14, 1969, "hand-built" by a dedicated assembly team. ■

ACC Dues Alert

In an effort to keep everyone informed about the status of your ACC membership dues, we publish a membership *Dues Alert* in every issue of *On the Air*.

The *Dues Alert* lists names of members who are past due and those due for the current month.

Dues are **\$20.00** for regular membership and **\$15.00** for associate members. Please mail payments to: **Arkansas Corvair Club, P.O. Box 627, Little Rock, AR 72203.**

Here are the names that are **past due** and due in **May**.

Past Due Robert Brown
 David Carter
 Travis Geaslin
 Buddy Murray
 Julie Pearce
 Mike Shroyer
 Steve Simmons

Due May Danny Bokamper
 Jim Davis
 Clyde Jones
 Jim Latture

Please disregard if you've already paid.
 Thanks for your generous support. ■

ACC April Meeting Minutes



JB King

The Arkansas Corvair Club met at Just Like Mom's restaurant, on Kiehl Avenue, in Sherwood, on Tuesday, April 19.

The meeting was called to order by president Keith LaCrosse.

We were pleased to welcome new member, Ross Hussey, from Bryant. Ross shared with us that his first car was a 1960 Corvair and he now has a 1965 Corvair convertible that belonged to his deceased brother.

Ross learned about our Corvair Club when he saw Frank Campbell wearing a Corvair shirt, at the JC

Penney store, and Frank spoke with Ross about our CORSA chapter.

Also, we were pleased to welcome two guests, Jeff and Steve Trojcek, from Austin. They recently bought a Corvair parts car from Keith LaCrosse.

The minutes from our March meeting were read and approved with one correction. The treasury balance published in the March newsletter was incorrect. Our correct treasury balance in March was \$2,244.59.

For April, Elvis King reported that the club had \$2,254.61 in our treasury.

Old Business

Keith opened the floor for any additional nominations for officers for the next business year. There being none, the slate of officers nominated at our March meeting was elected by acclamation.

Keith also reminded members to register for the Blytheville car show (Cars & Cycles Against Cancer), scheduled for June 10-11, Friday and Saturday.

New Business

No new business was discussed.

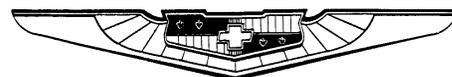
Announcements

Clyde Jones reported that he purchased a Corvair Rampside pickup from Venice, California, and it is being shipped to Arkansas.

There being no further business, the meeting was adjourned.

Respectfully submitted,

JB King



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On the Air

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*“Promoting the maintenance,
enjoyment, and preservation of the
Chevrolet Corvair.”*

Arkansas Corvair Club Information

Meetings

The Arkansas Corvair Club (ACC) meets on the **3rd Tuesday** of each month at **Just Like Mom's** Home Cooking restaurant, 3140 E. Kiehl Ave., in Sherwood.

May Meeting

The ACC will meet Tuesday, **May 17**, at 7:00 p.m., at Just Like Mom's, on Kiehl Ave., in Sherwood.

Join us at 6:00 p.m. for food and fellowship prior to the meeting. The club offers an array of merchandise for sale—oil filters, gas filters, hats, decals, patches, T-shirts and more.

Officers

President: Keith LaCrosse, 26 Woodlawn Drive, Beebe, AR 72012, 501 882-5040.
Vice-President: Bill Smith, 3034 Donnell Ridge Rd, Apt 328, Conway, AR 72034, 501 499-6676.
Treasurer: Elvis King, 21305 N. Mill Rd., Little Rock, AR 72206, 501 888-1224.
Secretary: JB King, 21305 N. Mill Rd., Little Rock AR, 72206, 501 888-1224.
Elected Board: Allan Embrey, 501 834-5373; Joe Espejo, 501 834-0806; Clyde Jones, 870 429-6789; Aaron Swift, 501 490-2448.

Committee Chairs

Membership: Elvis King
Publicity: Bill Smith
Newsletter Editor: Bill Smith, 3034 Donnell Ridge Rd, Apt 328, Conway, AR 72034, 501 499-6676.
Newsletter Advertising:
Non-members and businesses:
\$150/year full page; \$100-½ page;
\$50-¼ page.

ACC Mission: The mission of the Arkansas Corvair Club (ACC) is to promote the maintenance, enjoyment, and preservation of all types of Corvairs and related vehicles, and to advance and improve driving skills, automobile safety, and the Corvair's image.