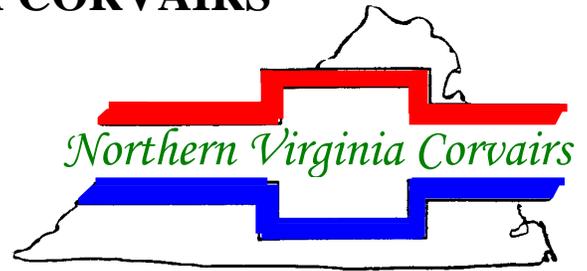


NORTHERN VIRGINIA CORVAIRS



**HOT
AIR
MAIL**



NVCC, CORSA Chapter 220

Volume XXIV, Number 11

November 2012

CHAPTER CHATTER

By Doug Jones

Newsletter time again. The weather is starting to change, the fall leaves are upon us and a lot of little corvairs will go into hibernation.

The early October meeting at Darrin's house had a large turnout with many enthusiastic faces. Darrin has just acquired a nineteen sixty five, deluxe, Greenbrier eight door van, from Texas. Like any forty-seven year old vehicle, it needs some TLC, but it's all there and it's solid. Darrin has already installed a new power plant and has started working on the brakes and the fuel lines. The Greenbrier looks to have been a courtesy vehicle from a dealership called Smith's Chevy and Cadillac. There are remnants of the writing on the front of the van. Darrin tried looking up Smith's Chevy and found one located in North Carolina. He is not sure if that is the correct dealership.

There were also a lot of side projects going on at the meeting. Clay was getting Jack to help him put a rebuilt speedometer housing in his sixty-four convertible. I helped Lee diagnose his Honda misfire that he was having. It also looked as though someone was up the street helping Justin figure out what the problem was with his little green maching.

There was some talk about having a wine tour or some other get together on Sunday, October 28th. But it seems that hurricane Sandy had put a damper on those plans.

Bryan and I have been talking about making some other plans for some social gatherings for the group. This brings me to the annual Corvair Christmas Gala and Officer Elections which is coming up soon. I would like to get a headcount to have an idea of how many people are planning to attend. It will be at the Sully Station Community Center again this year. I think last year's party turned out well. I am hoping to see a lot of friendly faces attending the party. See the calendar section for details.

I had my little convertible repaired at the ranch the other week. It needed a new/used torque converter ring gear installed which was more than I wanted to tackle. Jeff got my car done rather quickly and I was pleased. When I went to pick up my car, there was a man picking up his nineteen sixty-six Finch Sprint that he had purchased new in sixty-six but sold three years later, in nineteen sixty-nine. He had just reclaimed his car and seemed very happy to have it back. It needs some work but it seems that he has himself a real feel good story, getting his car back.

2012 NVCC Officers

President:

Bryan Blackwell
6329 Hillside Road
Springfield, VA 22152
(703) 569-6908
bryan@skiblack.com

Vice President:

Ron Tumolo
905 North Amelia Street
Sterling, VA 20164
(703) 430-6582
rvtum522@gmail.com

Treasurer:

Darrin Hartzler
8214 Beech Tree Drive
Bethesda, MD 20817
(301) 365-7332
dhartzler@ifc.org

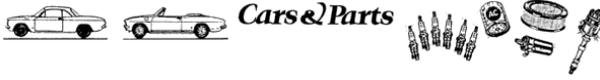
Secretary:

A. J. Paluska, Jr
6839 Brimstone Lane
Fairfax Station, VA 22039
(703) 250-4455
ajjr13@earthlink.net

Editor:

Doug Jones
3602 Lions Field Rd
Triangle, VA 22172
(703) 441-6863
dj2063@comcast.net

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.



*****AUTOMOTIVE CLASSIFIED*****

65 Sedan: 110HP, Powerglide, new carpet. Contact former NVCC member Aaron Payne at aaronpayne@me.com. (6/11)

66 Convertible: 110 HP PG, Restored in 2007, Regal Red. \$18,000 invested. \$15,000 or Best Offer Call Jay at (910) 270-0785. (1/12)

Parts/Miscellaneous For Sale

Parts: From our club's 65 coupe parts car: Right hand door, 4 Monza Wheel disks. Call Venice Cox at (703) 791-6517. (1/05)

NEW LISTING: 40+ year collection of Corvair Parts. Please contact John Getz at jgetz@comcast.net or 301-717-9452 for a list of sale items. Parts located in Frederick, Md.

NEW ITEM: 31st Vair Fair T-shirts. Priced for quick sale. You don't want to miss this opportunity to own rare Corvair Memorabilia! **HURRY**, as they will go fast!

Gas Tanks: Six or so good used gas tanks \$30 and YOU pick up; NE Maryland. Harry Yarnell hyarnell1@earthlink.net

Early Model Bumper Guards: Good Condition: front and rear; best offer: Call Doug Jones 703-309-8705

Corvair Vendors and Services

Clark's Corvair Parts, Inc.
Route 2, 400 Mohawk Trail, Shelburne Falls, MA
01370-9748 (413) 625-9776

Corvair Underground
PO Box 339 Dundee, OR 97115
(503) 434-1648 or (800) 825-VAIR

Corvair Ranch, Inc
1079 Bon-Ox Road, Gettysburg, PA 17325
(717) 624-2805, www.corvairranch.com Email:
corvairranchinc@earthlink.net

NVCC Calendar

17 November 2012, Regular NVCC Meeting

9:00 a.m. – 12:00 p.m.
Hosted by Ron Tumolo, 703-430-6582
905 North Amelia Street,
Sterling, VA 20164
rvtum522@gmail.com

8 December 2012

Corvair Christmas Gala and Officer Elections

Beginning @ 12:30 p.m.
Family Event
Sully Station Community Center
5101 Sequoia Farms Drive,
Centreville, VA 20120

Pot Luck

*If your last name begins with
A-H: Please bring a side dish
I – P: Please bring an entrée
Q – Z: Please bring a dessert
Drinks and paper goods will be provided.*

*Anyone interested in hosting a future meeting,
please email Doug Jones at dj2063@comcast.net so
that we can provide information on meeting
locations in the upcoming issues of the HAM. Thank
you.*

Treasurer's Report

| | |
|------------------------|---------|
| Balance as of 9/30/12 | 2980.32 |
| Dues Income | 0.00 |
| Interest Income | 0.00 |
| Balance as of 10/30/12 | 2980.32 |

Corvair Starters

Mike Dawson

Heart of America Corvair Owner's Association

The Corvair starter is essentially a standard GM starter from that era with a different nose and a longer drive assembly. It was designed with the potential for multiple rebuilds and the Corvair starter and drive train configuration eliminates the need for shimming to attain the correct meshing when cranking. If you are checking or performing service on a starter, the following items may be useful:

- The shop manual states that the Corvair starter is capable of 30 seconds of continuous cranking before overheating. That is a long time, considering that new car manuals state 10 seconds maximum. Our old starters are pretty tough.
- All Corvair starters are visually and mechanically identical (See next paragraph) with the exception of the 1960 model which has a different nose cone; it mounts the solenoid farther clockwise on the starter (viewed from the back). All of the other Corvair starters and rebuild parts are the same. If you are looking for a starter drive assembly, you will have to get one specifically for a Corvair; the standard GM drive assembly is shorter. O'Reilly lists one for Corvairs but it is a standard GM and it is too short.
- The Corvair starter for the Powerglide model has a rubber seal installed in the nose cone to protect the armature and brushes from unfiltered air that is forced around the torque converter for cooling. Nobody but a fanatical Corvair

rebuilder will recognize this and I don't know of any vendor that offers that item (good used seals are possible). I assume most rebuilders don't think it is necessary since they never offer it. A minor item (?) but part of Corvair history.

- Replacement solenoids (made in China) are lighter in weight than the original units and come with a shorter and lighter spring to compensate. If you use the new solenoid with the original spring, the solenoid may not be strong enough to pull in the starter drive. I found this out in the usual way. Used as a matched pair, the replacement solenoids and springs seem to work fine.
- The 1960-1961 shop manual shows an "assist spring" behind the starter drive assembly but if you check the 1965 manual you will notice the spring has disappeared from the exploded view. The spring is not necessary and if you install one it could very well cause the drive teeth to dine on the ring gear while the engine is running. The '60-'61 manuals used an exploded view graphic from full size GM products which included the wrong nose cone as well as use of the spring. Some other pictures included the wrong drive assembly. Even in the '65 manual there is a picture with the wrong nose cone. Again, use no spring.

Reprinted from the November 2012 issue of The Connecting Rod, Atlanta, Georgia.