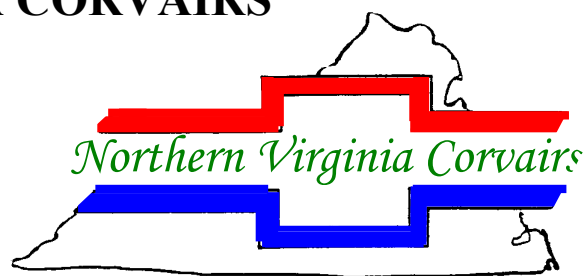


NORTHERN VIRGINIA CORVAIRS



**HOT
AIR
MAIL**



NVCC, CORSA Chapter 220

Volume XXX, Number 2

February 2013

CHAPTER CHATTER

By Doug Jones

Newsletter time again... This month we met at Brian Blackwell's house to work on his changeover to late model front suspension, more of a hybrid suspension for the wagon. Brian has purchased a new cross member and is planning on installing a big sway bar from a late model. The upper control arms are staying stock with late model lower control arms. The days project was to install new bushings and ball joints in the late control arms. The pressing out of the bushings was a breeze. The installation of the new bushing went just as well. Step one was complete.

The next step was to press in new ball joints. Brian had previously removed the old ball joints from the control arms. He was using his press and some impact sockets to press the new ball joints in. The ball joints went in a little crooked and would not straighten out. Post-meeting, Brian sent me an email stating that he didn't have properly sized support for the arms. Brian says the old ball joint had a rubber boot to keep dirt out. The new ones have a nice boot with a retaining ring. After pressing the ball joints back out, the ring had gotten caught between the ball joint and the control arm. Fortunately, the boot came off fairly easily and with a trip to Harbor Freight and a purchase of a ball joint press tube, the ball joints fell right into place.

During the meeting, Greg Walthour called and said that he had broken down on the way to the meeting. Darrin and Richard went on a rescue mission. We didn't hear back from any part of the rescue team during the meeting.

The club officers met the following weekend at the host hotel in Leesburg to square up plans for the Vair Fair. I'm happy to say that everything looks perfect, so it looks that Leesburg will be the place to be the first weekend in May.

Darrin told me about the rescue mission while we were in Leesburg. It seems as though Greg was having a fuel issue in his rampside. Darrin, Richard, and Greg decided it was one of the carburetors. I think it was the left carburetor. I could be wrong. In any case, this carb had what Darrin describes as green gunk inside. It could possibly be some kind of ethanol deposit from sitting for a while. It looks as if the ethanol creates some kind of problem for our carbureted cars. Maybe some of us can come up with a solution for our great new gas! (See the article on page 3 from The Leaky Seel regarding ethanol related issues.)

Happy Vairing! See you all on the 16th at my place. The project for the month will be the motor and cylinders for my convertible top on my daily driver.

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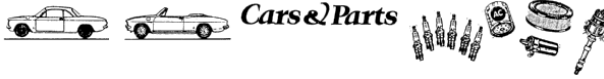
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer, 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.



*****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

16 February 2013 – 9:00 a.m.
Regular NVCC Meeting
Hosted by Doug Jones
3602 Lionsfield Road, Triangle, VA 22172
703-309-8705

16 March 2013 – 9:00 a.m.
Regular NVCC Meeting
Host Needed

20 April 2013 – 9:00 a.m.
Regular NVCC Meeting
Host Needed

3 – 5 May 2013
Vair Fair
Best Western Leesburg Hotel and Conference Center
726 East Market Street
Leesburg, Virginia 20176-4401
703-777-9400

Meeting hosts for the 2013 calendar year are needed. Please volunteer at the next regular meeting.. You can also 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 12/31/12	\$2980.32
Dues Income	\$175.00
Interest Income	\$0.70
Deposit for Vair Fair	\$341.25
Rent for Holiday Party	\$100.00
Balance as of 1/31/13	\$2714.77

*Cons of Ethanol-Supplemented Fuel
The Leaky Seel*

- Ethanol created 34 percent less energy than unadulterated gasoline per gallon. This equals a loss in fuel economy of up to 3 miles per gallon for E10 fuels. In terms of heat, ethanol produces 76,330 BTU per gallon, whereas diesel fuel produces 128,450 BTU per gallon, gasoline 116,090 BTU per gallon and LP gas 84,950 BTU per gallon. The fuel economy gets even worse with E85, a loss of 7 to 8 miles per gallon with its higher ethanol content. Consumer Reports, testing in 2006, verified a loss in fuel economy of up to 30 percent in a Chevy Tahoe designed to run on flex fuel when it was tested with both unleaded gas and E 85. Poor fuel economy can also be attributed to improper fuel system calibration based on computer feedback from oxygen sensors because of the temperatures needed to burn ethanol.
- Virtually any grain considered feedstock can be used to make ethanol, but some grains are better for producing ethanol than others. Corn happens to be one of the worst grains for making ethanol but we produce so much more of it than any other grain that it was the ingredient of choice for U.S. ethanol producers. In South

America, ethanol is produced from sugar cane, which is easier to refine and gives a higher yield per acre than corn (1,200 gallons per acre vs. 300 gallons per acre of corn). The U.S. government did impose a 55 cents per gallon tariff to prevent the import of sugar cane-based ethanol into the United States, though that tariff has recently expired.

- Ethanol is hygroscopic, which means it absorbs water more easily than gasoline. That leads to water condensation inside fuel tanks, carburetor fuel bowls and fuel lines where air spaces are present. Water content in fuel will also swell up the paper filter media inside fuel filters not specifically designed for flex fuels and can thus restrict fuel flow at the filter.
- Ethanol also erodes fiberglass tanks, rubber hoses and plastic fuel lines. It contributes to rust in fuel systems by creating condensation in the unfilled portion of gas tanks. It will also dissolve varnish and rust in steel fuel components. These dissolved ingredients sit in the bottom of gas tanks until they are removed or they will enter the fuel system if the fuel level in the tank gets too low.

So what is a classic car owner to do? Especially when their car is sitting unused in the garage more than it is on the road? It has been stated that you can counteract the poor fuel mileage by driving at a consistent speed of between forty and sixty miles per hour but that doesn't really apply to boats or classic cars that are parked or do not have cruise control in most cases. Several recommendations of things you can do that should help come from OE marine manufacturers who have been battling these ethanol-related fuel problems:

- Replace any plastic or rubber fuel lines with ethanol-resistant hose or nylon tubing
- Install a water separator filter in the fuel line leading to the carburetor. Water collects in the filter and can be removed periodically.
- Replace any fiberglass tanks with steel or aluminum.
- Ensure that any O-rings in the fuel system are also ethanol-compatible
- Keep your tank as full as possible to prevent air space where condensation can form.
- Use specific ethanol-compatible fuel storage additives. These are normally blue in color. Regular fuel stabilizers will not work unless they are labeled ethanol fuel-compatible
- Shop around for a marina or service station that does not pump E10 or E85. None of these

stations will be affiliated with a major gasoline producer, but there are still some out there, especially in areas around lakes and rivers where boating is popular. You can find a "pure gas" map of many of these stations online at the Historic Vehicle Association website.

- Vent your fuel system during storage for extended periods; the moisture your fuel system might absorb from the outside will be less than the moisture created in the air space inside
- Use a fogging solution in your carburetor during storage to prevent condensation from collecting in fuel bowls.
- Use of isopropyl alcohol-based dry gas will help to absorb system moisture. Regular dry gas is ethanol-based and will only make the problem worse. Isopropyl-based additives actually combine with the water molecules and remove moisture through the combustion chamber
- Use of a flex fuel-compatible fuel filter where possible will prevent degradation of the paper media in your filter by water in the fuel system

SEMA has also made ethanol in gasoline one of its legislative priorities, opposing the pending rollout of E15 fuel. For more information on that effort, visit SEMASAN.com.