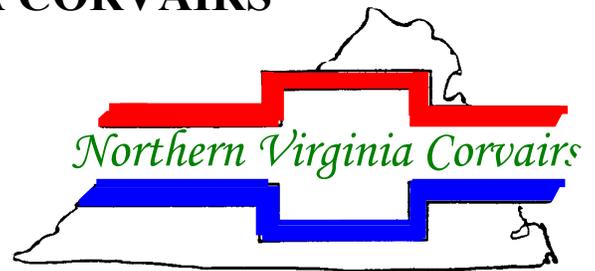


NORTHERN VIRGINIA CORVAIRS



**HOT
AIR
MAIL**



NVCC, CORSA Chapter 220

Volume XXX, Number 3

March 2013

CHAPTER CHATTER

By Doug Jones

Newsletter time again... The February meeting was held at my house. The original premise of the meeting was to get my power convertible to work.

Well, as the world throws you lemons, make lemonade. My convertible's generator light came on the week before the scheduled meeting. So, I tried to fix the problem myself. First I checked the connections to the generator because I had problems with the wiring connections before. Well, that was not the problem.

My car and I were at my fiancé's house and so I needed to solve the problem so that both the car and I could make the meeting at my house. My next move was to call Ron Tumolo to see if he had a spare generator. I was in luck. Ron had what he called "the club generator." I ran over to Ron's to pick it up and thought the problem was solved. Ha! Ha! I put the generator on the next day and lo and behold!, the generator light remained on.

I sat and shook my head for about five minutes and thought maybe it could be the voltage regulator at the back of the engine compartment. I opened up the little black box and looked at the regulator with fear running through my head. So, I decided to play with the regulator by pressing on the points to see if

they were stuck or something. I put the top back on the box and started the car. I was in awe as no light was on!

I drove the car to work, to lunch and to run an errand on Friday. Oh how the world changes in a heartbeat. I was ready to go to my mom's house to pick up my heater for Saturday morning's meeting and the light came back on! After dinner and a quick battery charge to make it down the road, I finally made it home.

Needless to say, the project for Saturday's meeting changed. There was no need to worry about the power convertible when I needed to get my daily driver working properly. Luck seemed to be on my side when the President of the Central Club made a guest appearance. What luck, he is also an electrical engineer.

We tested the club generator. Turns out, it was bad but the regulator was good. Looking through the junk in my garage, I found a generator that I had lying around which was in working condition. Once installed, the problem was solved. Thanks to Frank Duval for coming to the NOVA club meeting.

I was relieved to have my daily driver up and running again. That is, until I was hit from behind going to work on Monday morning. When life gives you lemons... Happy Vairing!

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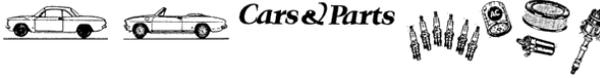
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer, 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 March 2013 – 9:00 a.m.

Regular NVCC Meeting

*Hosted by A.J. Paluska
6809 Old Fence Post Road, Fairfax Station, VA
703-250-4455*

6 April 2013 – 11:00 a.m.

Central VIA Corvair Club's April Meeting

*Classis Car Center
3591 Lee Hill Drive, Fredericksburg, VA 22408
If planning to attend email Ray Davis @
Scout1977@hotmail.com*

*We will be touring the facility before lunch.
Roll-ups and drinks will be provided.
Please bring a covered dish.*

20 April 2013 – 9:00 a.m.

Regular NVCC Meeting

Hosted by Richard Beathard

3 – 5 May 2013

Vair Fair

**Best Western Leesburg Hotel and
Conference Center**

*726 East Market Street
Leesburg, Virginia 20176-4401
703-777-9400*

June 8 – 24th Annual Orphan Car Tour

www.orphancartour.org
"orphan" (discontinues make)
Jon Battle 540-364-1770

Treasurer's Report

Balance as of 1/31/13	\$2714.77
Dues Income	90.00
Interest Income	0.18
Balance as of 2/28/13	\$2804.95

Car Restorations: Common Issues with the Chevrolet Corvair

The Top Ten Most Common Issues

Car restoration is a chore and hobby. The objective is to get the car back to its new or original state. Whether it is a Corvair or other car, the same general issues for the potential buyer come to light.

The Corvair is a simple car in many ways, yet, it is made complicated because of time. Over time, knowledge about the car and its own nuances are lost, made complicated by the condition of the car. "Garage mechanics" come in all sorts of skill levels and their knowledge does not always apply to the Chevy Corvair. The GM Corvair manuals remain the best source, yet they also lack many times being written in the 60s. Many Corvair books have been written by expert hobbyists, these are great supplements.

In general terms, the Corvair you are trying to restore usually requires repair or adjustment of the following, depending on the condition (assuming the engine does not need to be rebuilt or removed):

1. Oil Leaks. Sooner or later, you will need to change the O-rings around the Push Rod tubes and use Viton rings. Once this is done, no oil

leaks from this area for a good year or more. This is the most common areas for oil leaks (but there are many others also). If you change them, you need to adjust the valves again. Again, not a big thing after a few times.

2. Carburetion. New and old owners need to maintain them by cleaning when necessary. Taking them off and apart. Tiny metallic particles and other debris within the gas line or gas tank that is too small to sift out by filters, get through. When these particles get into the carburetor jets, they clog it. This then causes a host of problems from stalling at stops, poor idling, bad acceleration etc. Once cleaned and reinstalled, the next issue is obtaining proper adjustment. There are two of them: adjusting the air flow for them so both have a same or similar intake of air using a Unisync air flow tool. If the carbs are not in sync, you will have problems, and the car will not function well. The second is obtaining the proper RPMs while in idle by adjusting the Idle and Fuel Mixture screws on each of the carbs. The same adjustment made on one carb must be duplicated on the other carb, otherwise, problems.

3. Fuel tanks. Face it. The car is at least 30+ years old. It has seen way better days. Probably sat around somewhere for years before you got it. Gas sat in the tank for as long, decaying and turning to solids. Many owners either replace the tank and replace it with a new one (not fun to do)

or add another inline fuel filter into the incoming fuel line near the left rear well to catch the debris before it hits the carbs. This is far cheaper and usually works. Of course, if it leaks, you must replace it.

4. Engine Overheating. If the car has been in a barn or out in the elements for some time, odds are critters may have used the engine area as a nest or home. Many times you do not know this unless you remove the top engine shroud to expose the cylinder fins and plugs, then you see the nests and debris that are within the finned areas. If enough of them are clogged, the cylinders are not able to keep cool and overheat. Normally, corvair engines never overheat and the single most common cause is this. Remove the debris and the problem should vanish.

5. Brakes. Most common thing needed is new brake shoes and wheel cylinders for each wheel. The problem usually occurs because rust has made simple chore into a nightmare. Clogged brake lines can be a chore as well.

6. Powerglide. In automatic transmission corvairs, a common issue is improper shifting or old brown AT fluid. One can either siphon the old fluid out (far easier) or slug it out with the mother of all bolts connecting the tube to the AT pan. If you have a problem getting a fluid stick reading while the car operates, you might need to remove

and replace the modulator. If the modulator is bad, fluid is going to places it should not.

7. Shocks and Spring Coils. These are easy fixes only made into a nightmare by rust and time.

8. Windshields. The easy way is simply to pay \$250 and have the guy come to your house and do it. The alternative is do it yourself and is more of a mess.

9. 3 or 4 speed Transmissions. If the tranny is fine, many issues hover around the stickshift linkage and needing lubrication. Renewing lubrication can do wonders.

10. For those with convertibles, removing and replacing the top is a major chore. It can take a few days for a novice to do and even then it may look "funky". New tops can be got for \$300 or so, the problem is doing it and a lack of instructions for it. If your interior seats are ripped etc., the cheap way to make it look good is to buy leather seat covers or you can pay over \$500 to fix them.