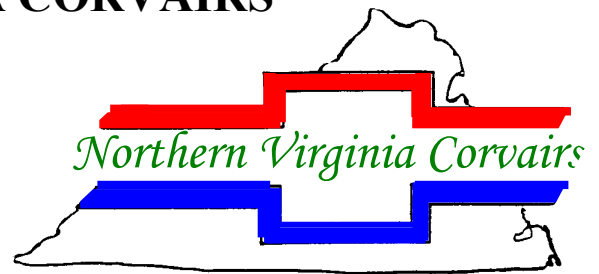


NORTHERN VIRGINIA CORVAIRS



**HOT
AIR
MAIL**



NVCC, CORSA Chapter 220

Volume XXXI, Number 7

July 2014

CHAPTER CHATTER

By Doug Jones

Late newsletter time again, sorry. The news you wait on all month is late. The June meeting was held at Mark Walter's house in Woodbridge. Mark had a list of things that he wanted to tackle while he had the group there. First, Mark was having a starting issue, the week before, that he had found was the negative battery cable. After he completed that fix, he wanted to fix his reverse lights. He had suspected that the switch had gone bad, a common problem on the late models I suspect.

I arrived a little late and Vern was under Mark's car taking out the old switch. After comparing the new switch with the old, there was a difference in the wire connections. The group decided to test the old switch to make sure that it was ok. After some testing, the switch was deemed to be ok, so next we needed to find out why the lights still didn't work. The next process was to see if the wire was spliced in a spot between the factory and the different switch plug. According to Frank Duval, it seemed to be a later 80's or 90s type connector. The wire was tested by the group and there was no power. The next step was to try the heater blower fan because that and the reverse lights are on the same fuse. Unfortunately the blower fan didn't work, so the fuse must be the

culprit. After installing a new fuse, the reverse lights worked perfectly.

The next project was the light under the frunk (the trunk that's in the front). The light didn't work because there was a blue wire that had been cut. After finding the other side of the wire, both were connected and it seemed to have power, but it needed a new bulb.

Once the little things had been done, Frank noticed that the ground wire from the battery was not correct. Seems that the ground had been just grounded to the frame, which was not correct. Frank had stated that this could cause a multitude of problems. There should be another wire grounding the engine to the frame, usually at the Alternator or Generator, so that was also taken care of. Mark said that was the way his car had been since he purchased it. Thanks Frank!

Hope to see everyone at Vern's and can do the drive. Seems like it will be nice.

Happy vairing!

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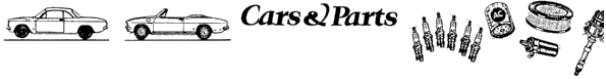
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer,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



NVCC Calendar

Parts/Miscellaneous For Sale

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.

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

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
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Don't forget to visit our Facebook page!
<http://www.facebook.com/NVCCHOME>

ARE YOU IN?

The Corvair Society of America (CORSA) is the #1 Corvair group in the world, with over 4,800 members and 125 local chapters, including Northern Virginia Corvairs.

CORSA supports all sanctioned Corvair Clubs with a wealth of benefits, including event insurance, exclusive Classified Ad access, and their award-winning monthly newsletter "The Communique". Northern Virginia Corvairs encourages all members to join CORSA. Annual dues for active members are just \$45. For more information visit the CORSA website at www.Corvair.org

19 July 2014

Regular NVCC Meeting

Hosted by Vernon Welstead
20 Oaklands Pond Lane, Flint Hill, VA 22627

Meet everyone for a scenic drive through Clifton, Bristow and Warrenton before the meeting at Chesapeake Bagel Bakery (5719 Burke Centre Parkway, Burke VA 22015) at 9am.

16 August 2014

Regular NVCC Meeting

Hosted by Frank Duval
648 Holly Corner Road Fredricksburg, VA 22406

20 September 2014

Regular NVCC Meeting

Host needed. Contact 1963.jones.d@gmail.com for details

Treasurer's Report

Balance as of 6/1/14	\$2439.69
Dues Income	\$10.00
Balance as of 6/30/14	\$2449.69

True quality lies in the details

By: Richard Lentinello

This article originally appeared in the August 2010 issue of Hemmings Classic Car.

I just got back from a trip to New Bern, North Carolina, with Senior Editor Jim Donnelly, where we attended the Antique Automobile Club of America's big annual shindig, called the Grand National. And oh, how grand a meet it was, thanks to the approximately 514 car owners who brought their outstanding, finely restored cars, trucks and motorbikes. Walking through this quaint riverside town in the eastern part of the state, where all the collector vehicles were openly displayed on the streets, I was glad to see the level of restorations increasing in not only quality of finish and presentation, but also overall correctness. It seems that more than ever before, today's collector-car owners have a greater interest in originality than modifications, as was the trend not so long ago. Old-car enthusiasts, especially those who are not members of the AACA, are even starting to realize the value and importance of preserving and maintaining a car's originality.

As more aftermarket companies make the investment in reproducing those parts that have long been out of production, they're helping car owners turn out not only higher quality restorations, but restorations that are far more accurate to the way these cars first rolled off the assembly line. And that's important in our quest to preserve the history of America's great automotive industry.

Still, there is room for improvement. Many outstanding collector cars could use a few minor upgrades--improvements that would make them visually better and more accurate than they already are. And all of these changes are easy and cheap to perform. Here are just a few of the areas of concern that need to be improved upon, things that I noticed while looking at all the beautiful cars in New Bern, even on a handful of cars that earned a Grand National award.

The single most common mistake is when restorers use new fasteners from the local hardware store. Having the correct markings on the bolt heads is as important as painting the exterior the correct color. When possible, you should always reuse original

bolts and fasteners, unless, of course, we're talking about suspension or brake parts, where it would be dangerous to reuse rusted and fatigued bolts. The use of polished or chromed fasteners, and stainless steel fasteners, too, should also be avoided if they were not originally used. In fact, sometimes the heads of fasteners should be painted body color, especially if the components that they held in place were installed prior to the surrounding area being painted--and their washers need to match, too.

Jubilee clamps cheapen the look of every engine compartment. For just a few dollars more, buy the correct spring-type fuel and hose clamps that were originally fitted on your car. I would much rather see correct hose clamps that are slightly bent and discolored than those ugly modern clamps.

Ribbed, one-bend-fits-all radiator hoses also cheapen the appearance of an old car's engine bay. If the correct hose is not available, go to your local auto parts store and try to match the old hose with a modern hose. As long as the hose's surface is smooth like the original hose, that's all that matters.

Painting alternators silver, especially with cheapo spray paint, is just plain ugly. Replace it with a new alternator so it will have the correct finish. Perhaps a few coats of clear will help preserve the metal's natural appearance.

Same applies to exhaust and intake manifolds, and many older Mopar engine blocks. If a silver painted surface is correct, then use quality, automotive-specific urethane enamel. Specially formulated high-heat exhaust paint works wonders on manifolds, but the surface has to be prepared properly, including media-blasting all the rust off first.

Using correct black heater hoses instead of red is a quick fix, as is replacing the battery and battery clamps. Sure, reproduction batteries cost more than modern batteries do, but because they take up so much space in the engine compartment, they make a huge difference in the visual appearance of the engine bay.

As for the cars that attended this Grand National, we will be featuring coverage of this spectacular event in *HCC #72*, with words from some of the car owners that were in attendance.