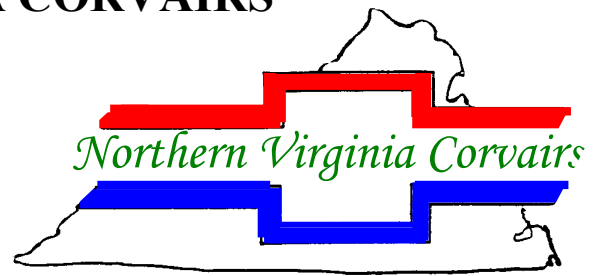


NORTHERN VIRGINIA CORVAIRS



HOT
AIR
MAIL



NVCC, CORSA Chapter 220

Volume XXXI, Number 3

March 2014

CHAPTER CHATTER

By Doug Jones

Newsletter time once again.

This newsletter starts by wishing that everybody would pray for spring. It probably needs a little nourishment to help it along.

The February meeting was held at Al Harris' house in Manassas. Al has a great house and we thank you for hosting it. By the way, Al is hosting this month's meeting also. It is really Mark Walters' hosting, c/o Al's house and garage.

The February meeting was a tech session about some early wheel bearings. Bryan had bought axle shafts from his station wagon to explain and check his bearings, and brought an extra shaft and bearing. Our traveling expert Frank Duval was in attendance because he has a bearing tool to disassemble the early bearing, so they can be replaced or regreased. The bearing in your should probably be checked and regreased if you don't know when this has been performed on your car – bearing failure is not a good experience. It could tear up the quarter panel of your pretty corvair and also keep you off the road for a pretty long time (because who has a Corvair axle baring?)

It also seems the ticket is to carry a spare axle shaft, if at all possible, especially on a long trip. So if you think your bearing needs attention, they probably should be looked at.

Also in a Corvair related activity, Bryan and I went to the New Jersey's club annual auction that had been previously postponed due to the snow. It originally was the weekend of our meeting, and got pushed back to March 1. The weather was fine, and the trip was good. We saw some other Corvairians. Bryan and I bought a few items and lost a few, but a good time was held by all.

Hope to see everybody at the meeting and Al's and happy vairing. Warm weather will come soon I promise.

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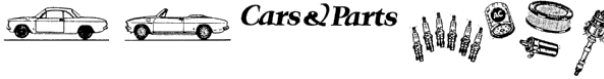
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer,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

NEW LISTING: 40+ year collection of Corvair Parts. Please contact John Getz at jpgetz@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
1079 Bon-Ox Road, Gettysburg, PA 17325
(717) 624-2805, www.corvairranch.com Email: corvairranchinc@earthlink.net

Our 41st Year!

Get the New 2013-2018 Catalog
If you did not get our new catalog in 2013,
you can get one free on your first \$50 order
during 2014. (Additional catalogs \$3 with an order)

The new Catalog includes parts from the last 5 Supplements as well as 100's of improvements. This is our most major revision ever.

Clark's Corvair Parts®
400 Mohawk Trail, Shelburne Falls, MA 01370
(413)625-9776 www.corvair.com

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

NVCC Calendar

15 March 2014 – 9:00 a.m.
Regular NVCC Meeting
Hosted by Mark Walters c/o Al Harris
7900 Carrie Lane, Manassas, VA 22193
(703) 369-1433

April 2014 – 9:00 a.m.
Regular NVCC Meeting
Daniel Goldberg
Caravan to the Corvair Ranch (possible)

Please email 1963.jones.d@gmail.com if you could be a potential backup

16 March 2014 – 12:00pm
Tech Session – Axle Bearings
Hosted by Frank Duval
648 Holly Corner Road Fredericksburg, VA 22406
(Look for mailbox for 646)

May 2014 – 9:00 a.m.
Regular NVCC Meeting
Host needed
Please email 1963.jones.d@gmail.com

7 June 2014
Orphan Car Tour
More details to come

12 July 2014
Autocross – Hylton High School
More details to come

Treasurer's Report

Balance as of 2/1/14	\$2804.95
Dues Income	\$0.00
Interest Income	\$0.00
Balance as of 2/28/14	\$2804.95

Tired Blood

By: Ray Bohacz

This article originally appeared in the June 2013 issue of Hemmings Muscle Machines.

I was born in 1959, which means that, like many of you, I have straddled the timeline of America's transition from a simple society to a complex modern culture filled with technologies that would have seemed a reach for Buck Rogers. Many of us were in the first generation of Americans to have grown up with a TV and telephone in the house, albeit a party line in many cases. Try explaining that concept to today's youth. The party line was the first social media network!

I'm confident a good majority of readers remember the old print and TV advertisements for Geritol. It was a product for an ailment that the marketing mavens described as "tired blood." My father, God rest his soul, always claimed to have tired blood despite his relatively young age at that time. This was prompted by the Geritol ads--I guess suggestive advertising works. Yet his blood was never tired enough to purchase a bottle of the famous elixir; his conservative nature would not allow him to part with the greenbacks to try a dose.

I cannot declare whether Geritol was effective or not, but no one could find fault with the concept. A person's blood is responsible for many tasks and has an effect on every living cell in the body. It would stand to reason that if your blood were "tired," your body would not be functioning at 100 percent. It's a concept that could also be applied to the diagnostic process for a malfunctioning machine, and especially a muscle car.

The impetus for this analogy was a minor issue I was having with my daily-driven Ford Escort, which had traveled 418,000 miles by the time the problem cropped up.

The weather turned colder this past winter, and one morning after backing out of the garage, the transmission would not go fully into gear. There was some line pressure, but the unit was slipping badly. Not wanting to burn up the clutches, I nursed it up my driveway onto the road. I was curious to see how it would respond after coasting down hill to the state highway. After a few hundred feet of downhill travel with no throttle applied, the unit worked fine for the rest of the day. I was anxious to see what the next morning brought, since I felt it might have just been

an anomaly. With 400K miles on an all-original car, anything is possible.

The subsequent three mornings saw the condition worsening; the slippage was now apparent in reverse and drive. After the first event, I immediately checked the fluid level and condition and it all looked great, though it had not been changed for some time. It would be a reasonable assumption that the little Ford was at the end of its life cycle.

I must now digress for a moment.

When the Ford had about 80,000 miles on it, I had my friend Rob Ida weld in a drain plug on the transmission pan so that fluid changes would be easier, especially between filter swaps. The unit has a washable metal screen filter, and I never saw any material in it when I inspected it during previous changes. And I would always install a new one, since the pan was down anyway. The drain plug made a fluid-only swap a five-minute task with no mess. Thus, I would change the fluid every six months to two years, depending on mileage.

At 300,000 miles, I changed the fluid and filter in preparation for a road trip to western Nebraska, using my usual Amsoil synthetic ATF. As with many procedures on that car, I would say to myself when done, "With XXX miles, this is the last time I will be doing this." With the expected retirement of the Ford just around the corner, I ended up not actually neglecting it, but I had not done my normal fluid renewal since then--at almost \$15 per quart, the synthetic fluid is a great but pricey product. Thus, when the transmission started acting up, the fluid and filter had approximately 118,000 miles of service. I was a bad car owner--but who thought the thing would still be running as well as it did when new?

Anyway. Back to the story.

Since a failed transmission would have sidelined the car and also moved me to purchase a new 2013 Ford, I wanted to at least apply some effort before making that decision. The fluid looked and smelled just like the day it came from Superior, Wisconsin. I knew a fluid and filter change would be in order before I retired my faithful companion. I was convinced that the magnets in the pan would have a beard of metal that would make ZZ Top proud.

With the pan off, I could have fallen over--it was spotless inside, the magnets were completely clean and there was not even that "Etch-A-Sketch" film

commonly found on the bottom of almost every transmission pan I have pulled down in my 30-plus-year career. I buttoned it all up and filled it with new fluid. Now the unit is working so well that if it were a new car, I would have felt I got my money's worth!

The moral of the story is twofold: 1) Fluid does wear out, even though its color or odor may not change. The additive package becomes consumed and it absorbs moisture from countless thermal cycles; 2) Never look for a complicated answer to a simple problem. Always start with the basics.

As an aside, every supposed transmission expert that I ever spoke with told me that the Escort transmissions were junk and would not last 100K miles. If someone else owned the car, it would have been in the junkyard instead of happily motoring down the road as it still does now with 422,000 miles. It was my neglect and lack of faith that it would not last beyond the 300K-mile service that caused the problem--not the car. So when you are working on machinery, do not jump to a conclusion that something is bad just because it has miles on it. Maybe it is just tired blood!