

# NORTHERN VIRGINIA CORVAIRS



**HOT  
AIR  
MAIL**



NVCC, CORSA Chapter 220

Volume XXVII, Number 4

April 2010

## CHAPTER CHATTER

By A. J. Paluska, Jr

HOT..! Not BRRRRR..! As it has been for the last few meetings. Not really too hot, but nice for a change culminating on meeting day with a week of above average temperatures before we will be back to "normal" temperatures after some more rain.

Ron Tumolo hosted the March meeting in a change from Darrin Hartzler, but Darrin showed up with his new? Chevy pickup truck. Ten members plus new member Keith Onchuck were in attendance to get Ron's 1963 Monza Convertible running. The engine ignition was worked on and then the engine was turned over. It ran, but needed some adjustment to run smoothly. That done and we could move on to something else.

Well, something else came to us. The engine was running well, but the generator light refused to go off. Now, we had to diagnose why. The generator was rebuilt, but it had to be removed to check out the insides to see if something might not be right. The crew also started to check out the wiring to see if there might be a problem there.

Bryan Blackwell arrived after an assist in the form of a ride with Darrin. He was driving his Corvair wagon to the meeting when it suddenly refused to provide any forward motive power.

Bryan suspected that the fuel pump was the problem. He got one from Ron and was on his way to fixit, but when he got to the car it started up. So off he was back to Ron's. The emphasis was now transferred to getting Bryan running again while still trouble shooting Ron's electrical problem.

Some Vair Fair planning was also accomplished. The banquet alternative was discussed and approved for recommending several Leesburg restaurants for all interested attendees dine on their own and to have an awards session later in the evening.

The subject of award plaques was discussed. It was decided to buy the necessary plaques instead of manufacturing them as was done in 2007.

Next month's meeting we be used to finalize the Vair Fair planning.

Don't forget that your 2010 dues are due. Please forward payment to Treasurer Darrin Hartzler as soon as possible. As the treasury is still flush, your annual dues will again only be \$10.00 for the year.

Those failing to pay by the end of last month were removed from the active list.

### 2010 NVCC Officers

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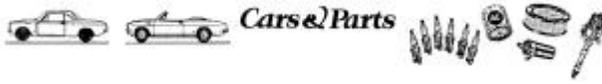
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer,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

### \*\*\*AUTOMOTIVE CLASSIFIED\*\*\*

**63 Convertible:** Red with good body and nice paint. Asking \$6000.00, new engine, condition 3 to 4 on scale of 5. Contact Jim at (540) 465-5066. (6/08)

**64 Monza Convertible:** Red with white interior. 110HP with powerglide. Original, not running, worth restoring. Located in Gaithersburg, MD. Contact Woody Schwartz at (802) 375-6160. (10/08)

**64 Coupe:** F&A Auto Sales at (804) 224-0588. (9/07)

**65 Convertible:** 140 HP PG, 44K miles, maroon and black. \$15000 OBO. Call Bob at (304) 263-2763. (7/07)

### 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)

**SOON TO BE GONE:** NVCC Club T-shirts. Priced for quick sale. Another can't miss opportunity to own rare Corvair Memorabilia! **HURRY** as they went fast! **Only 3 Extra Large Left!**

### 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](http://www.corvairranch.com) Email:  
[corvairranchinc@earthlink.net](mailto:corvairranchinc@earthlink.net)

**WHEELS NEEDED:** Looking for a set of 14-inch steel rims and or 15-inch rally wheels. Also a set of 14-inch wire wheel covers. Don Lintvet: [don@lintvet.com](mailto:don@lintvet.com) or (703) 4431801.

**TECH SESSIONS:** Venice Cox, 4th Saturday of each month, 10 AM to 2 PM. Any member is welcome to assist Venice during these sessions. (703) 791-6517

**17 April 2010, 9:00 AM:** The regular NVCC meeting at the home of Greg Walthour.

**30 April-2 May 2010: 31st Annual Virginia Vair Fair, Leesburg, VA Northern Virginia Corvair Club.** Best Western Leesburg-Dulles, 726 E Market Street, Leesburg, VA 20176. Telephone (703) 777-9400. Reservations: (800) 780-7234

**15 May 2010, 9:00 AM:** The regular NVCC meeting at the home of A. J. Paluska, Jr.

**19 June 2010, 9:00 AM:** The regular meeting at the home of Bryan Blackwell.

**21-25 June 2010, CORSA International Convention, Cedar Rapids, IA Iowa Corvair Enthusiasts**

**25-27 June 2010, All-GM Nationals, Carlisle, PA,** They will be celebrating the 50th anniversary of the Corvair. See [www.CarlisleEvents.com](http://www.CarlisleEvents.com)

**17 July 2010, 9:00 AM:** The regular NVCC meeting at the home of Bill Leeman.

### Next Regular Meeting:

**Saturday, 17 April 2010, 9:00 AM**

Greg Walthour  
7025 Coventry Road Alexandria, VA 22306  
(703) 768-6040

**Directions:** Map/directions on the mailing cover.

### Treasurer's Report:

Balance (2/25/10)	\$3658.42
Interest	\$2.12
Dues	\$50.00
NECC Dues	(\$20.00)
Vair Fair Registrations	\$253.45
Closing Balance (3/30/10)	\$3943.99

Reprinted from the March, 2010 *AIRHORN*, the newsletter of the Chicagoland Corvair Enthusiasts

### **Worth Of A Corvair**

Mark Corbin

*The following article was placed on Virtual Vairs by long time CORSA member Mark Corbin, as a response to a comment about the factors that influence what a Corvair is worth on the open market. Mark participated in the development of the original CORSA concours rules and has served on the CORSA board and as president of CORSA. He is a member of the Friends of Corvair CORSA chapter in Ohio, is the president of the Air 'Vair specialty group and treasurer of the Stock Corvair Group. - Editor*

People here on VV have on occasion questioned the value of belonging to CORSA. If anything, this should give them an idea. The value of a strong marque club goes a long way in promoting and preserving the value of any marque. Illustrate the point by what one person once said about F\*\*ds-that the only reason they were worth as much as they are is because there's a strong (inter) national F\*\*d club behind them. Truth is, your membership in CORSA has many more unseen benefits than you realize, such as preserving and promoting the value of your Corvair. People just don't think about (or even realize) that.

Heck, just the value of a standard set of national concours rules is reflected in the market value of our Corvairs. It is why I pushed for them back in the early '70's, and ended up writing them myself So to further advance the cause, and to put us closer to a "Bloomington Gold" standard for Corvairs, is the work that the Stock Corvair Group is trying to accomplish. Anyone who values their Corvair should be just as actively supporting the SCG's efforts.

True, I don't expect Corvairs to ever reach the values of Corvettes. But we have no one to blame but ourselves for its languishing values. Establishing a "Bloomington Gold" standard for Corvairs will be a giant step in that process. Protecting Corvair parts from scavengers is another. Even fending off continued attempts by the media to incessantly link Corvairs with Ralphie is still another. And we all must work on it, in whatever ways we can.

I'm doing what I can. Are you? - Mark

*After I contacted Mark about running this as an article in the Airhorn, he added:*

[A] vendor who services a large national club can go to a supplier and point to the club's membership total as an indication of his potential market. That makes reproduction of parts easier and more likely. This is another "unseen" benefit behind a strong national club. - Mark

Reprinted from the February, 2010 *AIRHORN*, the newsletter of the Chicagoland Corvair Enthusiasts

### **Cold Weather Hesitation Tip**

Frank Regal

During the month of May 2009 I purchased a running but non-driveable 1965 Corvair Monza 110 HP equipped with automatic transmission. The summer months were spent making the vehicle roadworthy with the intent of

using it as a daily driver. A minor engine overhaul including the carburetors, complete brake system replacement, fuel tank cleaning and sealing were just a few of the tasks necessary to resurrect a car that hadn't been on the road for ten years. The vehicle was placed into service in early September.

A slight hesitation was immediately apparent when making small increases in throttle positions from speeds as low as 20 mph up to 60 mph. The hesitation increased as the exterior temperatures dipped below freezing. At this time, a new symptom appeared which was a slight surge or jerk above 50 mph. It was hard to detect but felt like a partially plugged fuel filter. Holding a set speed of 55 mph was difficult, as the car wanted to slow to 50 mph. An almost content [sic] vigil on the speedometer was necessary. I originally assumed this last difficulty to be a long forgotten Corvair idiosyncrasy or a by-product of my advanced age.

The difficulty in operation did not occur when I accelerated by flooring the gas pedal or while the chokes were in operation. It would also run correctly for the first one or two miles when the engine had a chance to heat soak such as after stopping for fuel. I eliminated all potentially [sic] causes such as vacuum leaks, engine cooling thermostats, carburetor balance, cross shaft linkage and the ignition system.

At wit's end I placed a call to the Vair Shop in preparation of a second carburetor overhaul. Larry Claypool, the proprietor, asked why I needed a second gasket set so soon. After explaining my driveability issues Larry suggested I install a set of carburetor main jets two sizes larger. A main jet controls the amount of fuel the engine receives above the idle position. The accelerator pump may also add fuel depending on how quickly the throttle is opened. In an attempt to optimize both fuel economy and power, GM installed a fuel enrichment circuit on the 65 to 67 models. This internal metering device provides extra fuel when the engine is placed under a heavy load and the amount delivered is based on a combination of throttle position and RPM.

A new set of jets and float bowl cover gaskets were ordered, installed and the carburetors rebalanced. The difference is amazing. The hesitation along with the part throttle surge is gone. It will also hold a set speed and doesn't require excessive pedal travel at the slightest incline. Engine torque has increased by 25 percent. An additional benefit is an increase in temperature of the heated air entering passenger compartment at highway speeds. No significant change in gas mileage has been noticed.

Ethanol or grain alcohol which is blended into the fuel during the manufacturing process at concentrations of ten per-cent was the reason the car ran so poorly. Ethanol has a lower energy content than gasoline. This means one-third more ethanol is required to make the same amount of power as gasoline. It also becomes more difficult to ignite as the temperature decreases. Fuel injected equipped vehicles have sensors located in the exhaust system which recognizes the effects of ethanol and the computer richens or injects more fuel to compensate. Carbureted vehicles don't have this ability.

Main jet size varies due to carb sub type, horse power rating, transmission type and engine operated excessories [sic] such as air conditioning. This necessitates disassemble [sic] of the carburetors to determine current main jet size before ordering. The average do-it-yourselfer should be able to remove and install the jets, check the dwell, timing and synchronize the carburetors in 2.5 hours. 140 HP owners will also be required to similarly rejet the secondaries.

The Vair Shop along with the major Corvair parts supplier's carry the necessary parts which consist of two main jets and two float bowl cover gaskets. Total cost including shipping will be less than \$20.00. You will find the returns in driving enjoyment are immense.

The side effects of ethanol may not be as severe in engines which use water as a cooling agent especially OEM V6's and V8's. Heat from the cast iron intake manifold and cylinder heads increases the vaporization of the alcohol before it enters the combustion chamber. Installation of a jet only one size larger may be all that's necessary to achieve satisfactory results.