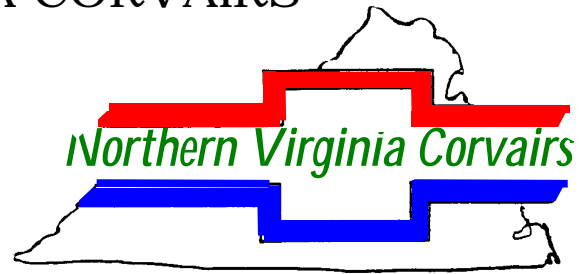


# NORTHERN VIRGINIA CORVAIRS



**HOT  
AIR  
MAIL**



NVCC, CORSA Chapter 220

Volume XXVIII, Number 4

April 2011

## CHAPTER CHATTER

By A. J. Paluska, Jr

First off a riddle. What do BMW, a Corvair, and a 55-gallon drum have in common? Well, if you were at the March meeting with 12 fellow members of the club, you would know. Give up? Here is the answer. Member Doug Jones works for BMW of Fairfax as a painter. The BMW facility is located behind a Mr. Tire establishment. Doug had his Corvair at work one day when a 55-gallon drum came rolling out of Mr. Tire right into the right rear of Doug's car, leaving a large dent. If that wasn't bad enough, another barrel was headed for the car before some anxious Mr. Tire employees stopped it!

The purpose of the meeting was to watch one of Doug's co-workers, Paul fix the dent so that Doug could repaint the fixed area. The lesson started with Paul using a hammer and dolly to bang out most of the dent. He was able to do this quite nicely as he had great access to the back side of the metal. He next ground down the small bumps. Next came body filler to smooth out the area followed by sanding and finally the application of glaze with more sanding. The complete job took about 2-3 hours before Doug was able to prime the area and finally paint it.

Your editor had to leave before the final painting and clear coating was applied, but it looked like the job would turn out perfectly. You wouldn't have even known that the car had a tussle with a large rolling object!

Have you tried to get some new 13 inch tires for your Corvair lately? Based on a recent article in the *CORSA Communique* the 13 inchers might be pretty hard to find soon. There aren't many tire manufacturers making them and if you find them they were probably made a few years ago and are still in that particular dealer's stock. Trailer tires that would fit the Corvair are still available, but you don't want to put trailer tires on your car.

Plans are being made to attend the 2011 Virginia Vair Fair and will be finalized by those attending at the April Meeting. The Tidewater Corvair Club is hosting the 2011 VA Vair Fair on 13-14 May in Chesapeake, VA. Host hotel is the Norfolk Chesapeake Marriott (757) 523-1500. \$99.00 room rate. See [www.corvair.org/chapters/tidewater](http://www.corvair.org/chapters/tidewater).

As mentioned last month the 2011 Orphan Car Tour will take place on Saturday, June 4 in the vicinity of Burkittsville, Maryland.

The grace period for paying 2011 dues is over. Those not renewing by the end of March have been removed from the active member list and will not receive a copy of the HAM. Alas, they be without their monthly installment of this fine authoritative automotive journal

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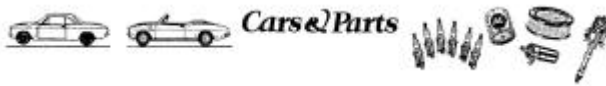
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer,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

**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 CORSA Coupe:** 140 HP, price is flexible to the right buyer. Great running, solid, no rust highly optioned original car with all numbers matching. Russ Moorhouse @ corvair65@verizon.net. (9/10)

**66 Convertible:** 110 HP PG, Restored in 2007, Regal Red. \$15000 invested. Best Offer, Call Jay at (910) 270-0785. (4/10)

**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:** 2007 NVCC Vair Fair T-shirts. Priced for quick sale. Another can't miss opportunity to own rare Corvair Memorabilia! **HURRY** as they went fast at the 2008 Vair Fair! **NO Mediums Left!**

**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

**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

**NVCC Calendar**

**23 April 2011, 9:00 AM:** The regular NVCC meeting at the home of Darrin Hartzler.

**21 May 2011, 9:00 AM:** The regular NVCC meeting at the home of A. J. Paluska, Jr.

**4 June 2011 22nd Annual Orphan Car Tour:** Burkittsville, Md. Open to all "orphan" vehicles. See website [www.orphancartour.org](http://www.orphancartour.org) . For further information contact Jon Battle, (540) 364-1770.

**18 June 2011, 9:00 AM:** We need a host for this meeting.

**26-30 July 2011, CORSA International Convention, Rocky Mountain CORSA.** Doubletree Denver Tech Center, 7801 E. Orchard Rd, Greenwood Village, CO (303) 779-6161. For special \$99 rate give group name "CORSA" and group code "CSA". [www.denvertch.doubletree.com](http://www.denvertch.doubletree.com).

**Next Regular Meeting:**

**Saturday, 23 April 2011, 9:00 AM**  
Darrin Hartzler  
8214 Beech Tree Drive, Bethesda, MD 20817  
(301) 365-7332

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

**Treasurer's Report:**

Balance (2/28/11)	\$2,871.43
Interest	\$0.95
Dues	\$10.00
Closing Balance (3/31/11)	\$2,882.38

Reprinted from the April, 2011 *Vegas Vairs Vision*, the newsletter of Vegas Vairs

## HOW THE CORVAIR FUEL GAUGE WORKS

SUBMITTED BY JACK O'SHEA

All 1960-1969 Corvair fuel gauges work the same way. There are two major parts to the fuel gauge system. There's the gauge with the needle you see in the dashboard and there's a float with a sender inside the fuel tank. The gauge and the sender are connected by electrical wiring.

Anybody can see what the gas gauge in the dashboard does, but what about the float and sender inside the fuel tank? The float rides up and down inside the tank depending on how much gasoline is in there. The float is connected to the sender which allows a weak electrical current to pass through the gauge when the tank is full and a strong electrical current to pass through the gauge when the tank is empty. The sender is what's known as a variable resistor. In 60 - 64 cars the sender resistance is 0 to 30 ohms. In 65 - 69 cars the sender resistance is 0 to 90 ohms. This is a picture of the float and sender that is inside the fuel tank.



1. Float and arm connected to the sender.
2. Fuel pickup tube. There is a cloth filter on this tube not shown in the picture.
3. Fuel sender - the variable resistor.
4. Flange, gasket and lock ring that seals the sending unit inside the tank.
5. Fuel supply tube outside the tank to the engine fuel pump.

Not shown are the ground wire attached to the flange and the connector on the flange for the wire from the sender to the fuel gauge.

The fuel gauge needle is mounted between two magnetic coils. One coil is on the "F" side of the gauge and the other is on the "E" side of the gauge. Both coils are wired to the ignition circuit and receive battery voltage whenever the ignition switch is on. The magnetic coil that pulls the needle toward F (Let's call this the F coil) is grounded at the instrument panel and applies a constant magnetic force to the needle. The magnetic coil that pulls the needle toward E (Let's call this the E coil) has more windings for greater magnetic strength and is grounded through the variable resistor in the sender attached to the fuel tank float.

When the fuel tank is full the resistance in the sender is high (30 or 90 ohms) which reduces electrical current and magnetic strength in the fuel gauge E coil allowing the F coil to pull the gauge needle to F.

When the fuel tank is nearly empty and the float is near the bottom of the tank the resistance in the sender is at 0 ohms. The fuel gauge E coil receives full current, has enough magnetic strength to overcome the strength of the F coil and pulls the gauge needle to E.

When the ignition switch is turned off both fuel gauge coils lose power, magnetic force drops, and the needle remains where it is.

If there is a break in the tank sender wiring or a failure of the tank sender that creates an open circuit, the fuel gauge F coil will not be balanced by any magnetic force from the E coil and the needle will be pulled to the right beyond the F mark on the gauge when the ignition switch is on.

If there is a break in the wiring to the F coil or a poor electrical ground on the dash, the needle will be pulled to the left beyond the E mark on the gauge when the ignition switch is on, or the needle may move erratically when the dash lights, turn indicators, or other electrical systems are operated.

Credit for most of the information in this article goes to Dale Dewald who is a regular contributor to the Virtual Vairs Internet email list.

### Crankcase Selection and Preparation

Bryan Blackwell

At the February meeting I did some prep work on a FC crankcase for our '64 Greenbrier. As with a lot of things on our Corvairs, there are two general categories of items to check for - first, is the part still useable after almost 50 years, and second, are there any manufacturing defects.

We think of a crankcase as a non-wear item, but there are two areas I want to check before use. First, are the cylinder head studs intact? It's possible to put them back or replace with oversize studs, but if the factory studs are there and useable that's one less thing to worry about. The ends being rusty is normal, as long as the nuts have no more than one thread that doesn't engage they will hold the torque. Next is the cam bearing journals. These don't see a lot of wear, but given that so many engines are on their third or fourth rebuild, we do see it nowadays, especially the journal next to the drive gear. Spec is no more than .003" of clearance, and really we would like it to be .002". You can check this either with snap gauges or use Plastigauge with a cam.

If the case passes these two checks, then we can see if it has good bearing oil feeds. Basically you want to check that the oil feed holes align with the holes in the bearings, and the oil grooves in the block align where the two halves meet. Problems with either can be fixed through judicious modification of the passages (note - don't enlarge them, just match everything). Further details can be found in Bob Helt's *The Classic Corvair* and other references.

Finally, it's much nicer to assemble the engine if the inside is de-burred. Those little bits of aluminum will be in close quarters with your hands when the rod nuts go on, so a little time here can save some skin later.