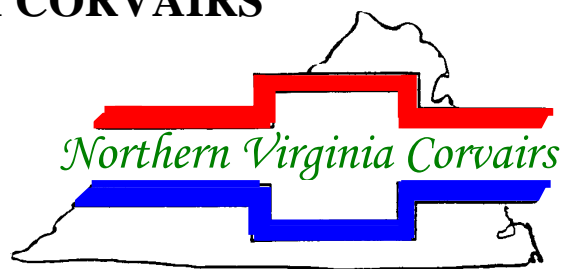


NORTHERN VIRGINIA CORVAIRS



**HOT
AIR
MAIL**



NVCC, CORSA Chapter 220

Volume XXIV, Number 4

April 2012

CHAPTER CHATTER

By Doug Jones

It's time for the new Hot Air Mail!!! The March meeting was held at Ron's house. We had a decent turn out. The weather was great for March and the temperature was in the mid seventies. Richard and I both showed up in our convertibles. Jack drove Lee's car for the day. Add Greg's forward control and Clay's convertible and there was a total of five Corvairs at the meeting.

Ron's planned project for the day was to lower the front of his car by cutting the springs. When we first got there, we started to work on getting the car running right as Ron has had some problems with this. I thought the distributor was off just a tooth and that was the reason that the car was not running right. We removed the distributor, moved it a tooth or two, and reinstalled it. The car then didn't run at all! About that time, Jack showed up with his Corvair expertise and determined that we hadn't put the distributor in properly. So, we removed the distributor yet again and reinstalled it in the proper position. The car was now running but it still wasn't right!

We decided to check the carburetors and found that one did not have enough vacuum. We pulled the carburetor and saw that the float was improperly adjusted. Jack readjusted the float and it was then

reinstalled. After reinstallation, the linkages were properly adjusted and the idle mixture and idle screw were also adjusted. The car then seemed to be running correctly.

The entire time that we were working on the engine of Ron's car, Greg, the hard-working man that he is, was diligently disassembling the springs in the front that Ron had really wanted to work on. While the springs did get taken out, we didn't have time to cut and complete this portion of Ron's planned project.

Clay also brought some newly purchased carburetors with him. He talked to Jack about installing the new carburetors at the meeting. As I was leaving, they were just getting started with the installation. I am sorry to have missed Jack's impromptu seminar on installing carburetors. It seems as though that is a chronic Corvair issue that we have all struggled with at one time or another. I know we all appreciate learning some of these techniques from Jack. It's great to be able to pick up some tips from someone with some Corvair expertise.

Happy Corvairing!! I look forward to seeing everyone at Brian's house in April. Please note the date change to April 28th. This will be a great opportunity to figure out who is planning a trip to Sturbridge, Massachusetts late July.

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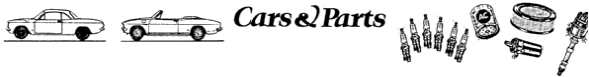
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer,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

21 April 2012, 9:00 AM – 4:00 PM: Swap Meet and Car Corral: Classic Car Center, 3591 Lee Hill Drive, Fredericksburg, VA 22408 (888) 370-4474 office or fax (540) 374-9371. This event is entirely free. Set up to sell items, look to purchase or both. Cars and parts will be available. www.classiccarcenter.net

28 April 2012, 9:00AM: Next regular NVCC meeting hosted by Bryan Blackwell, 6329 Hillside Road, Springfield, VA 22152 (703) 569-6908. Map/Directions on the mailing cover. Please note the date change!!

6 May 2012, 9:00 AM - ???: Corvair Ranch Open House (Rain or Shine): Contact Thomas Rahochik at 66vairman@comcast.net

19 May 2012, 9:00AM: The regular NVCC meeting hosted by Dan Weiss.

18-20 May 2012, Virginia Vair Fair, CVCC: Lexington, VA. Wade Lanning at wblanning@comcast.net or (804) 861-5748 www.vairfair.com

2 June 2012, Orphan Car Tour
WebEditor@orphancartour.org or
TourDirector@orphancartour.org
Contact John Battle 540-364-1770

25-28 July 2012, CORSA Convention, Northeast Corvair Council: Sturbridge, MA.
The host hotel is currently sold out. Sturbridge is a town of historical significance. You may want to make your reservations soon.

Treasurer's Report

Balance as of 2/29/12	2883.70
Dues Income	50.00
Interest Income	0.25
Balance as of 3/31/12	2933.25

The Corvair Brake System
By: Bob Helt
Reprinted from the Vegas Vairs Vision
April 2012

How Good are the Stock Brakes?

The Corvair is designed so that under panic braking conditions, the rear brakes will lockup before the front ones do. This will allow the vehicle to still be steered safely and likely avoid an accident. The possible problem though, is that the rear end may try to swap ends if the wheels lock up. Modern front wheel drive cars are designed to lockup the front wheels first. The thinking here is to keep the vehicle on a straight path, although not steerable. The Corvair's method seems more desirable.

Under braking conditions, the effects of the vehicle's weight are shifted forward so that the front wheels provide an increased braking effort. This is an advantage with the Corvair, and provides a greater percentage of front wheel braking as the braking effort increases.

There is very little published data available on stopping distances for stock Corvair brakes. This is surprising, but it seems like none of the automobile magazines considered it important to determine stopping distances when performing other performance tests in their reports. Several test reports on the 1960-1964 models did complain about severe brake fade after only one or two repeated high speed stops. They also encountered water affecting the brakes by pulling to one side and reduced stopping ability during rainy sessions. Their solution was to install the factory sintered metallic brake option.

For 1965-1969, Corvair brakes were much improved by adopting the larger Chevelle brakes and reversing them. Thus, putting the Chevelle's front brakes on the rear Corvair wheels (with an added hole in the shoes for connecting the emergency brake cable); and the Chevelle's rear brakes on the front of the Corvair.

Only two actual stopping test reports have been found. One test of a 1061 Monza published in Motor Life, 5/61, was 34 feet, from 30 to 0 mph, and 143 feet from 60 to 0 mph. Another test in Motor Trend, 1/65, for a 1965 Corsa gave 32.25 feet from 30 to 0 mph and 146 ft from 60 to 0 mph. These stopping distances did not include the driver reaction time, and are considered to be quite good for that era considering the bias-ply tires then in use.

The Hard-Harder Brake Test

Larry Claypool recommends that you frequently perform his Hard-Harder brake test. This test will confirm the integrity of your brake system, and help avoid those surprises that can lead to total loss of braking capability while the vehicle is in motion and in imminent danger if the vehicle cannot be stopped. To perform this test simply put both feet on the brake pedal while the car is safely stopped (engine off), and push as hard as you can. Then push even harder. Now hold it. If the pedal remains firm and does not go to the floor, all is well. But if the pedal goes to the floor (either slowly or suddenly) there is a problem that needs to be fixed before you drive any further.

Replacing Brake Shoes

The factory lining on the primary (forward) shoes was always of shorter length than that of the secondary shoes. The reason most frequently offered for this was to equalize the wear between shoes. If your replacement shoes have a shorter lining on one of the shoes, this should always be

placed in the forward position. However, some replacement shoes now have equal lengths of linings on all shoes. No problems should result from use of these shoes.

The industry number for early model brake shoes is #189 (both front and rear) while late models use #242 or #245 for the fronts and #246 for the rear shoes.

Relined shoes purchased from a Corvair vendor should fit correctly. But if the shoes you have seem too thick to allow the drum to slide over them, then consider either grinding the notch on the shoes where they contact the anchor pin or having the shoes arc'd to fit the drum at a local brake shop. This problem affects mostly shoes for EMs.

The Corvair's brakes can be improved by use of Kevlar replacement linings, which are available from many Corvair vendors. Kevlar lined brake shoes are highly acclaimed to be both water and fade resistant even in racing applications. Finned rear brake drums are expensive and likely to be warped from previous hard service. Aluminum drums from some 1970-80 GM cars will fit the Corvair fronts. Stainless steel braided brake lines are said to improve the pedal feel and ability to modulate brake application.

Resurfacing Brake Drums

Brake drums can be resurfaced to a maximum of 0.060" increase in diameter. That means that for early models the ID limit would be 9.060", and for the late models it is 9.560". The reason for these limits should be obvious...safety.

Brake Fluid

Standard brake fluid, rated as DOT 3, is recommended for most applications. In fact, Answer.com states that in 2006, most new cars were delivered with DOT 3 brake fluid. DOT 4 fluid has a higher maximum temperature rating and should be considered for heavy duty use such as racing or in motor homes. Both DOT 3 and DOT 4 have an affinity for water and tend to absorb moisture in use. This moisture causes internal components to rust and worse, will boil at 212 degrees disrupting braking action. Because of this, brake systems should be flushed with new fluid every few years, or whenever water contamination is suspected. Despite this water affinity, problems are generally few, and either of these two brake fluids can be used. Valvoline also offers a synthetic brake fluid called Synpower DOT $\frac{3}{4}$ which is superior in many ways and is highly recommended. Synpower is fully compatible with all DOT 3 and DOT 4 fluids and has a very high boiling temperature.

Recently a silicone based brake fluid, known as DOT 5, has been offered. This brake fluid does not attract moisture, but has its own set of problems, and is not recommended for most applications for the following reasons. First, when installing DOT 5 fluid, all traces of previous brake fluid must be eliminated. Then, because of compressibility differences, a soft or spongy pedal may result. Finally, water can still enter the system and it will then puddle at the lowest point, where it can still boil and cause problems.

In addition to this array of brake fluids, we not have a new one called DOT 5.1, which is non-silicone based and is compatible and miscible with DOT 3 and DOT 4 fluids, but Not with DOT 5.

(Why in the world didn't they just call this DOT 6?) DOT 5.1 has an even higher boiling point than DOT 5 and comes in two varieties, standard and long life.