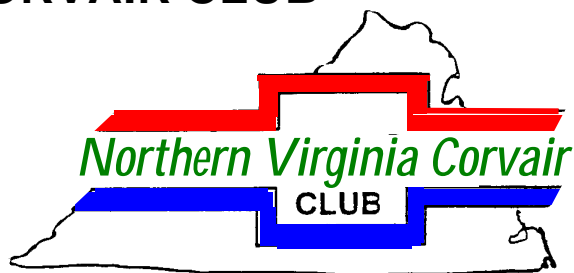


NORTHERN VIRGINIA CORVAIR CLUB



**HOT
AIR
MAIL**



NVCC, CORSA Chapter 220

Volume XXIII, Number 8

August 2006

CHAPTER CHATTER

By A. J. Paluska, Jr

Hope that all of you that attended the National Convention in Buffalo had a good time and visited with all of your Corvair friends. Those NVCC members that attended the July meeting at the home of Ron Tumolo had a really good time with great food, good talk and good swimming. Well, the kids that attended had a good swim!

After getting full on burgers and hot dogs, with all of the trimmings, pasta salad, beans, chili, watermelon, and cold drinks, the crew got down to the main reason for the meeting: planning for the 2007 Vair Fair.

The location was debated and was decided that the club would go with either Manassas or Sterling, depending on which hotel in the specific location would meet our requirements for price and facilities. Ron was going to follow-up with the hotels he had already contacted and to check with the Manassas establishments. He also volunteered to create a design for the Vair Fair T-shirt and to find a manufacturer for the price range, color and quality we desire. Based on experience factors from previous Vair Fairs strict guidance as to total quantity of the shirts was provided.

The club is going to try a few different things for next year's fair. One is to have some car-related video games in the hospitality room for casual play and for those that think they are really good a Grand Turismo Tournament. Also planned are some interesting activities

for the ladies as well as an unguided shopping tour of the respective area stores and establishments.

The club is also venturing into Valve Cover races for the first time as a sponsored activity. Several volunteers have stepped forward to either borrow a track from another club or to construct one specifically for the event. Additionally, we will conduct a model car concours, another first for the club

Traditional activities such as the People's Choice car show, parts game, 50-50 Raffle, hourly raffles, autocross/moving event, rally, and a technical competition are also planned.

We had good attendance at the planning meeting. I don't know if it was the lure of good food, a fine day, or the chance to get wet that brought out the multitude, but it resulted in a good meeting with many key planning events accomplished. Now we need the rest of the members to step up and make this one of the best Vair Fair's ever.

Ron had a little surprise for us. He recently acquired a late model white convertible he is planning to restore. It looks like it will be a long, hard slog, but if anyone can do it, it will be Ron. Now if he can only find time to get it done when he is not working of the 1965 Mustang. A MUSTANG!!!

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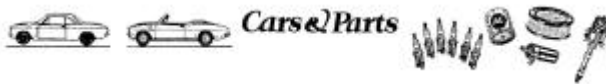
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer, 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 Greenbrier: Powerglide, white/blue exterior with blue interior. 115, 000 miles, runs well, good condition, no rust through, a few rust spots. Manuals included. \$2500.00. Call Jeremy at (703) 964-6999 (4/06)

63 Monza Coupe: 4 Speed, 102 HP, Palomar Red/Black interior. California car, nice. \$6000.00 or OBO. Call L. D. Brent at (540) 347-9314 or ldbrent@aol.com. (8/06)

64 Convertible: 150 HP Turbo. New engine, extra engine and transmission. \$3500 OBO. Call Monk Fleming at (703) 339-7272. (4/06)

64 Monza Sedan: Excellent condition, garage kept, in dry storage since 1984, original interior. Asking \$4000.00, uncover this beauty in Palmyra, PA. Contact Ed after 7:00 PM at (717) 838-1209 or eapylecompany@cs.com. (4/05)

65 Monza: 110 HP, 4 speed needs, some work, body not too bad, rockers have some bondo, trunk is solid, battery tray and rear quarters not too bad. Asking \$1,950 or best offer. Located in Highland Springs (near Richmond, Virginia). Call Stewart: (804) 326-0919 or Cell 690-9000. (12/05)

68 500 Coupe: Powerglide, 110 HP, Butternut Yellow. Completely redone in 2003. \$6000.00 or OBO. Call L. D. Brent at (540) 347-9314 or ldbrent@aol.com. (8/06)

Parts/Miscellaneous For Sale

Late Model Parts: 1, new 195/15-50H BF Goodrich Euro Radial T/A: \$25. Free 65 front cross member. Call Curt Shimp at (540) 955-1516. (2/06)

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)

Parts: Darrin Hartzler has parts to clear out this spring. Does anybody need either a transaxle or a complete PG with transaxle? How about a late model 3 speed manual transmission? If so, let him know. Very cheap. (301) 365-7332 (2/06)

RARE HISTORICAL ARTIFACTS LOCATED!

Take this unusual opportunity to purchase a piece of Corvair history. Available for a limited time. Genuine 2003 Virginia Vair Fair T-shirts. A steal at \$8.00, two for \$15, in sizes S, M, L, XL. Hurry, this rare find won't last for long! Call Curt at (540) 955-1516.

Corvair Parts: Large parts lot available. Will not be sold separately. For information contact Kim at kimpjasonp@juno.com or whitetiger@hereintown.net.

NVCC Calendar

4-5 August 2006: Das Awksch Fesch, Macungie, Pennsylvania, Lehigh Valley Corvair Club
For more information contact Randy Kohler, (610) 398-3689, rjkvair@aol.com.

12 August 2006: All Corvair Show, Newark, Delaware, First State Corvair Club
Embassy Suites Hotel, 654 S. College Ave, Newark, DE 19713, (800) EMBASSY.
For more information contact Patsy or Dave Zeigler, (302) 737-3577, pzeigler@udel.edu.

19 August 2006: The regular NVCC meeting at the home of Ron Tumolo.

16 September 2006: The regular NVCC meeting at the home of Darrin Hartzler.

14 October 2006: Corvair Days, Hershey, Pennsylvania, Central Pennsylvania Corvair Club
For more information contact Earl Holmes, (717) 921-8124, earlzgames@comcast.net.

22 October 2006: The NVCC Fall Tour conducted by Al Harris.

18/19 November 2006: The regular NVCC meeting for November. We need a host for this meeting.

16/17 December 2006: The regular NVCC meeting for December. We need a host for this meeting.

Next Meeting:

Saturday, 19 August 2006, 9:00 AM

Ron Tumolo

905 North Amelia Street, Sterling, VA
(703) 430-6582

Directions: Map/directions on the mailing cover.

Treasurer's Report:

Balance (6/25/06)	\$2,250.23
No Activity	0.00
Closing Balance (7/25/06)	\$2,250.23

Multi Viscosity High Detergent Oil vs. Single Viscosity Non-Detergent Oil

John Rowe

October 2003 *Thunderbird Script* via the ITC web site

How many times have we asked ourselves which is better for our "Little Birds" the new oils available on the market today for example 10-30 or perhaps 10-40 both high detergent oils; or what the manufacture called for some 40 plus years ago, straight 30-weight oil that was non-detergent. The dilemma, what to use without hurting the engine in the car. Some people will tell you the engine was designed for non-detergent oil and never, never use high detergent oil. I say hogwash.

The fact of the matter is that high detergent oils were not available at the time of manufacture for our cars and the non-detergent oils were the best oils available. Technology has come a long way since our cars were manufactured, and improvements in tires, suspension, shocks, steering and brakes to mention a few are seen in many of our "Little Birds ". So why not the oil, the lifeblood of our car.

Have you ever removed a valve cover from a car using non-detergent oil? If you have, you would have noticed a build up of sludge around the valve cover itself and also around the valves; common sense tells us this cannot be a good thing.

A very good friend of mine who has owned his 1957 Thunderbird since 1971 swore by non-detergent oil. One day we took his valve covers off to adjust the valves and found that there was so much sludge around the valves that we had to clean the valves and the covers before we could even think of adjusting the valves. The drain holes for the oil were blocked almost completely. When we removed the oil pan it had a quarter inch of sludge built up in it and the oil pump was partially blocked. He now uses high detergent oil and has been doing so since 1990. His engine thanks him every time he starts it up.

To make it simple think of the sludge as cholesterol in your heart or arteries. This is not good and in fact can kill you. Well the same is true for the engine in your car. Too much sludge or cholesterol can kill your engine. High detergent oils are a good thing for our cars, They keep the engine running clean and by doing so keep it running just a little cooler. I have been using 10-30 and 10-40 high detergent oil in my "Little Bird" for the past 10 years. The only difference I notice is that the engine runs and starts better then ever. There is no build up of sludge and I burn no oil. I remove my valve covers every spring to clean them and I have zero build up of any residue. My car has more power and I basically drive trouble and worry free.

The another advantage of high detergent oil besides the fact that it is constantly cleaning the engine is extremely basic. With the non-detergent oil of yesterday, our cars are not being driven daily. Our cars are not being driven long distances. We do not allow our engines to run at operating temperature for long periods of time. These are all basic requirements of non-detergent oil. The fact is that the oil in our engines reaches operating temperature for only a short period of time. This in and of itself encourages sludge build up with non-detergent oil. With the high detergent multi viscosity oils of today, we do less damage at start up, (10 weight vs. 30 weight) as the engine warms the viscosity changes to suit the engines needs. The detergent is working all the time thus increasing the engine life. We need not take the car out for a lengthy spin to get the oil up to operating temperature so it can properly lubricate the engine.

I know some of us are of the die-hard variety and need to be convinced that high detergent oils are good for our cars. For those old folk who resist change, I would suggest removing your valve covers, and perhaps your oil pan. If you find no sludge build up, I bow to your wisdom. However; if you do find sludge build up, treat your car to a classy oil change, go high tech, go high detergent multi-viscosity.

Reprinted from the Tidewater Corvair Club, Inc. newsletter *The Spyder's Breath Gazette*, November 2003

A Mystery, a Cheap Fix, and a Kick in the Head, or, Complacency is B-A-A-A-D!

By Bob Kenan

You all must know by now that I usually wear my heart on my sleeve; I'm almost never afraid to spout my opinion like a runaway water fountain, so it's only fair to report that I can, occasionally, be wrong about some things. (Maybe that should read "most" things.)

For 2 months now, I've been recuperating from a bout with diverticulitis, which, while not as bad as it could have been, pretty well put me down for the count. The pain was moderate, but the weakness and lack of energy were quite amazing to me. I'm still not all the way back maybe I'll never be the same, but I'm starting to believe I'll see a few more birthdays. That's the "kick in the head," here's the rest of the story.

A month ago, on my way to work, the 60 began to stumble. I kept going, since I was almost there, but the stumbling developed into a total power loss, and it stalled at the traffic light just a block away from work. It refused to restart, so I got out, feeling relatively helpless, since I didn't feel strong enough to push it off the road. Thankfully, two good Samaritans came to my rescue, and helped me get it off the road safely, and one of them drove me to work. Once there, I called my old faithful buddy, Bird Automotive, who towed it home for only \$45.00.

The car sat for several days before I felt strong enough to mess with it, and the first thing I noticed was the lack of a particular sound that always greeted me when I turned on the ignition. I had suspected this, but traffic was too noisy to be sure, on the morning it quit. The FUEL PUMP was NOT RUNNING!! Of course, I performed an electrical check to be sure voltage was arriving at the pump, and it was. What could this be, a dead electric fuel pump??? How could such a thing happen? Electric pumps are reliable, as I've always said.

Well, I made a trip to the NAPA store the next morning and got another pump, which only set me back \$37.55, and installed it. Thankfully, the installation method I've employed on these pumps makes them easy to swap. Both the 60, and the 69, have their pumps on the firewall, so the swap involves removing 2 hose clamps, and 2 wire connections, and replacing them on the new pump.

Now the question became, why did it fail?? Even the NAPA people were surprised at the short life of this pump, about 17,000 miles, and a total of 4 years. Since the 69's pump is nearly the same age, I swapped it out, too, but kept the old one, since it still works. It now resides in the 69's trunk, ready to use if needed, and I bought another new spare to carry in the 60. I'd rather replace em on the road than be stuck, yet again Moyock, late at night, with a dead car.

As near as I can figure, unless these critters just have a short life span, is that the fuel filter on the 60 failed, allowing dirt into the pump, which killed it. When I replaced the filter on the 60, it was full of brown crud, and said crud came out of both ends, suggesting to me that it had failed internally, allowing dirt to pass. You'd better believe I've changed the 69's filter, too. It also was dirty, but only on one side. I regret to admit that I had paid no attention to either filter, both were 4 years old!

The moral of this tale is this; keep an eye on stuff like fuel filters, and other easy-to-forget little maintenance chores they're the things that can spoil your ride. AND, of course, carry a spare fuel pump, mechanical or electric, just in case. You never know when your words will come back to haunt you! !