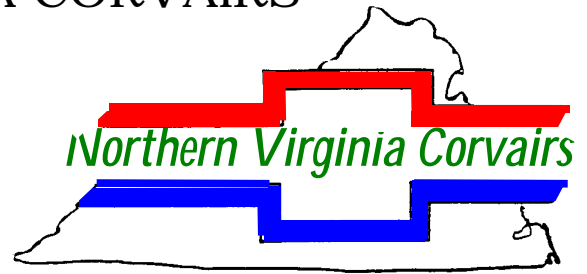


NORTHERN VIRGINIA CORVAIRS



**HOT
AIR
MAIL**



NVCC, CORSA Chapter 220

Volume XXV, Number 8

August 2008

CHAPTER CHATTER

By A. J. Paluska, Jr

First off, a CORSA convention report from roving NVCC automotive editor Curt Shimp. You asked how the CORSA convention went? It was a B-. The biggest negative was that the convention site, the Ventura County Fairgrounds, was about 3 miles from the host hotel. Also the facilities were, what should I say, "dated". Everything but the car events was held inside a large, industrial, block building including the award's banquet. It was hard to hear the tech session speakers from all the other background noise.

There were not many outdoor vendors, which also seems to be a trend at our conventions. The parking facilities were very dusty and sandy and after a few hours your car was covered with a layer. This was hard on the concours and people's choice event participants. Most events got off late, especially registration, and things all weekend long were unorganized. Enough negatives. These are volunteers and they worked very hard.

On the plus side the weather was excellent with sunny temps in the high 60's and just a touch of fog some mornings. The formal tours were very nice, as was the beach party BBQ. The host hotel was nice with under roof parking but no breakfast of any sort included in the price, \$119 before tax. Event prices seem to be creeping up with the banquet in the industrial hall at \$30 but at least you were served. No buffet. Also I got to see a number of cars from that part of the country that normally don't make it to conventions further east. I also

got to visit friends from other clubs to which I have belonged over the years that I have not seen in 20 or so. California gasoline was \$4.69 while it was \$4.06 when I stopped in Phoenix on the way back. By the way, Greg Walthour's 66 mpg in the economy run was not challenged as the best car did about 42, the economy run was mostly uphill. Over all convention participation was down from previous years with about 130 cars and 700 people.

The Speed Channel has a new show that airs on Monday night at 9:00 PM. It is called 101 Cars You Must Drive. On the 7 July 2008 show they featured an early and two late model Corvairs. The early was a red 1962 Spyder coupe. What was unique about it was that the owner had installed a 1960 grill bar on the front. It really looked nice.

Six members were present at the July meeting to install a new blower bearing in you editor's "new" 1964. All of the top end items were easily removed. The first problem encountered was the blower assembly was for an early model and a late model assembly was procured. The necessary pulley and bolts would be procured later. The next hurdle was lack of a correct PCV system. The blower assembly was installed and the rest of the work would be finished when the correct PCV system was provided. All the necessary parts but the "O" rings and gaskets were provided by Bryan Blackwell. An order to Clark's for the needed rubber parts was dispatched. New member Judy Hemphrey joined the club at the meeting.

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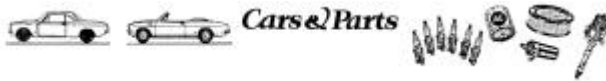
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer,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

Parts: Darrin Hartzler has parts to clear out this summer. 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)

STILL AVAILABLE: 2007 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!

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

NVCC Calendar

1-3 August 2008, Das Awksch Fescht, Macungie, PA, Lehigh Valley Corvair Club. Contact Randy Kohler, (610) 398-3689 or rjkvair@aol.com.

16 August 2008, 9:00 AM: The regular meeting at the home of A. J. Paluska, Jr to complete blower bearing replacement.

13-14 September 2008, Corvair Days, Hershey, PA, Central Pennsylvania Corvair Club. Contact Earl Holmes, (717) 921-8124 or earlzgames@comcast.net.

20 September 2008, 9:00 AM: The regular meeting at the home of Bill King. (TBR)

18 October 2008, 9:00 AM: The regular meeting at the home of Ron Tumolo.

15 November 2008, 9:00 AM: The regular meeting at the home of Steve MacLeod.

13 December 2008, 9:00 AM: We need a host for this meeting which includes annual elections and Christmas party.

Next Regular Meeting:

Saturday, 16 August 2008, 9:00 AM

A. J. Paluska, Jr
6839 Brimstone Lane, Fairfax Station, VA
(703) 250-4455

Directions: Map/directions on the mailing cover.

Treasurer's Report:

Balance (6/30/08)	\$2,963.35
Interest	\$1.20
Dues	\$5.00
CORSA Chapter Report	(\$20.00)
Closing Balance (7/22/08)	\$2,949.55

Reprinted from the March 2008 *Hot Air*, the newsletter of South Coast Corsa, Los Angeles, CA.

Commentary By Bob Nichols

Brake shoe (or pad) edge code myths - Some folks use the code imprinted on the edge of a brake shoe or pad to predict how well they will perform, especially with regard to heavy use in competition (brake fade). This identification code (IAP) was established by SAE J866a so brake shoe manufacturers could indicate the friction formula, friction coefficient, and a manufacturing date. The friction coefficient is 2 alpha characters in the code. This code is a reference for how well a brake shoe material develops friction (C = low friction coefficient to H = high friction coefficient); **IT DOES NOT PREDICT HOW A BRAKE SHOE WILL WEAR AND PERFORM IN WET OR DRY CONDITIONS.** In fact only the material is tested, not the entire brake shoe. The first letter of the code represents the "Normal temperature" coefficient (temperatures = 200-400 F), the second letter represents the "High temperature" coefficient (temperatures = 300-650 F). Generally the average automobile will have an EE or FF rating (in the middle). There are many ways to gauge performance, quality, and durability of brake shoes and pads but edge codes are not one of them. The edge code does not indicate the wear resistance, toughness, dust resilience, or noise resistance. Additionally, the friction coefficient range of each letter range is considered too wide to be reliable. SAE J-1652 is a new guideline that will test the ENTIRE brake shoe or pad. It is being evaluated and when approved will replace J866a.

Unsung at Any Speed – The Corvair 95, by Albert Mroz

Condensed from an article in *This Old Truck* September/October 1999

Contributed by David Bristol

See full article on our webpage www.corvair/chapters/southcoast/

The recession of 1957/58 prompted motor vehicle manufacturers to introduce compact, efficient, affordable vehicles in 1959 for model year 1960. The public turned out with wallets in hand as 685,000 Corvairs were sold that first model year. Almost immediately, Chevy introduced a pickup and van platform based on the Corvair for 1961. The Corvair 95, as it was called, was named for its wheelbase. It used the air-cooled, "pancake" six-cylinder engine from the Corvair passenger car with minor modifications.

For 1961 10,787 Corvair Rampside (Model R1254) pickups left the factory. That would be the largest production for Corvair in the four years the pickup version was produced. For all practical purposes, the Corvair Rampside was quite attractive as a light truck when compared to the only other forward control light commercial vehicles at that time, which was the Ford Econoline series.

The Corvair's payload was rated at 1900 pounds, which was 250 pounds more than the Ford. The cargo box was twenty inches longer due to the efficient forward control design. The interior was much roomier because the motor and transmission were between the rear wheels, not inside the cab like the Ford. The Corvair 95's height was 68.5 inches - a full ten inches lower than the Econoline. Styling was elegant when compared to the Econoline. The body construction was semi-unitized, meaning that it was both bolted and welded. The body was rigid enough for the large openings of the Rampside, or the doors of the van, which could be ordered on one, either, or both sides.

All Corvair 95 models (Rampside, Loadside, Corvan, and Greenbriar) came with two-tone paint with a white accent stripe as the standard paint scheme. The white body had a red accent stripe. Fleet purchasers could specify any color whatsoever. Pacific Bell bought large numbers of Corvans. The vehicles were efficient, affordable, and durable if adequate maintenance was provided.

Unfortunately, the Corvair 95 faced stiff competition from Ford. The Rampside model was priced at \$2133 in 1963; about \$200 more than the Ford Econoline pickup. The Corvair engine, which had the same displacement as the in-line six of the Fords, had 80 hp, five less than the Econoline. Another problem was the shift linkage, which ran nearly the full length of its wheelbase and had to negotiate its way under the fuel tank. A later design involved using tubes that went directly through the fuel tank. The Rampside idea was well received, but the Loadside pickups (Model R1205) were not popular at all because the lower payload area behind the cab was not very accessible. Originally, they were to have a level floor with a lockable storage compartment in front of the engine (behind the cab) but the Loadside was never produced with this arrangement except for car shows. After 2475 Loadside Corvairs rolled off the assembly line in 1961, only 369 saw the light of day for 1962, making this the rarest of all Corvair light commercial vehicles. Production of the Rampside plummeted to 4102 in 1962, 3046 for 1963 and a meager 851 for the final year of manufacture in 1964. Only the Greenbriar van survived in 1965. Total 95 production was 127,221 - only seven percent of all Corvairs. The Corvair Rampside was a very promising design, but the typical prospective American ready to buy a truck at that time was not willing to go out on a limb when the tried and true was available at about the same price in the same showroom or just across the street. (Production numbers based on *The Corvair Decade* by Anthony Fiore).

Reprinted from the May 2008 *The Spyder's Breath Gazette*, the newsletter of the Tidewater Corvair Club.

Free Knowledge, Bring Your Own Container

by George Jones

This month, I thought I would delve a little deeper in outfitting your garage. I've found that one of the real mysteries a lot of people face when outfitting their garage/shop is selecting the right air compressor. This link will make you an instant expert, and will likely save you from making a costly mistake:

<http://www.toolbarn.com/cgi-bin/buyerguides.cgi?guide=1>.

Once you buy your new compressor, it's time to set it up and start using it. If you're going to use it only occasionally, for inflating bicycle tires and the kids' soccer ball, then you won't need to read any further. If by chance, you plan setting up shop and using it to help make maintaining your Corvair a little easier, then you may want to spend a few minutes at this site:

<http://www.tptools.com/StaticText/airline-piping-diagram.pdf>

And if you're not interested in the shop talk, this site may interest you. It is a comparison of the different types of sound deadeners available for automotive interiors. Dean Zawacki provided this very useful link:

<http://www.sounddeadenershowdown.com/which/>

That's enough for this month. We'll have to see what next month brings.