

NORTHERN VIRGINIA CORVAIRS



**HOT
AIR
MAIL**



NVCC, CORSA Chapter 220

Volume XXVIII, Number 12

December 2011

CHAPTER CHATTER

By A. J. Paluska, Jr

What if you were trying to get to the monthly NVCC meeting and your car wouldn't cooperate? Well, you guessed it. Since you didn't see my smiling face at Steve MacLeod's on the 19th, the cause was a sudden stoppage and deceleration of my Corvair. Since most members were at the meeting, I took a chance and called Bryan. He was home and came to help me out. Well, we determined that the car was getting spark and the problem must be fuel delivery.

The next step was to call a tow and get the car back to its resting place. Once there my brother and I tried to get it started by pouring gas into the carburetors. It started, but stopped once the gas in the carburetors was used up. At least that narrows the problem down.

Members should be thinking about the officers they would want to lead the club in the next year. Elections will be held at the Christmas party on 3 December 2011. Note the location on page 2. This meeting will be early in December so plan accordingly.

For the party, members should bring a side dish and/or a dessert. We have traditionally had a voluntary gift exchange at the December meeting. If

you desire to participate, bring a wrapped package containing a Corvair or automotive related item. Expense limit is up to you (Usually not more than \$10.00).

One of the key positions up for election and/ or appointment is that of Secretary/Editor. We need a stalwart member to step up to undertake this prestigious and high paying position. One of the benefits is that you don't have to read the newsletter, as you already know what is in it! You also get newsletters from the other clubs and can write anything you desire as long as it is automobile related. Since you would be the editor, you get to decide. What a deal!

Let's not be bashful. Stand for election or volunteer. You will not regret it!

As the Christmas party will be early this month we need members to come forward to flesh out the 2012 meeting schedule. All dates except February are currently open. Think about it so we can fill the calendar at the December meeting.

I wonder if anyone currently has an inoperative Corvair?

2010 NVCC Officers

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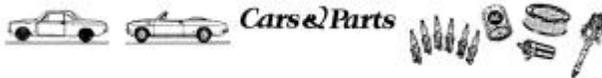
Treasurer:

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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*****

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)

65 Sedan: 110HP, Powerglide, new carpet. Contact former NVCC member Aaron Payne at aaronpayne@me.com. (6/11)

65 Monza Sedan, 110 HP, PG, 71K original miles. Needs work. \$1500 or best offer. Kristian Hoffland. (202) 714-1292 or kristianhoffland@gmail.com. (7/11)

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 882

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

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 or (703) 4431801.

NVCC Calendar

3 December 2011, 12:00 PM: Meeting at the community center in Sully Station. 5101 Sequoia Farms Drive, Centreville. Take Westfields Boulevard West off of Rte. 28. Make a left onto Sequoia Farms Drive. (Light at the end of the shopping plaza.) The community center is immediately on your right.

31 December 2011, 1:00 PM: Tucker Museum. Details and directions via email. Bryan Blackwell (703) 569-6908.

21 January 2012, 9:00AM: We need a host for this meeting.

18 February 2012, 9:00AM: The regular NVCC meeting hosted by Trey Nelson.

9-11 March 2012, Spring Warm-Up, Central Carolina CORSA. Contact Carol Harris (803) 795-9434, frogetta1150@gmail.com or Georgia Allsbrook, (803) 847-1608 or centralcarolinacorsa@hotmail.com.

17 March 2012, 9:00AM: We need a host for this meeting.

21 April 2012, 9:00AM: We need a host for this meeting.

Next Regular Meeting:

Saturday, 3 December 2011, 12:00 PM

Sully Station Community Center
5101 Sequoia Farms Drive, Centreville 20120

Directions: Map/directions on the mailing cover.

Treasurer's Report:

Balance (10/31/11)	\$2,836.33
Closing Balance (11/30/11)	\$2,836.33

Reprinted from the March, 2011 *Vaircor*, the newsletter of the Heart of America Corvair Owners Association

The Preventive Maintenance Series

By Mike Dawson

1966-1969 4 Speed Transmission Tips

Along with normal hand tools, you will need snap ring pliers (snap rings are different sizes but one pliers will fit them all), and a press with large clamshell and suitable pipes, sockets, etc. to remove and install the synchronizer hubs and the rear bearing.

Be aware of the following:

The main shaft clutch gear bearing is available locally, such as NAPA, but the snap ring that fits on the bearing is larger than the original; it will interfere with the retainer (cover). Transfer the old snap ring to the new bearing.

The rear main shaft bearing is harder to find, so plan ahead. Parts stores will order what is supposed to be an exact replacement but it will be missing the shield. How important the shield is may be up for discussion, but I would try to get the correct part if at all possible. CCP carries it.

To fabricate a dummy shaft for the counter gear, I cut a section from a spare Powerglide turbine shaft, which is the perfect size. Chamfer the cut ends slightly. Or you could stop by Metal By The Foot and pick up a 15/16 solid metal dowel or even use a wooden dowel since once you start the counter shaft moving, a wooden dowel would complete the job without significant effort. The length needed is 8 3/8".

Be sure and start to remove the counter shaft by driving it towards the differential end. The hole at the opposite end is deformed to prevent movement out of the case, making damage to the shaft possible if you drive it out the wrong way.

As you check all parts for wear and damage, pay particular attention to the spur gear teeth on the sliding gears, the small teeth on the synchronizer sleeves, the internal splines and key holes on the blocker rings and the spring washer adjacent to first gear. These seem to be more frequent problem areas.

This is my method of assembling the side cover back on the case: Shift both synchronizers to neutral, set the shifter shaft to neutral, and attach the gasket to the cover with your favorite stuff. Use some Vaseline in the shift fork holes to help reduce fork rotation. Next, set the case opening facing you and slightly elevated. Set the cover bottom in towards the case leaving a wider opening at the top where you can use a long thin screwdriver to align the forks on to the synchronizer sleeves and then close the cover over the alignment pin. Screw in two bolts and check your shifter operation.

Dashboard Warning Lights Revisited

The Temp Press light is connected on one side to positive battery and on the other side to two switches, which go to ground, but for different reasons.

1. The oil pressure sending unit (left of the fuel pump except '60 and some '61's) will ground the light anytime the engine is not running or if you have low oil pressure. When the engine starts, the switch goes open due to oil pressure and the light goes out. These switches can fail and stick in the open position, and they can leak oil.
2. The temperature switch (underside of the right head at the rear) is a snap switch; it is always open except for an overheat situation when it goes to ground and turns the light on. The temperature switch does not affect the light except for overheat.

The Gen Fan light is connected on one side to positive battery and the other side to the voltage regulator which is grounded until charging begins. When the engine starts and charging begins, both sides of the light have positive battery and the light is out. If you throw a belt, the charging stops and again the light is grounded on one side and comes on.

Check your system operation every time you run the engine – simply turn the key to on without starting. Both lights should be on and then go out when the engine starts.

Corvair engines do not overheat waiting in a parade. If your Temp Press light flickers, it is due to low oil pressure, not temperature. The faster you drive a Corvair, the hotter the engine – coming back to idle cools it down; just the opposite of water coolers.

There are a lot of oil pressure sending units that will fit a Corvair, and they will vary within the same part number as to what pressure turns the light out. Use an ohmmeter, pressure gauge and metered air supply to test switches. Most operate between 6-10 pounds.

PRSTIGIOUS POSITIONS AVAILABLE IN JANUARY BENEFITS COMMENSURATE WITH EXPERIENCE

Four positions available in dynamic enterprise: President, Vice-President, Secretary/Editor, and Treasurer. Only cheerful, friendly, car-crazy persons need to apply. Must have working knowledge of Corvair automobiles, vans and trucks. Helpful if applicants also understand Corvair race cars. Must like people. E-mail helpful but not necessary. Stellar office hours: about four per month. Additional time required as circumstances dictate. May be called upon to evaluate party sites and communicate with others with like interests and goals. Current office holders cite perks such as contact with a wide range of similar-minded people throughout America, being greatly appreciated and supported by the group you lead, and enjoying delicious food at each office session. Also included is interesting conversation in many settings. Salary includes hundreds of happy hours with others that love Corvairs. Amount determined by applicant. Interested parties may contact a current office-holder, listed at the front of this newsletter, because there is no committee set up for interviews at this time.