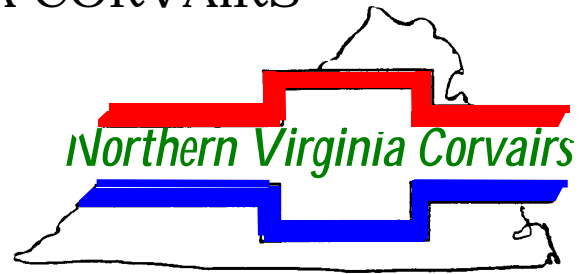


# NORTHERN VIRGINIA CORVAIRS



**HOT  
AIR  
MAIL**



NVCC, CORSA Chapter 220

Volume XXVII, Number 2

February 2010

## CHAPTER CHATTER

By A. J. Paluska, Jr

BRRRR...! That sums up the working conditions at the January meeting hosted by Ron Tumolo. Actually, Ron was doing some work in his well-heated and large garage on his 1963 white convertible, but the main work was performed on his 1964 coupe, which was outside. It seems that it hasn't been running too well and was hard to start. The first operation was to check the timing, vacuum and advance. All were tweaked to specifications. She started to run better, but our experts couldn't leave it at that, so the carburetors were pulled and were inspected and adjusted where necessary and reinstalled. Now the engine was running much better, but some more tweaking may be done in the future.

Now is the time for the membership to address any events they would like to recommend for club participation. It is your club so don't be bashful in making your thoughts and desires known to the officers. I'm sure that we'll be able to add a few more firm dates as the weather gets warmer. August through December meeting dates are available.

Don't forget that your 2010 dues are due. Please forward payment to Treasurer Darrin Hartzler as soon as possible. As the treasury is still flush, your annual dues will again only be \$10.00 for the year. If you receive the

HAM by mail, your expiration date is in the upper right hand corner of the address label. If you receive your HAM via email, please see the list attached to the email.

Vair Fair planning was also continued. Ron provided an illustration of the Vair Fair logo. With the exception of adding the date the logo was accepted for use. It features a 1960 sedan with appropriate 50th Anniversary wording. A copy will be posted to the club website as soon as a jpeg version is available.

After the meeting, several members were to visit the host hotel to finalize arrangements and view the facilities to map out respective venue areas. Your editor was not able to attend this session.

Two unique activities on tap for the Vair Fair are Corvair powered aircraft and the NECC Track Event/Time Trial. Both are being held in conjunction with the fair. The aircraft display is part of Vair Fair activities, but the NECC event is being held with, but is not a part of the fair. The host hotel will be the same though. These two activities should add a little different slant to the traditional Virginia Vair Fair. You won't want to miss them!

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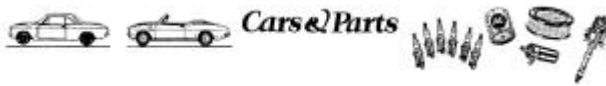
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer,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



## NVCC Calendar

### \*\*\*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 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)
- SOON TO BE GONE:** NVCC Club T-shirts. Priced for quick sale. Another can't miss opportunity to own rare Corvair Memorabilia! **HURRY** as they go fast! **NO Mediums Left!**

### 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

**20 February 2010:** The regular NVCC meeting hosted by Doug Jones.

**20 March 2010, 9:00 AM:** The regular NVCC meeting at the home of Darrin Hartzler.

**17 April 2010, 9:00 AM:** The regular NVCC meeting at the home of Greg Walthour.

**30 April-2 May 2010: 31st Annual Virginia Vair Fair, Leesburg, VA Northern Virginia Corvair Club.** Best Western Leesburg-Dulles, 726 E Market Street, Leesburg, VA 20176. Telephone (703) 777-9400. Reservations: (800) 780-7234

**15 May 2010, 9:00 AM:** The regular NVCC meeting at the home of A. J. Paluska, Jr.

**19 June 2010, 9:00 AM:** The regular meeting at the home of Bryan Blackwell.

**21-25 June 2010, CORSA International Convention, Cedar Rapids, IA Iowa Corvair Enthusiasts**

**17 July 2010, 9:00 AM:** The regular NVCC meeting at the home of Bill Leeman.

### Next Regular Meeting:

**Saturday, 20 February 2010, 9:00 AM**

Doug Jones  
5901 Montell Drive Alexandria, VA 22310  
(703) 971-6638

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

### Treasurer's Report:

Balance (12/15/09)	\$3316.86
Interest	\$2.26
Dues	\$120.00
Closing Balance (1/27/10)	\$3439.12

Reprinted from the June, 2009 *Vaircor*, the newsletter of the Heart of America Corvair Association

## THE PREVENTIVE MAINTENANCE SERIES

By Mike Dawson

Valve Lifters: Wonderful little inventions that usually work so well they are never touched for the life of the engine, assuming you change the oil regularly. If you don't or someone else didn't, you will probably become familiar with them.

Corvair lifters are hydraulic, meaning they fill with oil under pressure and keep the valves adjusted "automatically". They will make a noise for two reasons (assuming your cam is good): lifter tapping will occur if the lifter is low on oil or if it is so far out of adjustment that the range for automatic adjustment is exceeded. If you listen carefully you can hear a small extra "clink" along with the tap when the lifter is actually out of adjustment. **Remember that a lifter that is noisy cold but becomes quiet when hot is not out of adjustment. A lifter that is quiet cold and noisy hot may be out of adjustment (unless you have very poor oil pressure).**

The cold startup noise that disappears hot is a lifter that has lost its oil because the valve spring pressure exerted on it overnight has pushed the oil out through a leaking check valve system. Lifters can lose their ability to retain oil usually for two reasons: the lifter is worn internally making it impossible for the check valve system to hold the oil, or there may be dirt in the check valve system causing it not to seal. Two oil changes close together combined with some highway driving might cure the latter. It is possible to replace one lifter that has a rapid leak down if you can isolate the problem. More than likely you will have other lifters do the same thing.

A lifter that is adjusted too tight will cause the engine to miss when cold but smooth out when warm. This will eventually cause loss of compression due to material build up on the valve seat or a burned area. Check compression cold if you suspect this.

Lifters are easier to remove if the engine is warm; work fast and have a strong round magnet to fit the bore. If there is varnish on the exposed portion of the lifter in the crankcase you need to be patient and wiggle a lot – in worse cases, you may have to apply carburetor cleaner to the end of the lifter exposed on the inside of the case where the varnish has built up. Be sure you use the correct lifter for replacement and coat the bottom with a break in lube or STP.

Check the bore for noticeable wear and be sure the lifter slides in the bore freely.

Once you finish your work in the valve train area, use the second style valve cover with the wider area at the bolt holes to accept the spring reinforcements, install all four reinforcements and  $\frac{3}{4}$  inch grade 8 bolts. You can use 1 inch bolts but chase the threads first. A rubber valve cover gasket with no sealer works best if you tighten the bolts just until the spring reinforcement bends in and touches the cover.

One final note: Valve lifters that are full of varnish or have been sitting for a very long time in dirty oil will not only be very difficult to adjust but they may not let oil flow into the pushrods and out onto the rocker arms and valve stems. The wrong lifter can also cause this.

A dry valve cover area, worn out valve guides and worn rocker arm balls would certainly indicate the need for a check of pushrod holes, oil pressure and probably new lifters.

## The Humor Corner

By Justfor A. Laugh

### We are in Trouble

We are in trouble... The population of this country is 300 million.

160 million are retired.

That leaves 140 million to do the work.

There are 85 million in school.

Which leaves 55 million to do the work.

Of this there are 35 million employed by the federal government.

Leaving 20 million to do the work.

2.8 million are in the armed forces preoccupied with killing Osama Bin-Laden.

Which leaves 17.2 million to do the work.

Take from that total the 15.8 million people who work for state and city governments. And that leaves 1.4 million to do the work.

At any given time there are 188,000 people in hospitals.

Leaving 1,212,000 to do the work.

Now, there are 1,211,998 people in prisons.

That leaves just two people to do the work.

You and me.

And there you are, sitting on your butt, at your computer, reading jokes.

Nice, real nice!