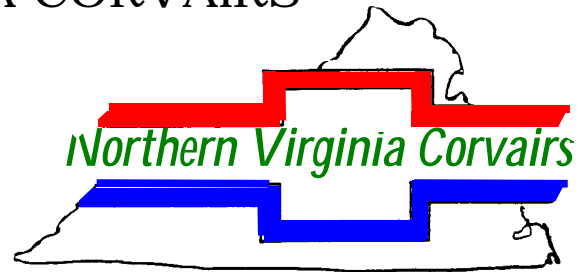


NORTHERN VIRGINIA CORVAIRS



**HOT
AIR
MAIL**



NVCC, CORSA Chapter 220

Volume XXVIII, Number 2

February 2011

CHAPTER CHATTER

By A. J. Paluska, Jr

It looks like it will be a good year for the NVCC as 12 members and 4 guests were present at the January meeting to solve the oil leak in host Trey Nelson's 1962 Mona convertible. That is the most for a non-party meeting in a long time. Maybe the forecast of an above average January temperature had something to do with it, or maybe members like working in oil!

There were several theories as to why the oil was leaking and pooling on the engine bay. The most likely culprit after the oil filter was the gasket for the oil adapter cover. The removal of the carburetors and the fuel lines as an assembly was the first action accomplished. Next was the removal of the adapter assembly. The gasket material was scraped off and it was noticed that there was a gash on the assembly. That could be the problem. Corrective actions were to be taken to smooth the gash out, but that was accomplished after your humble scribe had to leave the meeting.

One of the items discussed was to add several non-technical session or social events to the NVCC calendar. Examples would be cruise ins, tours, and other interesting activities. A majority was in favor, so beginning in March these events would be added to the calendar.

The addition of other varied activities will hopefully allow more members to attend especially those that can't attend the weekend activities because of other obligations. Members are requested to nominate any Corvair/automotive related activities for inclusion in the activity calendar.

Don't forget that since this is a new year, your 2011 dues are due. Please forward payment to Treasurer Darrin Hartzler as soon as possible. Sixteen members, whose membership expired, have already forwarded their 2011 dues. Don't forget, as the treasury is still flush, your annual dues are 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. Expired memberships are highlighted in yellow. If you receive your HAM via email, please see the list attached to the email.

Since college football is over and the NFL playoffs are occurring, can the warm Spring weather be far behind? Get your Corvairs into operating condition for the anticipated warm weather to come. What good is having a Corvair if you don't drive it!

2010 NVCC Officers

President:

Bryan Blackwell
6329 Hillside Road
Springfield, VA 22152
(703) 569-6908
bryan@skiblack.com

Vice President:

Ron Tumolo
905 North Amelia Street
Sterling, VA 20164
(703) 430-6582
rvtum@verizon.net

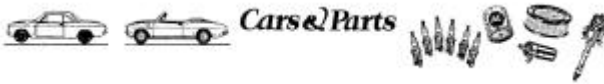
Treasurer:

Darrin Hartzler
8214 Beech Tree Drive
Bethesda, MD 20817
(301) 365-7332
dhartzler@ifc.org

Secretary/Editor:

A. J. Paluska, Jr
6839 Brimstone Lane
Fairfax Station, VA 22039
(703) 250-4455
ajjr13@earthlink.net

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 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 CORSA Coupe:** 140 HP, price is flexible to the right buyer. Great running, solid, no rust highly optioned original car with all numbers matching. Russ Moorhouse @ corvair65@verizon.net. (9/10)
- 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
- 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.

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

NVCC Calendar

- 19 February 2011:** The regular NVCC meeting at the home of Ron Tumolo.
- 19 March 2011, 9:00 AM:** The regular NVCC meeting hosted by Doug Jones.
- 16 April 2011, 9:00 AM:** The regular NVCC meeting at the home of Darrin Hartzler.
- 21 May 2011, 9:00 AM:** The regular NVCC meeting at the home of A. J. Paluska, Jr.
- 18 June 2011, 9:00 AM:** We need a host for this meeting.
- 26-30 July 2011, CORSA International Convention, Denver, Colorado, Rocky Mountain CORSA.** Host hotel is Doubletree Denver Tech Center, 7801 E. Orchard Rd, Greenwood Village, CO (303) 779-6161 or www.denvertch.doubletree.com. For special \$99 rate give group name "CORSA" and group code "CSA".

Next Regular Meeting:

Saturday, 19 February 2011, 9:00 AM
Ron Tumolo
905 North Amelia Street, Sterling VA 20164
(703) 430-6582

Directions: Map/directions on the mailing cover.

Treasurer's Report:

Balance (12/31/10)	\$2, 645.19
Interest (Oct-Jan)	\$6.23
Dues	\$195.00
Clark's Catalog Sale	\$4.00
Closing Balance (1/3/11)	\$2,850.42

Reprinted from the January, 2011 *Vegas Vairs Vision*, the newsletter of Vegas Vairs

Engine Codes by Bob Helt

As everybody knows, the Corvair engines all have an identification code stamped on the crankcase just ahead of the fuel pump. This code as it appears on original factory engines follows a general format as follows: TI228RB, where the T tells us that the engine was built at Tonawanda, NY. I2 is the Month of assembly (December.....they used an I to stand for a 1) and 28 is the day of that month. RB is a special code-called the suffix code-that identifies the engine's features. These alphabetical suffixes (e.g., RB) are decoded in several places including *THE CORVAIR DECADE* and *THE CLASSIC CORVAIR* books so they won't be decoded here. But what we do want to talk about is the purpose of this code. The code does not state the specific year of assembly. In our example, it is not stated whether this is a 1965 or 1966 engine. Why is that?

In addition, an investigation of these codes will show that sometimes the same suffix (Z, for example) was used for two different engines during two different years (80HP and 95HP). Why did they do that too? Seems strange, doesn't it?

Well the reason the factory used this code, unfortunately, was NOT to tell the public (us) about the engine. The code was used at the engine assembly plant as a build code to tell the assembly workers which parts were to be included in the engines as they were being built.

Each summer, during the month of August, the assembly line was shut down and the workers took their vacations while the production and process engineers revamped the assembly line to produce the next year's products. This was true for both the engine assembly lines and the body assembly lines. So when the lines started back up, they were equipped with all the tooling, parts and procedures necessary to produce the new models. Thus, the lines were set up to produce only the products for the new model year. This explains why the year of assembly is not stated in the engine code. The production line could only produce that new year's products. Parts for last year's production were all removed from the line.

All the Corvair engines were built on the same assembly line in Tonawanda, NY. So, for example the suffix Z told the line to produce the base engine intended for a Powerglide for that year which would be an 80 HP engine in 1960-63 and a 95 HP engine in 1964. The base engine is the standard engine supplied for a given year. The line only had parts to build the correct base engine during any specific year. Thus no identification of the year was needed in the code.

Some specifics might help show how this works. In our example, RB told the assembly people that this engine received a special Tuftrided crankshaft, along with the 891 camshaft. In addition, the 140 HP heads were to be installed, along with other intake and exhaust parts. Also it told the production people that a specific distributor was to be installed. The assembly people then chose the correct parts to assemble to the engine based on the suffix code. Of course they were previously trained on which parts went with each suffix code.

And finally, the date portion of the code was used as a locator to tie that engine to its body also being build [sic] but in a different factory-the Fisher Body section. Naturally, the factory had to get the correct engines installed into the correct bodies so that there would be a correct match of engines and bodies. To accomplish this the engines were built some three weeks ahead of the mating of the engine to the correct body. This was accomplished via a "Broadcast Sheet" sent to all stations.

Reprinted from the January 2011 *The Oil Spot*, the newsletter of the Vulcan Corvair Enthusiasts

Tech Article by Richard Stolzmann

Better Head Ventilation

What is this picture?



This picture shows some of the aluminum that came out of my 140 heads, when I enlarged the holes between the fins. When I started out I was using a 5/64 (this is a little larger than 1/16) drill bit and opening up the air passage between the fins. Well, I wore out the drill bit and had to find another long bit. To make a story short all I could find anywhere in a long bit was 1/8. I bought 2 thinking that I would have to order the right size. Well I tried the 1/8 bit and it seemed to work ok. It fit between the fins ok near the outer edge, so I drilled a hole all the way through. It seemed to work ok so I reamed and drilled the first opening to 1/8 inch from 5/64. It originally was 5/64 by 1/4 inch slot. Looking at it from both sides, I saw where the mold mismatch was and enlarge the first opening to 1/8 by 1/2 inch. This should give a area over (three) times the air volume. (If you double the size of a pipe 1/2 to 1 inch the area is four times the original) I did this to all the openings and really cut out a lot of aluminum. From the picture you can see a broken drill bit and part of the exhaust packing. I found out that the first thing to do is drill a 1/8 hole all the way through and make sure the drill bit is loose in it. Why would you do that do you ask? That is so when you break off the drill bit you can move it to the larger opening and push it out. The drill bits I got were really hard and pushing them while drilling and reaming between the fins, sooner or later you will break one. I'm happy with the increased size of the openings. 140 heads already have a smaller area available for cooling and this should help a lot.