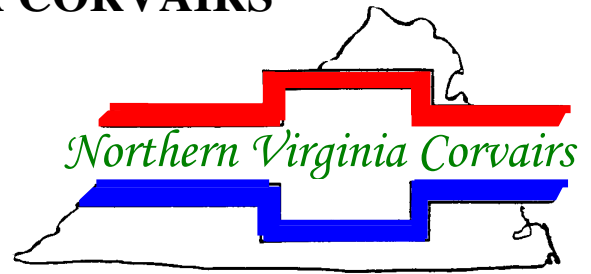


NORTHERN VIRGINIA CORVAIRS



**HOT
AIR
MAIL**



NVCC, CORSA Chapter 220

Volume XXIV, Number 2

February 2012

CHAPTER CHATTER

By Doug Jones

It's Newsletter Time again!! The New Year's Eve Day outing was a planned visit to the Tucker Museum in Old Town Alexandria. It was a big success with members from NVCC, Central, and Group Corvair attending. All in all there were thirty or more participants who came to see the extensive Tucker memorabilia and cars. The museum houses three of the forty seven remaining cars from a production run of fifty. It was interesting to see the similarities between the Tuckers and the Corvairs. Dave Cammack is the owner and host of the museum. He is very knowledgeable and will tell you everything you want to know about the Tucker automobile and the man himself. If you did not have the opportunity to attend, I highly recommend a visit.

Our January meeting was held at A.J. Paluska's brother's house to fix a fuel starvation problem. Due to the inclement weather, only your newsletter editor, Paul and A.J. were in attendance. The car was in A.J.'s brother's garage. We jacked the car up, removed the left rear wheel, located the in-line fuel filter, disconnected the filter, and checked to see if gas was coming into the fuel filter. No fuel was in the line. Then we traced the rubber line into the tunnel under the car to the hard line. We tried the same experiment and got fuel. We concluded

that the pump was working and we were able to reconnect everything with new rubber lines and a new fuel filter. We replaced all necessary hardware. We primed the carburetors and the car seemed to run fine.

A.J. was also having some noise from the front brake area. We removed the front brake drum and found that the brake pads had unbounded from the shoes. Oh the joys of owning a car!! This problem will be fixed at another time.

Your humble editor has embarked on his own project with an engine rebuild mid-month. Ron, Brian and I removed the power pack from my sixty three early convertible. The following week, Jack came to tear the engine down and get measurements for the rebuild. Paul and I served as his able assistants. The story will continue.

Looking forward to seeing everyone at Trey Nelson's house. I am hopeful that the weather will hold out. Trey has plenty of space in his garage to host a nice meeting. Thanks to Trey.

I am still looking forward to talking with other members to get their Corvair story to highlight in upcoming issues of the Hot Air Mail. So, plan on attending the February meeting to help out with Trey's project and share some of your own Corvair stories. See you there!!

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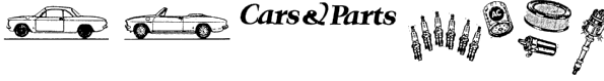
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer,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

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

66 Convertible: 110 HP PG, Restored in 2007, Regal Red. \$18,000 invested. \$15,000 or Best Offer Call Jay at (910) 270-0785. (1/12)

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

Early Model Bumper Guards: Good Condition: front and rear; best offer: Call Doug Jones 703-309-8705

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

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: The regular NVCC meeting hosted by Ron Tumolo.

21 April 2012, 9:00AM: The regular NVCC meeting hosted by Bryan Blackwell.

19 May 2012, 9:00AM: The regular NVCC meeting hosted by Dan Weiss.

18-20 May 2012, Virginia Vair Fair, CVCC: Lexington, VA. Wade Lanning at wblanning@comcast.net or (804) 861-5748

2 June 2012, Orphan Car Tour
WebEditor@orphancartour.org or
TourDirector@orphancartour.org
Contact John Battle 540-364-1770

25-28 July 2012, CORSA Convention, Northeast Corvair Council: Sturbridge, MA.

Next Regular Meeting:

Saturday, 18 February 2012, 9:00 AM

Trey Nelson
7004 Bears Den Court,
Manassas, VA20111-4377
(703) 368-2307

Directions: Map/directions on the mailing cover.

Treasurer's Report:

Balance (12/31/11)	\$2,836.33
Closing Balance (1/31/12)	\$2,836.33

Reprinted from the Feb 2012 Vegas Vairs Vision

CONSIDERATIONS PRIOR TO INSTALLING A PERTRONIX 1 IGNITOR

By Bob Helt

Nov 2011

The stock Corvair ignition points system has the serious problem of rapid wear that makes it require frequent maintenance. The cam follower wears and this alters the dwell and timing, which hurts performance and gas mileage. In addition the contacts tend to burn and oxidize, and that reduces spark intensity and thus performance. So there is an ongoing cost and nuisance of performing this replacement and adjustment of the points periodically. But by eliminating the points you will gain many benefits and enhanced reliability.

The Pertronix Ignitor 1 is an inexpensive and desirable points replacement that will provide consistent performance with high reliability for the life of the car. But anyone performing this replacement might also want to include Pertronix's Flame Thrower coil too, for a matched system. This could be a problem.

THE COIL DECISION

Tests have shown that the Pertronix 40,000 volt coil recommended for use with the Ignitor 1 is really no better than the stock Late Model Corvair coil producing a real maximum of about 25,000 volts (not 40,000 volts). So it's your choice whether you want to keep your stock coil for use with the Ignitor 1, or whether you want to use their Flame Thrower 1 coil.

If you choose to use the "40,000 volt" Flame Thrower 1 coil, then you should be aware that there is a potential problem here. Pertronix recommends that a #40501 (chrome coating), 40511 (black), or 40611 (epoxy filled) is correct for 4 and 6 cylinder applications. These coils all have a primary winding resistance of 3 ohms. But despite Pertronix's recommendations, *none of these coils is correct for any Corvair application retaining the stock ballast resistor wire.*

What you want is one of the following coils: 40001 (chrome coating), 40011 (black), or 40111 (epoxy filled). These all have a primary winding resistances of 1.5 ohms (1.35-1.5 ohms) and are recommended by Pertronix for just 8 cylinder applications. But this is misleading. Any of these will actually be correct for any Corvair application, since all Corvairs are designed to use a coil with this primary winding resistance. (actual stock Corvair coils are spec'd at 1.35 ohms.)

If you purchase your Flame Thrower coil from a Corvair vendor, you can expect to get the correct 1.5 ohm coil. It is just the non-Corvair vendors and Pertronix itself that may sell you the incorrect coil.

So it is suggested that the first thing you do is use a quality ohmmeter (a function of most voltmeters) to actually measure the coil's primary resistance no matter which, or what, coil you are planning on using—even the stock one. If it measures 1.35-1.5 ohms, then you should leave the stock ballast resistance wire in the circuit and connect your coil the same way the stock one was wired.

But if you somehow have a coil with a primary resistance greater than 2.6 ohms (nominally 3 ohms), then you should either replace it with the correct type, or bypass the resistance wire eliminating the ballast resistance from the circuit to allow the full battery voltage to get to the + terminal of the coil.

CHECKING FOR THE BALLAST RESISTANCE

This won't work with the engine running. Turn the engine off, but turn the ignition switch on. Remove the black wire from the negative coil terminal. Measure the voltage at the + terminal of the coil. It should be battery voltage of 12 volts. Now temporarily jumper a wire from the coil's negative terminal to chassis ground. Again measure the voltage at the + terminal of the coil. It should measure about 5-6 volts if the ballast resistor is in the circuit and it is a 1.5 ohm coil. If you measure battery voltage, there is no ballast resistor in the circuit. If you measure 8 volts you may have a 3 ohm coil.

CONNECTING THE COIL

The 1.5 ohm coil should be connected with the ballast resistance in the circuit, exactly as the stock coil was. No changes.

If you are using the 3 ohm coil, then you will want to bypass the ballast resistance wire. This is done by running a jumper wire from the ignition-switched 12 volt source terminal in the large connector (located up near the firewall in the engine compartment) to the + terminal of the coil. This is best done by referring to the wiring diagram in the appropriate year's Shop Manual. The resistance wire is the 20/W/R/B wire at this connector for the 1965-69 Corvairs. In the Early Model Corvair's Shop Manuals, this resistance wire is already identified in the same location.

CONNECTING THE IGNITOR WIRES

There are two wires to connect on the Ignitor module. The Black wire is always connected to the negative terminal of the coil. You have a choice with the red wire. The simplified method is to connect it to the coil's + terminal. However in some setups this might not work properly because the voltage is not high enough. In that case you will want to connect the red wire to the 12 volt ignition-switched source already mentioned