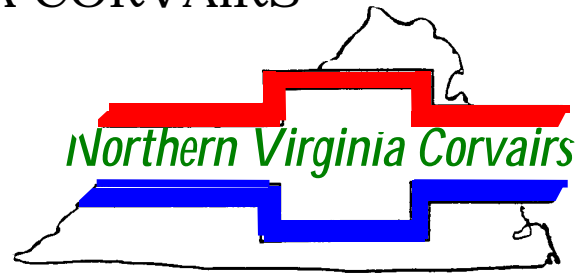


# NORTHERN VIRGINIA CORVAIRS



**HOT  
AIR  
MAIL**



NVCC, CORSA Chapter 220

Volume XXVII, Number 1

January 2010

## CHAPTER CHATTER

By A. J. Paluska, Jr

Happy New Year!

As you can tell from the officer listing at the bottom of this page, the NVCC has unanimously reelected its current slate of officers for 2010. Your editor was again unsuccessful (for the 8th time!) in his attempt to step down and was reelected, as was President Bryan Blackwell, Vice President Ron Tumolo, and Treasurer Darrin Hartzler. Also, as you can also tell from this issue, the club has fleshed out the meeting schedule through June 2010. With the New Year and an incomplete calendar, 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.

If you didn't attend the December meeting, you missed a good party with a really nice gift exchange. The food was good at the Silver Diner and there was plenty of talk about topics other than cars and Corvairs!

As this is a new year, 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.

To help out your editor meeting hosts are to provide "minutes" of their meetings. By doing this, the HAM will be provided with additional views and opinions on the monthly meetings. This action was AGAIN largely ignored last year! Also, this will enable your editor to focus on more stimulating, in-depth automotive investigation, testing, and opinion articles. If you are interested in participating in this activity, just throw your hat, or rather word processor, even typewriter, into the ring. We will welcome any report of any of your automotive endeavors.

This month's meeting starts the final in-depth planning for the Vair Fair. The meeting will include a visit to the Vair Fair host hotel to view and confirm locations for Vair Fair activities. We need maximum attendance for this meeting.

### 2010 NVCC Officers

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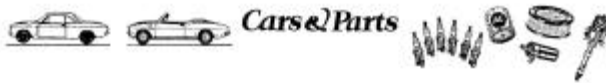
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer,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

**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, \_\_\_\_\_ Email:

\_\_\_\_\_ : Looking for a set of 14-inch steel

wire wheel covers. Don Lintvet: \_\_\_\_\_ or

**TECH SESSIONS**

month, 10 AM to 2 PM. Any member is welcome to

**NVCC Calendar**

**9 January 2010, 9:00 AM:** The regular NVCC meeting at the home of Ron Tumolo. **Please note that this is the second weekend instead of the usual third weekend.**

**20 February 2010:** The regular NVCC meeting at the home of 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**

**Next Regular Meeting:**

**Saturday, 9 January 2010, 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 (11/25/09)	\$3274.69
Interest	\$2.17
Dues	\$40.00
Closing Balance (12/15/09)	\$3316.86

## THE PREVENTIVE MAINTENANCE SERIES

By Mike Dawson

**Cold Starting, Except Turbo, 1962-1969** Corvair carburetors should be adjusted so that the car will start as per the Owners Guide instructions. When the car is cold, you should depress the accelerator about one half to allow the choke valves to shut and pull the fast idle linkage into position. Then turn the key to start and the engine should run on a fast idle until warmed up. The two choke pull-off assemblies are actuated by engine vacuum as soon as the car starts and they will pull the chokes open a prescribed amount; an important step in the process otherwise the engine would soon flood. If you have a failed pull-off, flooding will occur. The engine should run on a fast idle when cold and come down from the fast idle in stages as the choke coils warm up and open the choke valves further.

Tuning and trouble-shooting the choke system would include checking the rods that come through the heads; they should spring up and down freely and should be adjusted so that when the choke valve is shut, the rod end is unscrewed a couple of turns from free entry. Make sure the rods do not bind going up and down because that is a common problem. Check the choke pull-off by holding in on the metal arm, put your finger over the vacuum line nipple and let go of the arm. It should not move out. Replace if defective, otherwise flooding and poor cold running will result. Check the choke pull-off adjustment, it should open the closed choke valve about 3/16" – check with a drill bit. The fast idle is adjusted by bending two different tabs on the linkage – check the shop manual for the method.

For cold starting in extremely cold conditions, you will need to make sure that your accelerator pumps are working at their max – look down the carburetor throats, quickly flip the cross shaft and you should see two squirts of gas enter the venture area. This is easier to see with the engine off. If everything works correctly, every time you pump the accelerator these two squirts of gas will enrich the mixture headed to the cylinders. Liquid gas will not ignite in the cylinders, it must be vaporized so pumping the pedal to help starting should only be done while cranking. Otherwise you risk flooding, which is simply liquid gas that has fouled the plugs.

**Hot Starting Except Turbo** Push the accelerator down half way with out pumping, hold it, and turn the key. In the early years, hot restarting became a problem and Chevrolet Division issued Technical Service Bulletin (TSB) 885, May1, 1963 to address the issue. If you have a 60-63 with a hot start delay, the TSB recommended drilling a 1/8" hole in the side of the carburetors to vent the vapors that collect above the throttle valve when the engine is off. Looking at the side of the carburetor with the idle mixture screw, measure 3/8" left of the screw and 3/8" above the flange area where the hold down nut rests. This should only be done after making sure all the other carburetor adjustments are correct. This includes float level, jetting, idle mixture etc. I have applied this to two of my early models and it does work. On request I can email you a picture from the TSB showing the hole location.

In 1964 the hot restart issue was corrected with the addition of a "vapor vent" on the base of the carburetor. It should be closed with the accelerator depressed and will open only when the accelerator returns to idle after warm up. When you turn the engine off, the vent is open and helps eliminate fuel vapor build up. The key to the valves' success is correct adjustment, which is difficult. Any change in

the idle speed screws will change the vent opening: less idle speed screw means move valve opening, more idle speed screw means little or no valve opening. The trick is to use a mirror and check the adjustment only after all other engine idle adjustments have been made and the chokes are open. If you take the time to do it correctly, you will find a significant improvement in hot restarting. Again, this is assuming that all of the other carburetor and tuning items are correct.

**Pilot Bushing Alert** GM has discontinued the original pilot bushings for the Corvair, which are an integral part of a clutch/flywheel job. Fortunately, the Corvair vendors have secured reproductions and they are available. In the last year or so, several replacement pilot bushings in our area have begun to make the occasional screech, which indicates either old age or lack of lubrication.

After consulting with Clark's Corvair Parts, Larry Claypool, Mike McGowan and Craig Nicol, we have come to the conclusion that the reproduction bushings are made of the correct sintered bronze material but they may not have been oiled properly during the manufacturing process. Soaking the bushings in oil is not adequate. When you install a reproduction bushing (and even a NOS bushing), first place the bushing on your fingertip, fill it with oil, and use a second finger to compress the oil. It should leach out through the side of the bushing, looking like it is sweating oil. If you achieve this result, it should be satisfactory for service.

Again, here is the information on the new Chevy magazine available: *Chevy Enthusiast*. The editor is a Corvair owner. You can register for a free online subscription and three free print additions at <http://www.tinyurl.com/CEOffer/>.

Also try: <http://amosautomotive.com/members/ChevyRegister.aspx>

From the December issue of *Group Corvair Comments*, the newsletter of Group Corvair

#### 2012 CORSA National Convention

The minutes mentioned that the club received a call from Ward Bourgondien, former Group Corvair member, that he was trying to put a team together to organize the 2012 CORSA National Convention in Fredericksburg, Virginia. He asked if Group Corvair would be responsible for registration.

The above is all that was mentioned in the newsletter. At recent planning meetings for the 2010 Vair Fair, the topic of conducting the Vair Fair as a regional or mini convention was addressed. Discussions about what would constitute the requirements for a CORSA sanctioned regional or mini convention were to be researched; however, at the December meeting, it was decided to not pursue the regional or mini convention idea.

In light of the above, the club might want to coordinate with Group Corvair and Ward's team to volunteer to plan and conduct an activity for the 2012 convention. Food for thought!