

# NORTHERN VIRGINIA CORVAIRS



**HOT  
AIR  
MAIL**



NVCC, CORSA Chapter 220

Volume XXVIII, Number 1

January 2011

## 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 2011. Your editor was again unsuccessful (for the 9th 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 2011. 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 nice gift exchange. The food was good at the Silver Diner in Springfield and there was plenty of talk about topics other than cars and Corvairs!

As this is a new year, your 2011 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, typewriter, or pencil into the ring. We will welcome any report of any of your automotive endeavors.

This month's meeting will be at a new venue, Trey Nelson's home in Manassas to work on his 1962 convertible.

Bryan has been talking to Ron about some more social oriented meetings this year. He would like to discuss this at the next meeting. He's hoping that if we get some things on the calendar now, it will work out better than trying to get something going on short notice.

### 2010 NVCC Officers

**President:**

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

**Vice President:**

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

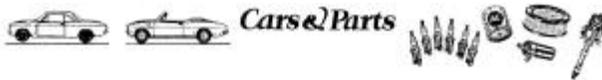
**Treasurer:**

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

**Secretary/Editor:**

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

**NVCC Calendar**

**15 January 2011, 9:00 AM:** The regular NVCC meeting at the home of Trey Nelson.

**19 February 2010:** The regular NVCC meeting at the home of Ron Tumolo.

**19 March 2010, 9:00 AM:** We need a host for this meeting Doug Jones.

**16 April 2010, 9:00 AM:** We need a host for this meeting.

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

**18 June 2010, 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](http://www.denvertch.doubletree.com). For special \$99 rate give group name "CORSA" and group code "CSA".

**Next Regular Meeting:**

**Saturday, 15 January 2010, 9:00 AM**

Trey Nelson

7004 Bears Den Court, Manassas VA 20111  
(703) 368-2307

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

**Treasurer's Report:**

Balance (11/30/10)	\$2, 645.19
Closing Balance (12/31/10)	\$2,645.19

Reprinted from the CORSA Chapters List

## Changes to the CORSA *Communique*

By Jamie Reinhart

All, For some time now I have been talking about some of the challenges that CORSA is facing in these changing times. Today I am announcing one of the changes the CORSA Board has made to help with these issues. Starting in January of 2011 CORSA will publish (9) 32 page issues of the *Communique*. The production schedule will be as follows: January-February, March, April, May, June, July-August, September, October, November-December. This is an exciting and innovative approach to how we communicate in this organization, and it will not only save CORSA a significant amount of money in 2011, but will present us with the opportunity to include more content in each magazine.

In addition to the new production schedule, CORSA has a new Feature Editor. Terry Kalp has stepped forward and volunteered to take on the position and will add a fresh, new perspective to the look and feel of the *Communique*.

Also, the CORSA Board members, along with the website committee and other individuals, are at this time alpha testing the new website. The site looks and feels completely different than the old site and I know you will be very happy with the end results. I am hoping that sometime in early 2011 we will be able to go live with the new site. I will keep you posted.

Please feel free to post this message on your websites, put it in your newsletters, and send it via e-mail to your fellow members.

Thanks Jamie Reinhart

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

### **THE PREVENTIVE MAINTENANCE SERIES**

By Mike Dawson

#### **Clutch/Converter Housings: Identification and Interchangeability**

There is a difference between the 61-63 and the 64-69 housings and the crankshaft hubs, however, all combinations will work (Do not interchange manual and Powerglide housings: the Powerglide housing is too weak for a clutch and the manual housing will overheat a Powerglide). The one significant item of interest is that you can locate the crankshaft seal lips at different locations on the crankshaft hub depending on which combination you use. This can be useful if you have a groove worn in the hub from a crystallized seal. The clutch/converter housings have a casting number clearly stamped on them; this is not a part number but it makes it easy to at least determine if you have an early or late design. The only difference between the 61-63 and the 64-69 housing is the location of the seal mounting area of the housing, which was redesigned for 1964 and moved the location of the seal 0.070 towards the crankshaft gear. The crankshaft hub was also shortened by the same 0.070. This was done

to accommodate the redesigned clutch but applied to Powerglide engine parts also since crankshafts could be interchanged.

1. Using a late model housing on an early model engine (crankshaft) will move the seal lip closer to the crankshaft gear, avoiding a groove if necessary. If you install an early model housing on a late model engine (crankshaft) you move the seal lips away from the crankshaft gear. Be sure to polish the new sealing area carefully. Do not use a crankshaft seal that has a metal press fit area instead of rubber – they will fall out when hot.

2. I checked the flywheel to housing clearance and it is sufficient to interchange housings. I also checked how close the seal lip came to the flange at the back of the hub and all the combinations worked, although using a late housing on an early crankshaft would move the metal portion of the seal close to the flange – be sure the seal is seated completely in the housing. This was checked using a CCP viton seal; other seals could be different.

3. CCP also sells a spacer that is 0.090 thick, which you can install with your seal, which will accomplish the same thing. It does move the seal very close to the flange on the hub. If you use the spacer I would suggest checking the clearance with a small piece of putty before making the addition permanent. Using a spacer also leaves less of the press fit area of the seal in contact with the housing but since there is a lot of area to begin with and the press fit is good, I would not expect any problems.

4. There are lots of folks around that have modified the FC/wagon crankcase to accept the late model crankshaft and cam and as far as I know, they all work fine; the above combinations would apply. The other change from early crankcase to the late crankcase is the lifter bore angle and the bore spacing which was changed to accommodate the redesigned camshaft in 1964: the new cam incorporated re-spacing of cam lobes, revised ramp angles and lift.

These are the casting numbers for the four different clutch/converter housings:

6255599 Early Powerglide\*

6256583 Early Manual\*

\*Stamped 2” Circle In

3832517 Late Powerglide

3832176 Late Manual

Middle of “Horseshoe”

Reprinted from the CORSA Chapters List

Becoming the CORSA Communique Feature Editor is an exciting challenge for me. There will be a biography, photo and introduction in the January Communique. To perform this job well, I will need a lot of help from you. Corvair owners are a very diverse group and have found a multitude of ways to enjoy our favorite car. If you have ideas for stories or tech tips please let me know.

If you are a decent writer and/or photographer, put the information together and submit it. If you want some help, give me a name or contact information and I can interview and find someone to take photos.

Terry Kalp  
Wichita, KS