

NORTHERN VIRGINIA CORVAIRS



**HOT
AIR
MAIL**



NVCC, CORSA Chapter 220

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July 2007

CHAPTER CHATTER

By A. J. Paluska, Jr

It turns out that the June meeting at the home of Mike Puglisi was an all early affair. Present were Mike's 1961 500, Darrin's 1961 Monza Sedan, and your editor's 1964 Monza Coupe. The FCs were represented by Greg Walthour's Greenbrier. Curt Shimp arrived in his "new" Hyundai sedan and prospective new member Bill Leeman was there with his minivan. As his 1964 Monza Sedan is in Mount Vernon, he promised to have it at the next meeting at Greg's in Alexandria.

The project for the day was to replace the rear shocks on the 500. Also, if time or abundant bodies were present to replace the functional but non-esthetic quick fix to Mike's lack of grounding and hence lack of illumination from his rear taillights. That quick fix was initiated at the Vair Fair site in Leesburg when Mike realized that it would be better to have aft illumination when he was driving back to Maryland in the dark. The red wires running from the dummy backup light inserts did contrast nicely with his white paint though, at least during the daytime!

The shocks were tackled first. With the rear in the air, the passenger side shock was removed and then replaced. Then the same operation was performed on the driver's side. The job was done fairly easily and quite quickly. Mike then brought out what looked like one of the original Dremel tools in a wooden box. He had augmented the original bits with additional tool ends. The appropriate tip was selected and the sanding, er,

grinding began. In short order, the appropriate amount of rust, or at least judged to be a sufficient amount of rust, was removed and the taillights reinstalled. The fix, although not optimal, was sufficient to produce a glow of sufficient lumens to render the vehicle operable in the dark.

This month's meeting will be at Greg's so you will want to be there. **Please note date change to 14 July 2007.**

The club membership was recently increased by two. New member Steven Long from Fredricksburg and former member Bill King joined in June. Welcome back Bill and welcome to Steven who owns a 1966 Monza that was purchased new by his father, and as he says he was present for nearly all miles put on the car.

We have also received some news from Daniel Goldberg, who is currently toughing it out at Fort Sill, as he puts it, in Lawton, Oklahomeless. He is to be promoted to Captain this month and has recently completed Air Assault school in the wilds of Fort Picket here in our own Commonwealth of Virginia. He also mentioned that he has a vacuum leak in one of his carburetors and has solicited and received some advice through the club email link.

Two activities are scheduled this month, the monthly meeting and the National Convention in Detroit. So get in your Corvairs and drive to at least one of them.

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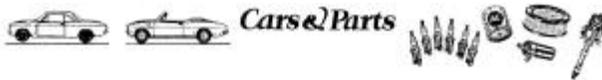
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer,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



*****AUTOMOTIVE CLASSIFIED*****

63 Greenbrier: Powerglide, white/blue exterior with blue interior. 115, 000 miles, runs well, good condition, no rust through, a few rust spots. Manuals included. \$2500.00. Call Jeremy at (703) 964-6999 (4/06)

63 Convertible: Red with good body and nice paint. Asking \$2500.00, condition 3 to 4 on scale of 5. Contact Jim at (540) 465-5066. (9/06)

64 Convertible: 150 HP Turbo. New engine, extra engine and transmission. \$3500 OBO. Call Monk Fleming at (703) 339-7272. (4/06)

65 Monza: 110 HP, 4 speed needs, some work, body not too bad, rockers have some bondo, trunk is solid, battery tray and rear quarters not too bad. Asking \$1,950 or best offer. Located in Highland Springs (near Richmond, Virginia). Call Stewart: (804) 326-0919 or Cell 690-9000. (12/05)

Parts/Miscellaneous For Sale

Late Model Parts: 1, new 195/15-50H BF Goodrich Euro Radial T/A: \$25. Free 65 front cross member. Call Curt Shimp at (540) 955-1516. (2/06)

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)

Parts: Darrin Hartzler has parts to clear out this spring. Does anybody need either a transaxle or a complete PG with transaxle? How about a late model 3 speed manual transmission? If so, let him know. Very cheap. (301) 365-7332 (2/06)

RARE HISTORICAL ARTIFACTS LOCATED!

Take this unusual opportunity to purchase a piece of Corvair history. Available for a limited time. Genuine 2003 Virginia Vair Fair T-shirts. A steal at \$8.00, two for \$15, in sizes S, M, L, XL. Hurry, this rare find won't last for long! Call Curt at (540) 955-1516.

COMING SOON: 2007 Vair Fair T-shirts. To be priced for quick sale. Another can't miss opportunity to own rare Corvair Memorabilia!

Corvair Parts: Large parts lot available. Will not be sold separately. For information contact Kim at kimpjason@juno.com or whitetiger@hereintown.net.

NVCC Calendar

14 July 2007, 9:00 AM: The regular NVCC meeting at the home of Greg Walthour. **Please note date change.**

24-28 July 2007, CORSA International Convention, Detroit Area Corvair Club: Detroit, MI. Best Western Sterling Inn (800) 953-1400 or (586) 979-1400. Contact Bill Jabs (503) 684-6595 or www.sterlinginn.com. Mention Corvair for special \$99+ tax room rate.

18 August 2007, 9:00 AM: The regular NVCC meeting at the home of Oren Rose to resurrect his two Corvairs from their slumber.

29 September 2007, 9:00 AM, 2d Annual Super Kids Car Show: Prince George High School, 7801 Laurel Spring Road, Prince George, VA. For information contact Morris Hudgins at (804) 919-4246/458-8216 or Sally Sparks at (804) 458-6840.

Next Regular Meeting:

Date Change

Saturday, 14 July 2007, 9:00 AM

Greg Walthour
7025 Coventry Road, Alexandria, VA
(703) 768-6040

Directions: Map/directions on the mailing cover.

Treasurer's Report:

Balance (5/26/07)	\$3,417.14
Accounting Adjustment	(1.00)*
Dues	10.00
HAM Expenses	(50.00)
Vair Fair Expenses	(118.95)#
Closing Balance (6/22/07)	\$3,257.19

* Corrects \$1.00 math error from last report.
Concludes Vair Fair expenses.

Reprinted from the June 2007 *Vairifiable News*, the newsletter of the Central Virginia Corvair Club.

Understanding Common Paint Problems

By Jim Pyatt (Reprinted with permission)

Commonly found paint problems fall into two categories: contamination on the surface and damage that goes into the paint layers. Surface paint problems include environmental fallout, ferrous-oxide deposits (rail dust), paint overspray, bug and tar splatters, and water spots.

"Environmental fallout" is a generic term that refers to all of the particulate crud that is floating around in the air. This stuff settles down onto the paint surface of the vehicle as it sits outside in the open air--it involves things like dust, jet fuel, paint droplets, industrial particulate, including sanding and grinding debris, and any number of atomized chemicals released from industrial operations.

Most of this stuff by itself is not a problem for the paint, but when combined with water from precipitation or dew, most environmental fallout becomes fused with the surface of the paint. In the extreme case, like acid rain, the combination of fallout and water combination actually etches into the paint, creating a subsurface problem. We'll talk about this later.

Ferrous-oxide deposits are a specific form of environmental fallout. They consist of tiny iron particles that come from industrial operations. You may have heard the term "rail dust," which refers to the ferrous-oxide particles that come from railroads. As the trains run along the rails, the contact and friction between the steel wheels on the train cars and the iron rails causes small, almost microscopic pieces of iron to spit out and float away in the air.

Ferrous-oxide particles can also come from other metalworking industries such as shipbuilding. They appear as small brown nibs on the surface of the paint. Sometimes, especially on white vehicles, there is a brown ring surrounding the particle. The total width of the ring is less than 1/32 of an inch. On darker vehicles the iron particle might be surrounded by an iridescent ring.

Water spots are left on the surface when water droplets are allowed to dry on the vehicle's surface. The spotting is caused by leftover minerals and other solids that are contained in most tap water. As the water dries, the minerals settle onto the paint surface, leaving rings the size of the original water drops.

All of these surface contaminants cause the paint surface to feel rough, even after waxing. The remedy for minor surface contamination is to use detailing clay before polishing or waxing. Heavier concentrations of surface contamination, especially deposits of ferrous oxide, may require using acid-washing techniques before applying the detailing clay. The acid wash removes most of the particles and the remaining particles are loosened so that detailing clay quickly removes them.

Removing bugs and tar can be accomplished with one of the many chemicals designed just for these contaminants. If the contamination is light, simply pour the chemical on a microfiber and wipe the affected area. If the contamination is heavier, it may be necessary to use a non-scratching scrub sponge to help agitate away the tar or bugs. Always apply wax to the cleaned area, as most of these chemicals will remove any existing wax.

Subsurface paint problems occur when the damage goes below the surface of the paint. Such damage includes oxidation, scratches, chips, staining, and etching.

Oxidation is simply the result of the drying out of the paint. Paint starts as a liquid that is sprayed onto the car. The paint quickly dries to the point where it feels "solid." But the paint never stops drying out. The liquids that made up the paint before it was sprayed onto the car continue to evaporate, albeit at a slower and slower rate, over time. Without regular waxing, and after many years or heavy exposure to heat and sunlight, the paint will dry to the point that it becomes dull. This dullness or chalkiness comes from oxidation.

In single-stage paint systems, oxidation can be mostly removed by compounding or polishing the paint surface, which removes the "dead" paint. Assuming that the paint is thick enough to begin with, the remaining paint can sometimes be made to be almost as shiny as when it was new. It is most noticeable on single-stage paint systems. On clear-coat paint systems, oxidation appears as cloudiness in the clear coat. Unfortunately, clear-coat oxidation begins deeper in the paint and is virtually impossible to remove. Waxing makes it look a bit better and helps slow the process, but there is otherwise little that can be done to correct oxidized clear coat. If the problem persists, the clear coat will eventually begin to separate from the base coat. A body shop can apply a new clear coat to the infected areas.

Scratches are essentially small gouges into the paint. Scratches can fall into one of three categories: microscratches, moderate scratches, and deep scratches. Microscratches are superfine scratches caused by normal washing. Some people call them "cobwebs" or "spider webbing." Swirl marks, caused by inappropriate high-speed polishing are another form of microscratching.

Moderate scratches are those that can be removed or at least made to look less noticeable. These are often caused by accidental contact with the paint, like rubbing up against a side panel with a gym bag or sliding a box onto the trunk. Deep scratches are those that go down to the base coat or primer. Unfortunately, they cannot be removed, nor can they be made to look less noticeable using standard detailing techniques. Some deep scratches, however, can be made to look less noticeable by using professional paint touch-up techniques.

Scratches can be filled in with glazing products, but this is only a temporary fix. The fill material will evaporate in a matter of weeks, exposing the scratch once again. To remove scratches completely, the paint must be removed around the scratch down to the lowest point of the scratch. The problem is that removing too much paint can cause problems later on. So a good compromise is to sand down the scratch only part way, and then fill the remainder with a glazing wax.

Other subsurface problems include staining and etching, which can be caused by acid rain, bird droppings, and engine fluids. Etching occurs when the surface contaminant eats away at the paint. Bird droppings and eggs are famous for causing this problem. It is difficult to repair etching, especially if it goes deep into the paint. The best solution is prevention by regular waxing or by the application of sealant.

Paint chips or nicks are caused by sharp impacts of rocks or keys or other car doors, and the like. Some nicks can be improved using remedies similar to those used for scratches. Chipped-off paint, however, cannot be improved using standard detailing techniques. Instead professional touch-up paint techniques can be used to fill in the chip, making it less noticeable.

SUMMARY

Paint can become damaged in many ways. Often, there are several types of damage that, combined, cause the paint to look dull and old. By understanding the types of damage, and then using the correct chemical, equipment, and technique to correct the damage, you can go a long way to making most cars look great.