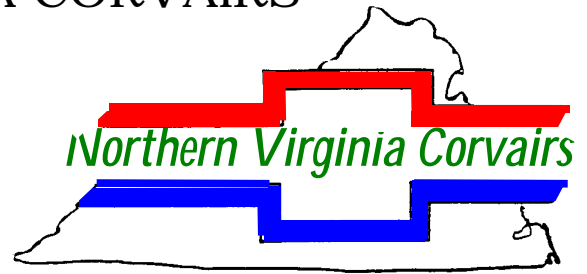


NORTHERN VIRGINIA CORVAIRS



**HOT
AIR
MAIL**



NVCC, CORSA Chapter 220

Volume XXVI, Number 7

July 2009

CHAPTER CHATTER

By A. J. Paluska, Jr

What do baseball, apple pie and Chevrolet have in common with the weather and the June meeting? Most of the time one would say nothing, but they all conspired to complicate the meeting. First off, rain during the week caused the rescheduling of a baseball game to 9:00 AM on meeting day. That caused host President Bryan Blackwell to reschedule the meeting to 12:30 PM. Not a problem you say due to timely email notification. Well, yes and no.

Complication two was an email sent out by your editor asking for help in trouble shooting and replacing a faulty, i.e. not working electric fuel pump, either before, during or after the Saturday meeting as the Blackwell residence is about five miles from your editor's humble abode.

Not a problem! Well, that is where the weather comes into play. You see, it started to rain about 9:00 AM and did not let up for an hour or two. Quandary: what to do now? Go to your editor's house? Postpone the baseball game? Go to Bryan's at the later time? Do nothing? Well, no one came to your editor's house, we don't

know if the baseball game was played or the results of the rescheduled meeting.

As this was father's day weekend, a few plans were complicated with that event, Additionally the Sully Plantation Show was held on Sunday with a few NVCC members scheduled to attend.

You ask about the apple pie. Well, I guess that someone ate some that weekend. Needless to say your editor still has a 2300 pound rolling paper weight sitting in front of his house. A subsequent attempt to fix the problem ended in failure as the bolt holding the pump to the chassis was not to be removable with the tools on hand under the conditions present to which the vehicle was subjected. More information to follow.

As it will be the NVCC's turn to host the Vair Fair next year planning will have to start soon. Choice of venue will be the most important decision. We will have to determine if we would want to duplicate the Fredericksburg location or stay with a more local Northern Virginia location. Let's discuss at the next meeting.

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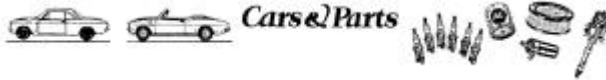
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (COSA). The \$10 annual dues are payable January 1st, to "Treasurer,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

STILL AVAILABLE: 2007 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!

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

13-17 July 2009, CORSA International Convention, Florida Corvair Clubs, Jacksonville, FL. Host Hotel is the Wyndham Jacksonville, 800-996-3426. Mention Corvair Society for \$99 rate. Register online www.wyndhamjacksonville.com, click "Search using Corporate, Promo and Group codes," enter your dates and 0719886CO for Group Code. Contact Sarah Beltrami, 386-615-0072, sarahvair@juno.com.

18 July 2009, 9:00 AM: The regular meeting at the home of A. J. Paluska, Jr. **Meeting Location Change**

15 August 2009, 9:00 AM: The regular meeting at the home of Ron Tumolo.

19 September 2009, 9:00 AM: The regular meeting at the home of Darrin Hartzler.

17 October 2009, 9:00 AM: We need a host for this meeting.

13 November 2009, 9:00 AM: We need a host for this meeting.

Next Regular Meeting:

Saturday, 18 July 2009, 9:00 AM

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

Directions: Map/directions on the mailing cover.

Treasurer's Report:

Balance (5/29/09)	\$3,276.25
Interest	\$2.47
Closing Balance (6/29/09)	\$3,278.72

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

THE PREVENTIVE MAINTENANCE SERIES by Mike Dawson

Valve Lifters: Wonderful little inventions that usually work so well they are never touched for the life of the engine, assuming you change the oil regularly. If you don't or someone else didn't, you will probably become familiar with them.

Corvair lifters are hydraulic, meaning they fill with oil under pressure and keep the valves adjusted "automatically". They will make a noise for two reasons (assuming your cam is good): lifter tapping will occur if the lifter is low on oil or if it is so far out of adjustment that the range for automatic adjustment is exceeded. If you listen carefully you can hear a small extra "clink" along with the tap when the lifter is actually out of adjustment. Remember that a lifter that is noisy cold but becomes quiet when hot is not out of adjustment. A lifter that is quiet cold and noisy hot may be out of adjustment (unless you have very poor oil pressure).

The cold startup noise that disappears hot is a lifter that has lost its oil because the valve spring pressure exerted on it overnight has pushed the oil out through a leaking check valve system. Lifters can lose their ability to retain oil usually for two reasons: the lifter is worn internally making it impossible for the check valve system to hold the oil, or there may be dirt in the check valve system causing it not to seal. Two oil changes close together combined with some highway driving might cure the latter. It is possible to replace one lifter that has a rapid leak down if you can isolate the problem. More than likely you will have other lifters do the same thing.

A lifter that is adjusted too tight will cause the engine to miss when cold but smooth out when warm. This will eventually cause loss of compression due to material build up on the valve seat or a burned area. Check compression cold if you suspect this.

Lifters are easier to remove if the engine is warm; work fast and have a strong round magnet to fit the bore. If there is varnish on the exposed portion of the lifter in the crankcase you need to be patient and wiggle a lot – in worse cases, you may have to apply carburetor cleaner to the end of the lifter exposed on the inside of the case where the varnish has built up. Be sure you use the correct lifter for replacement and coat the bottom with a break in lube or STP.

Check the bore for noticeable wear and be sure the lifter slides in the bore freely. Once you finish your work in the valve train area, use the second style valve cover with the wider area at the bolt holes to accept the spring reinforcements, install all four reinforcements and $\frac{3}{4}$ inch grade 8 bolts. You can use 1 inch bolts but chase the threads first. A rubber valve cover gasket with no sealer works best if you tighten the bolts just until the spring reinforcement bends in and touches the cover.

One final note: Valve lifters that are full of varnish or have been sitting for a very long time in dirty oil will not only be very difficult to adjust but they may not let oil flow into the pushrods and out onto the rocker arms and valve stems. The wrong lifter can also cause this.

A dry valve cover area, worn out valve guides and worn rocker arm balls would certainly indicate the need for a check of pushrod holes, oil pressure and probably new lifters.

Next month: valve adjustment.

Reprinted from the July 2009 *Vairforce*, the newsletter of Bay State Corvairs

Tires Manufactured Before 2000 Contributed

By Jim Bengiovamri

The Tire Identification Number for tires produced prior to 2000 was based on the assumption that tires would not be in service for ten years. While they were required to provide the same information as today's tires, the week and year the tire was produced was contained in the last three digits. The 2 digits used to identify the week a tire was manufactured immediately preceded a single digit used to identify the year.

Example of a tire manufactured before 2000 with the earlier Tire Identification Number format: While the previous Tire Identification Number format identified that a tire was built in the 8th year of a decade, there was no universal identifier that confirmed which decade (tires produced in the 1990s may have a small triangle following the Tire Identification Number to identify the decade).

And finally, hold on to your sales receipt. Most tire manufacturer's warranties cover their tires for four years from the date of purchase or five years from the week the tires were manufactured. So if you purchase new tires that were manufactured exactly two years ago they will be covered for a total of six years (four years from the date of purchase) as long as you have your receipt. If you lose your receipt, your tires' warranty coverage will end five years from the week the tire was produced (resulting in the tire manufacturer's warranty coverage ending only three years from the date of purchase in this example).

Did You Know...

The correct way to set your mirrors is to place your head against the drivers door window. Then set the mirror so that you will just see the left rear quarter panel.

Then set the right side while placing your head in the center below your rearview mirror. Again you just want to see your right rear quarter panel.

Set your rear view as you normally do. This will give you a good view of most of the rear of your car and eliminate most of the blind spot.

Chuck Cromwell