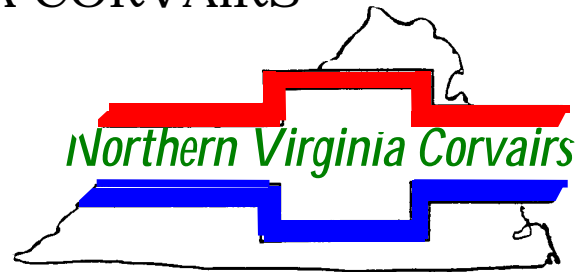


NORTHERN VIRGINIA CORVAIRS



**HOT
AIR
MAIL**



NVCC, CORSA Chapter 220

Volume XXVII, Number 7

July 2010

CHAPTER CHATTER

By A. J. Paluska, Jr

Webster defines quandary as a state of uncertainty; perplexing situation or position; dilemma. That sums up the problem to be solved with Bryan Blackwell's 1962 700 wagon at the June meeting. Ever since the March meeting, when Bryan drove the wagon to the meeting and it stalled after warming up, it has not run well after initial start up. Bryan cleaned and rebuilt the carburetors as he thought that the stalling was caused by a fuel problem. That was the first thing that the eight assembled experts figured out to do, check out the carburetors.

Disassembly of the top on the left one revealed plenty of fuel. The car started when given a shot of starter fluid, but then shut itself off! Jack Dempsey suggested that the distributor be checked. The gap was adjusted, but no luck. The only alternative was for Bryan to disassemble the carburetors and check to see that all passages, especially the idle circuit, were clear.

As I write this interesting column, the National CORSA convention is taking place in Cedar Rapids Iowa. To say that there will be a large delegation from the NVCC would be telling a tall one. We will have the club represented though. Rumor has it that Greg Walthour was to drive his Greenbrier out to the central US to attend the convention. As he was a no show at the June meeting, it was safe to say that he was on his way. Long distance member Curt Shimp will also represent the club. He was to drive his CORSA to the convention. So the

NVCC will have at least two stalwarts to answer the call when NVCC is announced at the banquet.

Treasurer Darrin Hartzler presented an accounting of the finances for the Vair Fair at the June meeting. It was a good thing that all present had a good time because the finances did not work out in the club's favor. There was a loss due to the enthusiastic spending on the affair. Areas for parsimony were identified for the next time. The general attitude was that since the treasury was flush, the club could absorb the hit.

Now that summer is really here in Northern Virginia, as evidenced by the almost daily 90-degree temperatures, it is a good time to work on and drive your Corvairs. In this 50th anniversary year we need to give the Corvair all of the exposure we can.

A postscript to the June meeting - on Sunday Bryan pulled the carbs off the wagon (again) and swapped on the ones from the 80HP engine in his parts wagon. The parts wagon that sat for ten years. Yes, the unrebuilt, grimy ones. He set the manual chokes closed and gave it a shot of starting fluid. Of course the engine started up and after a minute he opened the chokes and it settled down to a nice smooth idle.

Thanks to all for help getting the symptoms narrowed down, having the collected experience and insight was very useful. Bryan believes this is the last major hurdle to actually driving the car!

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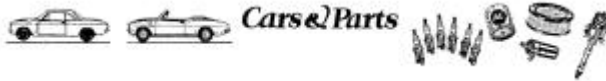
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer,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

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: NVCC Club T-shirts. Priced for quick sale. Another can't miss opportunity to own rare Corvair Memorabilia! **HURRY** as they went fast! **Only 3 Extra Large 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!

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

17 July 2010, 9:00 AM: The regular NVCC meeting at the home of Bill Leeman.

21 August 2010, 9:00 AM: The regular NVCC meeting at the home of Richard Bethard.

18 September 2010, 9:00 AM: We need a host for this meeting.

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

20 November 2010, 9:00 AM: We need a host for this meeting.

Next Regular Meeting:

Saturday, 17 July 2010, 9:00 AM

Bill Leeman
1005 Potomac Lane Alexandria, VA 22308
(703) 360-4810

Directions: Map/directions on the mailing cover.

Treasurer's Report:

Balance (4/27/10)	\$4492.88
Interest	\$1.82
Dues	\$30.00
Vair Fair Income	\$2128.68
Vair Fair Expenses	(\$4014.03)
Closing Balance (5/27/10)	\$2639.35

Reprinted from the April, 2010 VAIRCOR, the newsletter of the Heart of America Corvair Owners Association

The Preventive Maintenance Series

By Mike Dawson

Early Model Car Rear Springs and Alignment

Early model car rear alignment tends to change over the years due mainly to sagging rear springs which give the “squatting” look and reduces the riding height/ground clearance in the rear. Negative camber is the condition where the tops of the tires are closer to each other and the bottoms farther apart. Camber change can also alter toe in, and there is no adjustment for camber (spring spacers don't count) except the replacement of the rear springs with the correct new parts.

Toe in is adjustable (always the final adjustment in alignment) and will be covered in the second half of this article. Also consider other parts while you are there such as shocks, brakes, hoses & lines, '64 rubber bushings, U-joints, side seals and packing rear wheel bearings.

Replacing stock rear springs does not require a spring compressor; you need only hand tools and a floor jack. Depending on age and exposure, you may want to use penetrating oil on shock mounts ahead of time (or have a torch available). With the car safely supported on the highest step of your jack stands, remove the wheels, put one lug nut back on tight to hold the drum and remove the two vertical bolts on each side that hold the brake line support (A flex socket is handy). This allows the brake line to drop down without removing it. If you have a '64, remove the transverse spring. Rotate the axle so that the U-joint will allow maximum axle drop. Place your floor jack under the edge of the drum, jack up the arm just enough to unload the shock absorber and then remove the shock. Slowly let the jack down, lowering the arm until you can remove the jack. Use a pry bar to remove the spring, and also to aid in installing the new one. Make sure the ends of the spring line up with the seats. Put the jack back under the drum and jack it up far enough to re-install the shock absorber (and '64 transverse spring). Replace the brake line bracket and wheel – you are ready for toe in check/adjustment.

Keep in mind that camber will determine WHERE tire wear will occur and that the toe adjustment will determine HOW FAST tire wear will occur. Check tire tread for toe problems by running your hand back and forth across the tread: if toe is proper the tread will feel the same in both directions. If you feel a feather in one direction but not the other you have incorrect toe. A feather to the center of the car indicates excessive toe in, a feather to the outside indicates toe out. Wheels are set for toe in because as the car travels forward the tires tend to toe out; ideally you wind up at zero as you drive and no wear occurs. The front wheels are more prone to toe out than the rears under driving conditions, so set the rear to the minimum specs.

If you are contemplating adjusting toe in, you will need one of the many tool designs available for checking toe at home. Many vendors sell fairly inexpensive tools, you can borrow mine or you can make your own: the late Fred Johnson wrote a booklet on making home alignment tools; you can get the book from CCP or borrow mine. I also have drawings that allow you to simply straightedge the measurements on the garage floor. You also might want to borrow my selection of shims to choose from in case changes are necessary.

Early models and FC's adjust toe in by means of a slotted rear motor mount and shimming between the transmission and the cross mounting bracket. Before aligning, check motor mount condition and the bolts that hold the transmission to the cross mount – the bolts can be loose. To adjust toe, you will be moving the drive train either forwards or backwards which angles the axles and changes toe; moving forward causes toe out, moving backwards causes toe in. GM specifications called for 0-1/4" toe in for '60-'63 models and 1/8 – 3/8" toe in for '64. More toe in or actual toe out will quickly cause tire wear, handling problems, and wander on diamond ground concrete or rutted asphalt. Ice will be deadly.

To move the drive train and adjust toe, safely place the car on stands, remove all four engine seal strip retainers, loosen rear motor mount nut, loosen bolts that mount the transmission to the bracket. Check the shims; you need the same total thickness on each side. Four speed cars have a fat washer plus shims on the driver's side. If you have a drive train out of the car (this can also be done with the drive train in the car), take a measurement from the centerline of the motor mount stud hole on each side to the mating surface between differential and the clutch/converter housing. This will tell you if you have the correct number of shims on each side. Place your floor jack with a block of wood under the clutch/converter housing to raise the unit slightly; this will help you move the drive train forward or backward to adjust shims. If you make adjustments, put the car back on the floor and roll back and forth while bouncing the back to settle the suspension before re-checking.

This is a trial and error method, but take your time and you can get toe in close to perfect. Also keep in mind that if you change toe very much you also change accelerator adjustment, PG shift point or clutch adjustment. These may need attention when you finish.

Reprinted from the May 2005 *The Spyder's Breath Gazette*, the newsletter of the Tidewater Corvair Club

One of the most reliable devices in a Corvair is the fuel level indicating system. But after 40 years and 200 thousand miles it would not be surprising to have a failure. Common failures are "full reading all the time", "empty reading all the time", or erratic reading. Below is a quickie trouble shooting [sic] list.

1. Doesn't read full when tank is full. Dirty resistance element in sending unit or sunken float in tank.
2. Reads full or over full all the time. Open circuit between gauge and sending unit, or open ground connection to frame.
3. Erratic readings. Dirty sending unit resistance coil or loose connections anywhere in circuit.
4. Never reads empty. Is bottom of tank caved in? Sometimes can be cured with compressed air not to exceed 15 psi.
5. Reading never changes under varying conditions. No power to gauge or faulty gauge.

Any time work is required on the sending unit it is well to understand that these are very costly items so care must be taken in handling them to insure they are not damaged. Although they will hit [sic] and look alike, Early and Late sending units are not interchangeable. Earlies measure 50 ohms and Lates 90 ohms.

Once removed from the tank they are often found to be caked in varnish which must be removed before condition can be evaluated. Soaking the unit in pure alcohol will usually result in a "nickel bright" clean mechanism. They can be repaired to a certain extent if necessary by prying back the tabs and carefully removing the wire rod with it's [sic] delicate wiper that rubs on the resistance coil. The coils can be cleaned with more alcohol and a light sanding with fine sandpaper.

Before reinstalling the unit in the tank it would be well to consider changing the sock (primary filter) on the end of the fuel pickup. The club (Tidewater Corvair Club) owns one of the special spanner wrenches usually required to reinstall the sending unit in the tank; especially if a fat new gasket is used).

Mr. Techwrench