

# NORTHERN VIRGINIA CORVAIRS



**HOT  
AIR  
MAIL**



NVCC, CORSA Chapter 220

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July 2011

## CHAPTER CHATTER

By A. J. Paluska, Jr

What if they gave an NVCC Meeting and everybody came? Well, that wasn't the case for the June meeting but there was good attendance, seven members and one guest. There were three projects ongoing at host Greg Walthour's home. One project was to change the transmission cooler on Greg's Rampside. Another was to change the door springs on the same vehicle and the third was to test fit and possible install a set of high back bucket seats to Greg's Greenbrier.

The door spring and transmission cooler projects were already started when your chronicler arrived. Ron and Paul were tackling the doors and Greg was removing the transmission cooler. The removal of the old cooler was straightforward and the space was cleared for the new NOS cooler. Only the lack of a few small hose clamps was precluding the rapid accomplishment of the task. Greg didn't have any, but Ron did, so the job was on its way to completion.

The door spring project was stymied by not being able to remove the locking mechanism. Then someone noticed that the handle was still firmly affixed to the inside door panel. Once that was removed the job on the driver's door was

accomplished and the team moved onto the passenger door.

The NVCC schedule is still open after the July meeting. Anyone with a worthwhile project, or just a project, or just anything Corvair related should come forward to schedule a meeting. The weather will be nice and warm so any outside location should be suitable for August.

As mentioned last month, the supply of 13" tires is rapidly drying up. If you have been trying to buy some new 13" tires or figuring out which 14" or 15" tires and wheels will work with your Corvair, we have found an alternative to the bias ply tires sold by Coker Tire. It is a company called Diamondback Tires. They are not cheap, but they are radials, which are a lot better than bias ply tires. If you are more interested in driving than Concours, you might want to give Diamondback a try. Check them out at [www.dbtires.com](http://www.dbtires.com). A catalog is also available.

Thanks to Jack Dempsey for the above information.

That's it for this month. There is plenty to do with your Corvair so get out there and drive them!

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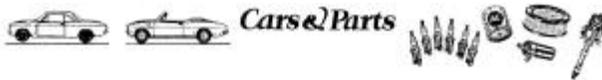
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer,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

**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)

**65 Sedan:** 110HP, Powerglide, new carpet. Contact former NVCC member Aaron Payne at [aaronpayne@me.com](mailto:aaronpayne@me.com). (6/11)

**65 Monza Sedan,** 110 HP, PG, 71K original miles. Needs work. \$1500 or best offer. Kristian Hoffland. (202) 714-1292 or [kristianhoffland@gmail.com](mailto:kristianhoffland@gmail.com). (7/11)

**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](mailto: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](mailto: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.

**NVCC Calendar**

**16 July 2010, 9:00 AM:** The regular HVCC meeting hosted by Doug Jones.

**26-30 July 2011, CORSA International Convention, Rocky Mountain CORSA.** Doubletree Denver Tech Center, 7801 E. Orchard Rd, Greenwood Village, CO (303) 779-6161. For special \$99 rate give group name "CORSA" and group code "CSA". [www.denvertch.doubletree.com](http://www.denvertch.doubletree.com).

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

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

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

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

**10 December 2010, 9:00 AM:** We need a host for this meeting.

**Next Regular Meeting:**

**Saturday, 16 July 2011, 9:00 AM**

Doug Jones  
3602 Lions Field Road, Triangle, VA 22172  
(703) 441-6863

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

**Treasurer's Report:**

Balance (5/25/11)	\$2,834.45
Closing Balance (6/25/11)	\$2,834.45

Reprinted from the June, 2011 *VAIRifiable News*, the newsletter of Central Virginia Corvair Club

June 2011 Car Hobbyist News from the Council

By Fred Fann

There's a battle over how much ethanol goes into your tank.

The US Senate is discussing ethanol. One senator wants 90% of the vehicles made in 2016 to run on 85% ethanol. Others in the senate want to phase out ethanol tax credits. Senator Tom Harkin (D-Iowa) wants the 85% ethanol vehicles. And he is fighting to continue the ethanol subsidies. "If you're going to reduce subsidies for ethanol, how about reducing subsidies for oil companies, like all the tax benefits they get? Why should it just be on ethanol?" Harkin asked during a conference call with reporters on recently.

Senator Charles Grassley (R-Iowa) and Senator Kent Conrad (D-North Dakota) have introduced legislation to reform ethanol subsidies. Called the Domestic Energy Promotion Act, the bill would reduce the Volumetric Ethanol Excise Tax Credit, or VEETC or blenders' credit, to 20 cents in 2012, down from the current 45 cents. It would be further reduced in 2013, and then become tied to the price of crude oil for the remaining three years of the subsidy. Harkin is a co-sponsor. Harkin thinks ethanol subsidies can end if three things happen: having more flexible fuel cars, more blender pumps at more gas stations and a dedicated pipeline for ethanol from the Midwest to the East Coast.

Apparently he thinks if ethanol has better market access it can compete without tax help. None of those three things would help us with fueling our old cars. They would mean higher percentages of ethanol in gasoline. Currently \$5.7 billion is spent on ethanol subsidies.

There could be a battle between big oil and the ethanol industry. Going to 85% ethanol in gasoline would mean big bucks for ethanol producers and a loss of revenue for big oil. Unfortunately our older vehicles won't run on E85 and the EPA says E15 is unsuitable for vehicles made before 2000.

Ethanol is still being hailed as a way to reduce importing foreign oil and a way to boost the rural economy. But using more corn for ethanol will also push food prices up. In a report this past April the UN says world food prices are near a record high due to inflation. The price of corn jumped 9.1% in the US in April. The US is the largest grower of corn but the UN report says not enough is being grown even with additional planting to rebuild global stocks. 40% of the corn produced in the US goes to ethanol production.

The ethanol debate has been taken up by NASCAR. During the Memorial Day weekend race in Charlotte NASCAR racecars will burn E15 gasoline. NASCAR is going along with E15 to make it look more "green" and stop criticism about the environmental impact of racing. In fact NASCAR has a green-innovation director. The E15 NASCAR is using isn't the same as what you might buy at the pump later this year. NASCAR E15 is high octane that produces a little more horsepower but at the expense of lower mileage.

Growth Energy is the organization that asked the EPA to increase the ethanol content of gasoline. "There's no sport more American than NASCAR, and there's no fuel more American than ethanol,"

said Tom Buis, CEO of Growth Energy, which promotes ethanol and partnered with the racing body. Could this be a PR move for the ethanol producers?

The battle over how much ethanol goes into your tank will continue. We already know ethanol has corrosive properties that damages tanks, fuel lines, pumps and injectors. We already know using more ethanol for fuel will push food prices up. It will be interesting to see what decisions Congress makes on ethanol.

Reprinted from the May, 2011 *Vair Force*, the newsletter of Bay State Corvairs

## Valve Adjusting

By Steve Silvia

A Few months back Brudda Dave and I were playing with my 66 Monza and trying to determine why the vacuum was so erratic [sic] on the engine. The car ran fine but the gauge was bouncing around when placed on the carb bases of each bank. I decided that I would take the valve cover off in the spring and take a look at the valve train and examine to see if the valves were perhaps set too tight, as this would cause leakage by them not closing enough with the end result being poor vacuum.

In order to make this job easier, I lowered the driver's side exhaust down and left the pipe connected, as without the muffler in place it would be too noisy to adjust the valves properly and I would be deaf. I next took an old valve cover and cut in half leaving only about 1/3 of the cover. The goal is to use the cut cover to stop the flow of oil from hitting you as you work. I could only think of the Romans pouring hot oil on the Christian prisoners and had a bad visual so the cover is a must to avoid burns. I used the old gasket on my cut cover to aid in stopping leakage as I worked. It is imperative that the engine be hot when this is done, so I drove the car for about a half-hour and then let it cool enough to remove the muffler and cover. Once I had carefully done this, I placed the cut cover on the car and let it idle jacked up, with the wheels blocked and on jack stands, for about 15 minutes to allow the engine to reach full temperature.

Now came the fun part. As I crawled under the rear of the car, my cut cover helped a lot but oil was still dripping rather quickly out of the sides but at least it was manageable. I began to back off the number 5 cylinder Exhaust Valve and was able to take it back about 4 turns before I heard clatter and let it stay this way for about 15 seconds. I then tightened it back until the clatter stopped and added ½ turn to each of the Intake and Exhaust for each cylinder. I checked the vacuum and the gauge read more stable. If anything, the valves were set too tight on the engine and with the new adjustments the car seems to rev more freely than it did before. The vacuum was still erratic however, so I may have a compression problem. Since the car runs so well, I am not too concerned over that. I will do the other side, as this side was tight then other side must be the same. The entire job took about an hour and aside from being really messy it was an easy adjustment that aided in my car's performance.