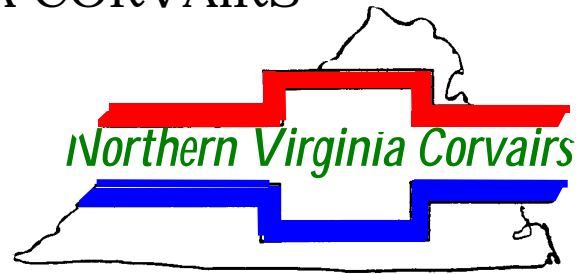


NORTHERN VIRGINIA CORVAIRS



**HOT
AIR
MAIL**



NVCC, CORSA Chapter 220

Volume XXVIII, Number 6

June 2011

CHAPTER CHATTER

By A. J. Paluska, Jr

What if they gave an NVCC Meeting and nobody came? That is what your humble scribe was thinking for the May meeting he was hosting. With no one showing at the appointed time he was thinking that he might have to go it alone. After twenty minutes two stalwart members arrived, one with his Corvair. One arrived a few minutes later.

After thinking about the meeting date, it was determined that May was a full month for Corvair and other activities. The Virginia Vair Fair was the week before, a change from its normal first week in May formula. There was a cruise night scheduled at a local venue. The meeting weekend was on Armed Forces day with the big air show scheduled at Andrews Air Force Base and there was a car show at Fairfax. Also the Corvair Ranch open house was scheduled for the next day. Too many activities to choose from!

As there were no really major repairs to accomplish on my Corvair, the multitude (?) adjourned to the house to enjoy some bagels, orange juice and coffee. Many items were discussed both automobile related and otherwise. After about an hour the meeting adjourned.

The NVCC schedule is 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 July.

Also in June is the Orphan Car tour. This will be another good opportunity to get your Corvair on the road for a nice scenic drive in the Maryland countryside.

I decided to put some gas in my Corvair as I was driving it with an inoperative fuel gauge. I had been keeping track of the mileage since the last tank full and figured that it was about time to put some fuel in. It seemed like a good time to do it as the price per gallon was starting to fall after its rapid rise due to futures speculators. Well, it took 13.199 gallons in the 14 gallon Corvair tank. Looks like I cut the mileage too close. Now I have a pretty good estimate of the MPG so that the next time I won't cut it so close. If only I had to do some work on the fuel tank!

That's it for this month. There is plenty to do with your Corvair so get out there and drive them! That might include trying to buy some new 13" tires or figuring out which 14" or 15" tires and wheels will work with your Corvair!

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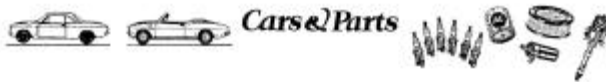
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer, 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 Sedan: 110HP, Powerglide, new carpet. Contact former NVCC member Aaron Payne at aaronpayne@me.com. (6/11)

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. (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 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.

NVCC Calendar

4 June 2011 22nd Annual Orphan Car Tour: Burkittsville, Md. Open to all "orphan" vehicles. See website www.orphancartour.org . For further information contact Jon Battle, (540) 364-1770.

18 June 2011, 9:00 AM: The regular NVCC meeting at the home of Greg Walthour.

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

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.

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.

Next Regular Meeting:

Saturday, 18 June 2011, 9:00 AM

Greg Walthour
7025 Coventry Road, Alexandria, VA 22306
(703) 768-6040

Directions: Map/directions on the mailing cover.

Treasurer's Report:

Balance (4/30/11)	\$2, 883.43
Interest	\$1.02
HAM Expenses	(\$50.00)
Closing Balance (5/25/11)	\$2,834.45

Reprinted from the June, 2011 *Leaky Seel*, the newsletter of Corvair Minnesota

No More 13" Tires (!)

This is a quick story about tires, the hazards of driving on old tires and one possible solution. First my little story; I guess it really starts in about 2000 when I was visiting Winnipeg. I bought a set of 205/70 x 13 tires from Canadian Tire (a store very similar to Fleet-Farm). These are the perfect sized tire for the late model Corvair. So we'll jump ahead to last summer, Stefani and I set out from Topeka Kansas in my blue '65 Monza Convertible en-route to the CORSA National Convention in Cedar Rapids.

Everything was going fine especially considering that I hadn't been on a real road-trip in my convertible since 2001(?) but I felt pretty confident, that I'd checked things out thoroughly. About 20 miles South of Des Moines on I-35 the car began vibrating, felt like I was driving on a washboard – and it was getting worse as we drove along. We pulled off at the closest exit ramp (Truro, IA) and I began to assess the situation. The engine was still running well and the transmission seemed to be working fine so what could it be? I couldn't identify anything visually so I drove the car a few more feet forward at which time I was able to isolate that it felt like there was a lump on one rear tire. So, out comes the jack and ancient spare tire. I mounted up the spare only to learn that it had less than 10lbs of air! (Check your spare tires folks!) We drove slowly into Truro, Iowa (about 7 or 8 miles) and put air in the tire at the local mini-mart. Fortunately the rest of the trip to Cedar Rapids was uneventful.

I wasn't going to run all the way back to Topeka on a 30 year old spare tire so fortunately, Gary Nelson had a pair of 13" tires for sale! We struck a deal and I went down to the local Tires Plus to have them mounted (on the front because they were a bit smaller size than the other tires I had).

Well, as luck would have it, on the way back to Topeka, just on the outskirts of Des Moines, the familiar rumble was heard/felt again. This time we were within a few hundred yards of a Quick Trip. Out came the spare which was now one of the 205/70 x 13s. The rest of the trip was hot but uneventful.

So why the long story? Well after this ill fated (?) trip, I decided that I'd had my fill of 13" tires. New ones are non-existent and my car is not an 'original' car anyway. So I started looking around for new wheels/tires. In my research I found that even 14" tires to fit a Corvair properly were starting to get scarce so my new wheels would be at least 15". I did a lot of studying on what size wheel/tire combination would be appropriate for the Corvair (Thanks mostly to Tire Rack and CORSA member Bryan Blackwell's web site). [Who is this Blackwell guy? Ed.]

It was determined that my old 205/70 x 13 tires were about 24.99" diameter and 617.2 revolutions per mile. These were the parameters I would use to find the ideal tire/wheel

combination. The tire size that was the best match to these parameters in a 15" size is 205/60x15 at 627 revolutions per mile. This was also a tire that had many brand choices available. I didn't want to change speedo gears. So now I started hunting for wheels. I did a lot of looking at wheels on eBay and various wheel vendors. New wheels were not in the cards (too expensive).

On eBay I saw a set of wheels from a 2WD Chevy S-10 pickup/blazer. Seeing those reminded me of a conversation that I had with someone at the CORSA Nationals who had mounted wheels from an S-10 Extreme on their Corvair. That person said they 'mounted right up' with a slight modification (I'll get to that shortly)! These 'swirl pattern' wheels (from a 1998 to 2003 Chevy S-10 2WD truck or blazer) were the ticket.

They appeared to be plentiful and I had never seen a Corvair wearing them. Above all, they appeared like they would be an attractive addition to the 'look' I wanted for my car. I found a nice set of these S-10 wheels at an automotive recycler in Topeka, KS and the price was right.

Jump ahead to the April, 2011 CORSA Communique. Right there on the cover were 'my' wheels! So much for being unique, right? Anyway, I emailed CORSA member Craig Nicol questions about fit and tire size and such. His response was very detailed. He said he used 195/60 x 15 tires because the 205s were a little tight in the late model Corvair fender wells. He also said that I would need specific lug nuts if I wanted to use the black plastic lug nut covers that also hold on the center cap. He specified Dorman part # 611-160. I found these through www.rockauto.com for a very reasonable price. I also purchased 20 new lug nut covers. All 20 lug nuts and covers totaled less than \$100.00.

Now, onto the tires; I had been looking on Tire Rack at a set of Sumitomo summer tires. I figured I didn't need all season or touring tires since I only drive the convertible in nice weather. The Sumitomo tires were on closeout for \$59.00 each (plus shipping).

Now that I had everything, something still stuck in my head. When I spoke to the gentleman at the CORSA Nationals last summer, he said he had to 'remove a little material' from the inside hub surface on his wheels to get them to fit on a Corvair. I questioned Craig Nicol about this and he said "they bolted right up".

Being the sometime skeptic I am, before I had the tires mounted on the rims, I test fit a new wheel on the front hub of my car. Sure enough, the hole in the wheel was not quite big enough to fit comfortably over the Corvair hub. All it took was a few seconds using a die grinder with a sanding drum to 'clean up' the inside hub surface of the wheel and it fit with a slight bit of coaxing.

I haven't driven it other than just a quick around the block to make sure everything was OK but it sure feels good and in my opinion, it looks great Paul Sargent