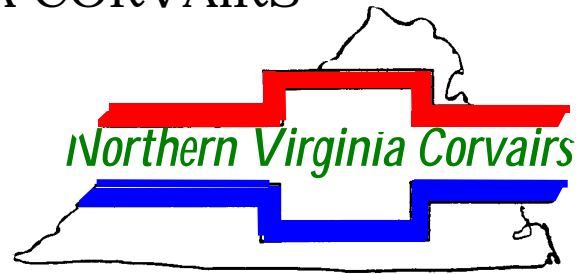


# NORTHERN VIRGINIA CORVAIRS



**HOT  
AIR  
MAIL**



NVCC, CORSA Chapter 220

Volume XXV, Number 3

March 2008

## CHAPTER CHATTER

By A. J. Paluska, Jr

Seven members were in attendance to learn and help Ron Tumolo construct a bolted flywheel under the experienced supervision of Al "Mister Flywheel" Harris. Four of the members drove their Corvairs to the meeting: Venice Cox (1965 Corsa Coupe), Bill King (1968 500 Coupe), Ron Tumolo (1962 Sedan), and Greg Walthour (1963 Greenbrier).

Here's a high-level description of what we did to bolt the flywheel. One would need to know more detail to actually do one, but then that's why you should attend the meetings. Indexed the 3 flywheel parts. Chiseled off the rivet heads. Drove out the rivets. Drilled the flexplate holes out to 21/64. Tapped the flywheel holes to 5/16-18. Removed all work flash from all the holes. Bolted the flexplate to the faceplate. Added lock washers and nuts to the bolt ends. The parts list needed to complete the flywheel are 12 5/16-18 x 3/4 Torx button head capscrews\*, 12 5/16 lock washers\*\*, 12 5/16-18 nuts\*\*, and Loctite \* You are not likely to find these at Home Depot. You probably need to go to a fastener or mill supply house or try Googling "Torx button head capscrew" \*\* Can substitute self-locking nuts for these.

The club purchased T-shirts, based on the popular 2007 Vair Fair design, were delivered at this month's meeting. Each member will receive one shirt free and will be able to purchase additional shirts for \$8.00 each. You must attend an NVCC meeting or event to get your free shirt. A free shirt will also be provided to new members. Any excess shirts will be offered for sale to other interested Corvair enthusiasts.

In lieu of the purchase of CORSA memberships for NVCC club members that are not currently CORSA members, the club unanimously approved making a \$250 donation to the CORSA General Fund.

Don't forget to pay your dues for 2008. As the treasury is flush, your annual dues will again only be \$10.00 for the year. **This will be your last issue of the HAM unless your 2008 dues are paid by the end of March.**

Also contact Darrin Hartzler to purchase 2008 Vair Fair Raffle car tickets. See ad on Page 2. Treasurer Darrin Hartzler successfully transferred the bank account to a new bank. It is an interest bearing account with a minimum balance, which the club should have no trouble maintaining.

### 2008 NVCC Officers

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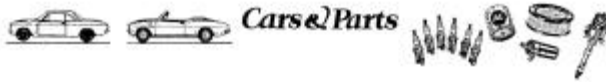
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer,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

**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)

**WANT A "NEW" CORVAIR FOR \$5.00?**  
If you do, now is the opportunity to try your luck by trying to win the 2008 Vair Fair Raffle Car currently being prepared by the Tidewater Corvair Club. Tickets are \$5.00 each, Call Darrin Hartzler at (301) 365-7332 or [dhartzler@ifc.org](mailto:dhartzler@ifc.org).

**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 [kimpjasonp@juno.com](mailto:kimpjasonp@juno.com) or [whitetiger@hereintown.net](mailto:whitetiger@hereintown.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

**NVCC Calendar**

**15 March 2008, 9:00 AM:** The regular NVCC meeting at the home of Ron Tumolo.

**19 April 2008, 9:00 AM:** The regular NVCC meeting at the home of Darrin Hartzler.

**2-4May 2008: 29th Annual Virginia Vair Fair,** Tidewater Corvair Club. The George Washington Inn and Conference Center, Williamsburg, VA.

**17 May 2008, 9:00 AM:** The regular NVCC meeting at the home of Mike Puglisi.

**21 June 2008, 9:00 AM:** The regular meeting at the home of Ron Tumolo.

**19 July 2008, 9:00 AM:** The regular meeting at the home of Venice Cox.

**23-27 June 2008, CORSA International Convention,** CORSA West of Los Angeles, Ventura, CA.

**16 August 2008, 9:00 AM:** The regular meeting at the home of Steve MacLeod.

**19 September 2008, 9:00 AM:** The regular meeting at the home of Bill King. (TBR)

**Next Regular Meeting:**

**Saturday, 15 March 2008, 9:00 AM**

Ron Tumolo  
905 North Amelia Street, Sterling, VA  
(703) 430-6582

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

**Treasurer's Report:**

Balance (1/25/08)	\$3,248.19
Dues	\$170.00
T-shirt Sales	\$16.00
Closing Balance (2/25/08)	\$3,434.19

Reprinted from *Virtual Vairs* on the Internet. Provided by Ron Tumolo.

To all VV readers:

There is something 'mystic' about adjusting CORVAIR rocker arms. It should not be that way, adjusting rocker arms is the same procedure whether a SBC or even a VW with solid cam followers. The only difference with solids is that a gap is maintained between the rocker arm and the valve stem to allow for heat expansion that closes the gap as the engine warms up. This is an advantage of hydraulic lifters, they allow for the expansion.

Now on to any hydraulic cam: This is cold adjustment. There is no need for a hot and running engine to adjust valves unless you are troubleshooting a particular lifter or a miss or noise in the engine.

Let's start with the lifter itself. The seat portion of the lifter is extended outward, held in place with a snap ring. This is true whether a brand new lifter or a used lifter already installed in an engine. It is important for you to understand that in only one position of the rotation of the engine is the two valves in any particular cylinder in place for adjustment. This is when the piston of said cylinder is at the top of the firing stroke. Both valves are closed in that position.

Let's start with number one (#1) cylinder: There are several ways of finding when #1 piston is at the correct spot. The easiest probably is to remove the distributor cap so the rotor can be seen and roll the engine over until the rotor points towards number one spark plug wire on the cap. You can double-check that position too by looking at the timing mark in the pulley; it should be very close to the zero in the rear casting. Now take a magic marker and while using the cap as a guide, mark each of the plug wire positions. You can see exactly where to place them because direction across from the #1 position will be the #2 plug wire. Then you can simply place the odd two on each side, which is easily seen with the eye.

Now, while the engine is at #1, take the 5/8" socket/ratchet and get under the car on the passenger side. If you are doing an O-ring job, then all the rockers should be in place but loose already, if not then loosen either (or both) rocker arm nuts on #1 cylinder. Then grasp the rocker arm at the top and bottom and move the rocker arm in the same motion that it works while the engine is running. This is a very light touch, the rocker arm isn't going to jump off the engine and bite and the feel must be very gentle. Begin to tighten the rocker arm nut while moving the rocker arm in that motion. When the loose motion is taken up, the rocker arm is being held by the pushrod on the bottom and the valve stem on the top. This is zero lash.

**CAUTION:** do not push inward on the bottom (lifter) end of the rocker arm. Yes there may be some springy movement there but resist pushing the lifter inward. You are only taking up the loose motion from the rocker arm between the valve stem and the tip of the push rod.

After doing just that (reaching ZERO lash), tighten the nut 1/2 turn. This is the pre-load that pushes down that spring pressure that you feel in the lifter. This pre-load is what makes the rocker arm quiet.

After doing one rocker on #1 cylinder, do the other rocker the same way. **YOU HAVE NOW ADJUSTED #1.**

Next step is to roll the engine to the next piston. The easiest way to do this is rotate the engine in the same way that it runs. This is with the crank pulley doing a counter clockwise rotation (CCW).

**CAUTION AGAIN:** Remember that if you have a reverse rotation engine in a German car, the rotation is clockwise (CW).

Back to normal rotation engines: when you rotate the engine (while watching the rotor on the distributor) you will come to #4. Now go to the drivers' side and repeat the above.

The stock firing order is 1-4-5-2-3-6. Remember that it makes no difference whether the lifter is new or old. You are not doing anything with the springy ability of the lifter, you are working with the distance between the valve stem and pushrod to where the lifter seat is being held by the snap ring.

After doing all six and installing the rocker covers and exhaust system, you may hear some clacking when the engine is first started. This is especially true when using new lifters and can be true if an old lifter was out of adjustment in the past. It also happens frequently when the car is placed at an angle; such as having the engine end up in the air and front down on the ground. The oil runs from some of the lifters and that oil cushion in the pre-load is gone until oil is replenished.

You need to have enough confidence in the fact that you completed the operation correctly and just gently drive the car and suddenly you will notice that the clacking has gone away.

In reference to rocker arm clacking, many CORVAIR engines will clack after sitting idle for a period of time. What happens is that the valve spring pressure pushes against the lifter because that particular valve is in an open position and gradually pushes all the oil from it.

Again, after some gentle driving the lifter is filled with oil and quiets the rocker arm. This is also a good case for weak end valve springs in engines that have sat for long periods of time.

Another time of clacking rocker arms is when the car has been parked at a slant position. Either a low side or the front/rear, when the car isn't level there is a possibility of a lifter draining and the subsequent clack when the engine fires. Many times when the engine is due for fresh oil, there will be a chance that a lifter will bleed easier than when the oil is fresh and clean.

I hope the above will help some of you in VV land.

Good luck. Regards, Steve