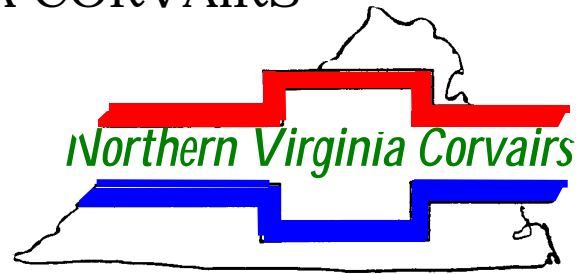


NORTHERN VIRGINIA CORVAIRS



**HOT
AIR
MAIL**



NVCC, CORSA Chapter 220

Volume XXVIII, Number 3

March 2011

CHAPTER CHATTER

By A. J. Paluska, Jr

Ten members and one guest were present at the February meeting to help host Ron Tumolo to work on his 1963 Monza convertible and 1964 Monza coupe. There were two projects, one for each car. The first was to replace the distributor on the '64 with a new one with a pertronix electronic ignition. That was accomplished in short order and after timing and tuning the '64 was running quite well.

The second job on the '63 wasn't quite that simple. Ron was replacing the blower bearing so much of the top end had to be removed to get the shroud off. With the assembled expertise and many hands most of the work was done in short order. The old blower assembly was removed. The new one was put on. Now the project hit a snag. Ron was installing an early model blower assembly, but the one on the engine was a late model. That meant that the pulley would have to be changed for an early model. None was on hand so the project was buttoned up awaiting the correct pulley. Your editor experienced the same problem only he was replacing an early assembly with a late. A late pulley was procured and painted, plus the correct PVC system was installed. Ron only needs the correct pulley to get the '63 on the road again.

The 2011 Orphan Car Tour will take place on Saturday, June 4 in the vicinity of Burkittsville, Maryland.

As in past years, the Tour will be a great opportunity for "orphan" car owners to get their family and friends out for an old-fashioned, leisurely afternoon drive in the country over scenic back roads. (For their purposes, they define "orphan" as a vehicle that was manufactured by either a now-defunct manufacturer or by the discontinued division of a still-operating company).

A calendar blurb is below. When they have worked out the details, probably in March, they will send us a flyer, press release and updated calendar listing. Meanwhile, go to their website (see below) for updates. They would be grateful for our help in spreading the word, and they are thankful for assistance in past years! Jon Battle is the Orphan Car Tour Publicity Coordinator.

The Tidewater Corvair Club is hosting the 2011 VA Vair Fair on 13-14 May in Chesapeake, VA. Host hotel is the Norfolk Chesapeake Marriott (757) 523-1500. \$99.00 room rate. See www.corvair.org/chapters/tidewater.

If you haven't paid your dues by the end of this month, this will be your **LAST ISSUE** of the HAM. You cannot afford to be without your monthly installment of this fine authoritative automotive journal, so send your dues **TODAY**.

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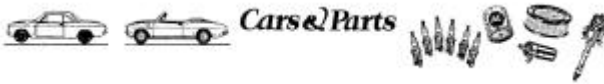
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer,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

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

19 March 2011, 9:00 AM: The regular NVCC meeting hosted by Doug Jones at BMW Fairfax.

16 April 2011, 9:00 AM: The regular NVCC meeting at the home of Darrin Hartzler.

21 May 2011, 9:00 AM: The regular NVCC meeting at the home of A. J. Paluska, Jr.

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: 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.

Next Regular Meeting:

Saturday, 19 March 2011, 9:00 AM
Doug Jones
2730 Dorr Ave, Fairfax, VA 22031
(703) 441-6863

Directions: Map/directions on the mailing cover.

Treasurer's Report:

Balance (1/31/12)	\$2,850.42
Interest	\$0.00
Dues	\$195.00
Closing Balance (2/28/11)	\$2,850.42

Reprinted from the February, 2011 *Vegas Vairs Vision*, the newsletter of Vegas Vairs

**FILLING LIFTERS PRIOR TO INSTALLATION (Revisited-10 JAN 11)
BY BOB HELT**

Again the subject of whether to fill valve lifters with oil prior to installation has surfaced for discussion. So we will once more try to take an objective look at both practices and try to make an analysis of the benefits and detriments of each. Mainly this discussion deals with NEW lifters being installed on a new camshaft. The same concepts may also be applied to used lifters being reinstalled in their same locations on their old camshaft. (Never install used lifters on a new camshaft or on a different used camshaft.)

RECOMMENDATIONS TO NOT PRE-FILL LIFTERS

First we must note that there are several lifters manufacturers/distributors that recommend that the new lifters be installed just as they are right out of the box. In other words, no pre-lube other than whatever lube there may already be inside the lifters. Of course it is unknown just how much manufacturers-supplied lube actually remains inside the lifters. This lube might have all evaporated (since it is often kerosene) or leaked out and one would never know. The reason given for doing this is that the lifter will not be pumped-up. They see the problem as being that a full lifter (that is, one that is pumped up) will hold the valve slightly off its seat then when the pre-load is made. Pre-load being the turning of the adjustment nut inward anywhere from 1/4th to one full turn from the zero lash point. With the valve being held off its seat, when starting the engine, actual firing will be delayed until the lifter collapses slightly ending the pump up. All such statements observed only deal with the out-of-box condition. Also some manufacturers cite the possibility of a valve having a pumped-up lifter that might contact the piston. But this is not possible in any stock Corvair engine, so it is not a consideration for us. These statements never seem to consider possible filling of the lifters by running the oil pump separately before starting the engine by using an electric drill motor to operate the oil pump.

So therefore we must assume that these recommendations include starting the engine with just the lube that the manufacturers added to the lifters when produced.

RECOMMENDATIONS TO PRE-FILL LIFTERS

The other viewpoint is that lifters should always be filled with oil (that is, pre-lubed) prior to installation. There are several variations on this view so let's take a look at them now. One is that lifters should be vertically submerged and soaked in a container of oil for some period of time such as overnight. The idea being that oil will tend to displace any air trapped in the lifter. Our position is that this is really not effective and will not result in adequate pre-lubing.

Another technique, as already mentioned, is to install the lifters right out of the box and then try to fill them with oil by operating the engine oil pump with an electric drill motor, without starting the engine. The problems with this method are that there is really no way of knowing just when the lifters are full of oil. This is because experience has shown that one or more noisy lifters on an operating engine may take anywhere from several minutes to half-an-hour, or more, to fill and that would be with oil getting up to operating temperature. When using the drill motor method, the oil will have a higher viscosity than when the engine is running and will take longer to achieve lifter filling. Maybe an observation of the pushrod ends (when installed) may show a flow or dribbling of oil (indicating that the lifters are filling with oil but theory of metering valve operation shows that these valves tend to block any flow to the pushrods until lifter inertia of a running engine allows flow past the metering valves. So using this method is hit or miss in actually filling the lifters. It may help, or maybe not, as far as accomplishing any lifter filling since there is no way of knowing what is happening. Therefore this method should be used to pre-lube the rest of the engine, but cannot be relied on for lifter filling.

So how do we fill the lifters with oil? There seems to be two methods which we will discuss. The surest way is to use a trigger-type hand-held oil can. This is a small oil can that has an internal pump operated by a trigger. By placing the tip of this oil can into the oil hole on the side of the lifter and activating the trigger until oil exits the pushrod seat the lifter will fill with oil. Lifter filling can also be accomplished by submerging the lifter in oil and repeatedly depressing the internal piston and then releasing it.

The 1965 Corvair Shop Manual shows a method of filling lifters that have been disassembled. This method will work on some original lifters but not on others and probably not on aftermarket lifters too, since it is based on an alignment of the two side holes of the lifter body and internal piston (so as to insert a drift in them).

ADVANTAGES/PROBLEMS OF NOT PRE-FILLING LIFTERS

The advantages of this method include elimination of any valves from being held off their seats. But this is meaningless for two reasons. First is that the amount that the valves are lifted when they should be seated are very small and may not have any significant effect. For a ¼-turn adjustment, the valve will be held a maximum of 0.018" off its seat. And maybe worse, is the fact that a lifter that is not full of oil will not raise the valve as high as stock. If the stock valve lift is assumed to be 0.390", then an empty lifter will only raise the valve by about 0.250". So which is worse? Who knows? But it shows that there can be disadvantages. Another possible advantage....and maybe the only real advantage, is that a lifter that is not full of oil may more easily rotate when raised by the cam lobe. This is not an established fact but just a consideration.

But there are MAJOR disadvantages to not filling the lifters with oil. Those are the delay in getting oil to the rocker box rapidly when the engine is started. This lack of oil can cause considerable valve-stem/guide wear. And the noise of 12 lifters banging and knocking around in the engine until they fill (again anywhere from ½-hr or longer for some) is deafening, not to mention the possible wear and damage to parts.

ADVANTAGES/PROBLEMS OF PRE-FILLING LIFTERS

Advantages include, rapidly getting oil to the rocker box and quiet, wear free operation when the engine is started.

The effect of maybe holding the valves off their seats is not known and may be moot since the lifters will rapidly collapse to eliminate this effect when the engine is assembled with the valve pre-load adjustment (lifters do have a degree of leak-down) and certainly will leak down when the engine is started. And if they are slow to do so, no engine damage will occur since the stock clearances are sufficient to prevent any piston to valve contact.

That leaves the unanswered question of whether lifter rotation is facilitated by not pre-filling as opposed to pre-filling the lifters. No manufacturers address this subject. Neither do the Shop Manuals. It would seem that there are no advantages either way. A non pre-filled lifter would be rapidly shot off the camshaft lobe when contact is made before it might receive any rotating effects. A fully filled lifter would remain in contact with the lobe while being raised but the load of raising the valve might place a drag on the rotation of the lifter while the lobe is lifting it, and thus slow the rotating effect.

In summary, pre-filling the lifters would seem to be the preferred method of installation since oil will be directed to the rocker box more rapidly and lifter noise would be minimized.