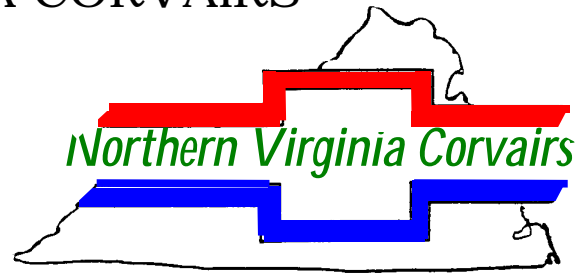


# NORTHERN VIRGINIA CORVAIRS



**HOT  
AIR  
MAIL**



NVCC, CORSA Chapter 220

Volume XXV, Number 5

May 2008

## CHAPTER CHATTER

By A. J. Paluska, Jr

Six members were present at the April meeting to help Mike Puglisi change the valve gaskets and fix his taillight problem on his original 1961 500 coupe. The car was up in the air and preliminary work was already being accomplished when your editor arrived. The tardy arrival was precipitated by an unscheduled stop on the Washington Beltway to check out a loud scraping noise coming from the engine bay. A quick scan indicated that the fan was scraping on the carburetor linkage. As it was closer to the meeting site, and there was an abundance of expertise there, the decision was made to proceed to the meeting. Upon arrival, the problem was described and corrective measures were initiated.

As you experienced Corvair mechanics may have guessed, the fan assembly had risen up to make contact with the carburetor cross linkage. A few taps with the universal tool and the scraping was gone, but the blower bearing will have to be replaced. The fix was good enough to return to home base safely without any problems. Looks like getting the required parts from Clark's at the Vair Fair will be the way to proceed.

All was going well with the valve covers so work was started on the taillights. The problem arose at last years Vair Fair hosted by us. A temporary fix

with some external ground wires allowed Mike to make it home at night with some illumination. At a later meeting we were able to get a better ground but over time it seems that the problem has reemerged. This time around, more of the area in and around the taillight assembly was cleaned to make a good ground. The next problem encountered was that both bulbs were found to be faulty so the ultimate test was postponed until Mike could procure some new bulbs.

Please note the changes to the schedule for the next few meetings. The May meeting time has been changed to 11:00 AM. The June meeting has been changed from Ron Tumolo to Oren Rose.

If you remember from last year, the club was able to get Oren's early model running after it had been parked in a low lying area that was subsequently inundated with water. The project for June will be to replace the fuel tank. If you have never done this before it should be a good learning experience, so don't miss the meeting.

A discussion over the zinc additives in current motor oils was conducted. Next month I'll have some articles concerning this topic.

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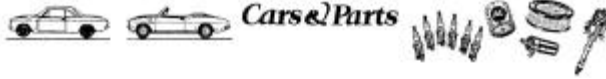
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer,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



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(717) 624-2805

## NVCC Calendar

### \*\*\*AUTOMOTIVE CLASSIFIED\*\*\*

**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).

**AVAILABLE NOW:** 2007 Vair Fair T-shirts. 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

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

**17 May 2008, 11:00 AM:** The regular NVCC meeting at the home of Darrin Hartzler. **TIME CHANGE**

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

**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, 17 May 2008, 11:00 AM**

Darrin Hartzler  
8214 Beech Tree Drive, Bethesda, MD  
(301) 365-7332

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

### **Treasurer's Report:**

Balance (2/25/08)	\$2,805.98
Dues	\$100.00
Closing Balance (3/25/08)	\$2,905.98

Reprinted from the April 2008 *VairCor*, the newsletter of the Heart of America Corvair Owners Association.

The Preventative Maintenance Series  
By Mike Dawson

The following list of items to check before taking a trip are suggestions for all Corvairs in general. Remember that even long trips are usually less than the mileage between a single oil change. Serviced properly, your Corvair will cruise to all of this summer's events and back -and be happier for it!

1. Check or clean & pack all four wheel bearing assemblies, and check & lube the 2 or 4 U -joints. Check front-end parts and lube the fittings.
2. Have tires balanced and aligned if necessary. Before trips, check all five tire pressures and tighten lug nuts with the tool you use to change a tire.
3. Check or change all fluids: oil, transmission, differential, brake fluid, washer fluid and battery level if possible. Synthetic Powerglide fluid is a very good idea.
4. Check the oil pressure sending unit and change this inexpensive item if you do not know its history.
5. Check the engine tune, and include cleaning the crankcase vents. Check the breaker plate in the distributor, lube the distributor cam and inspect the electrical connections such as the primary coil wires, alternator wires (no generators allowed) and multi-connectors. Check carburetor inlet nuts for leaks.
6. Check the battery date, cable ends, ground cable mount and check the overall charging system with the lights and accessories on maximum.
7. REMOVE the belt and check the condition of the entire length. Spin all three pulleys and lube anything questionable. Tools are available to grease the fan and idler bearing.
8. Check all running lights, check the fuse block for rust, check the large connector in early model engine compartments, check warning light operation.
9. If air conditioned, blowout the condenser, check the mounts and belt, check the evaporator drain, and re move the lower shrouds for better cooling.
10. Check the harmonic balancer, and if it is original, replace it! Be sure to check the fuel pump mount, they do work loose. To be safe with the increasing ethanol additions, you should have a new Airtex pump with the green paint spot.
11. Lube your late clutch cable ball and look for frayed cable between the two pulleys under the dash on early models- also check parking cables in the same area.
12. Check brakes; wheel cylinders, shoes, master cylinder (push rod leak), and most important, the steel and rubber lines. Give your car the "stomp test" in the driveway. Steel lines above the gas tank and next to the transaxle are the most prone to rust, with tunnel lines next.

Be aware of any speedometer error you may have and know your oil consumption rate. Test drive 15 minutes on the highway on a hot day, pack up and head out!

If you have questions about the above items, call me. I have tech sheets, tools and encouragement free for the asking.

Spares and tools? My favorites would be a belt, a new fuel pump, one rocker arm with pushrod and valve cover gasket, one 30 amp fuse, a set of points and condenser, oil as required, tools for these items, and a CORSA Travel Roster.

By Bob Vukas

### **From a Penny to a Quarter**

Abraham Lincoln's head used to be the penny indicator to tell you that you had 2/32" left of tire tread. Inserting the coin upside down told you that if you saw all of Lincoln's head, technically, your tires were worn out and it was time to purchase new ones. Recent tests by *Consumer Reports*, among other publication organizations, tell us that a tire worn from the usual 10/32" down to 4/32" begins to noticeably lose snow and wet traction capabilities and develops a slight gain in dry traction. George Washington's head on the quart represents the 4/32" updated measurement for today. This winter has taught us all the value of good tires. Safety above all else tell us that when we buy tires we need to consider where we live, what kind of driving we do, how many miles we drive yearly, and how many miles that will be when at 8 years for a collector car tire the tires will be aged out of service and 6 years for our every day drivers. It will always pay to count your pennies and quarters but don't be safe tire foolish.

### **A Bushel of Wheat and a Barrel of Oil**

The market used to be measured on the premise that a bushel of wheat and a barrel of oil cost about the same and would go up or down at the same level. Now that oil has zoomed past \$100 per barrel, will wheat be soon to follow? That may seem ridiculous but the grain bio fuel industry will drive the price up. Alcohol does not do well by our collector cars. Ethanol works like *Liquid Drano* and will clean out all the aged deposits in the system and head them towards the spark plugs, the carburetor and fuel filter. Energy prices will not be going lower any time soon so you may want to add miles per dollar to your miles gallon calculations as you travel. My nephew found that the cost to fly from Casper, WY to Minneapolis, MN was \$900. It was more economical to drive, even at 12 hours one way, than it was to fly. Fargo, ND, too, is expensive to fly to on business. This summer, once again, we will see this part of the USA in our Toyota.

Reprinted from the April 2008 *Corvairations*, the newsletter of the CORSA Ontario.

### **Time To Retire?**

For many years we have mounted P185/80 R13 tires on our Corvairs. My first memory of this size was on a basic Citation of 1980. Other cars used this size into the '90's but it is no longer in use as an OEM tire to- day. Until five years ago it was still readily available but not today. Most makers have dropped this size of tire. What will we do? We might be lucky and find a 14" rim for the late model cars but you might win the 649 before finding a correct 14" Chevy II 4 bolt rim for the early models.

Kumho still makes *P185/80 R13* tires. Walmart sells Marshall Tires, made by Kumho, in this size. A student checked the store here in Burlington for me and 6 whitewalls were in stock. Expect to pay about \$53.00. Some Marshall tires in the 185/80 R13 size are for trailers but they will not have the P designation (Passenger car). Look for the P, retire early and keep rolling.

Caveat Emptor. Jim Diell April 2, 2008