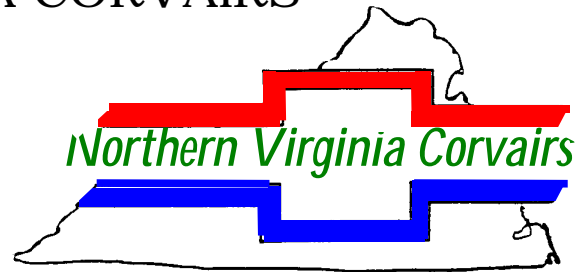


NORTHERN VIRGINIA CORVAIRS



**HOT
AIR
MAIL**



NVCC, CORSA Chapter 220

Volume XXVI, Number 5

May 2009

CHAPTER CHATTER

By A. J. Paluska, Jr

What a difference a month makes. For the March meeting, we were freezing in Jason Matthys' driveway working on a brake problem and in April we were working in Greg Walthour's driveway working on a brake problem!

Actually, the real difference was that the April meeting was much warmer and the objective was to install a sway bar on the rear of Greg's Greenbrier. Six members attended to help with the project. In the process of doing that a check of both rear brakes was made and it was determined that the right rear had only one shoe moving. The decision was to press on with the sway bar as Greg could fix the brake by himself. He needed the extra hands and help for the sway bar.

Besides getting the vehicle up in the air, a few holes needed to be drilled to effect installation. First problem: the required drill bit was not present. Second problem: during construction of installation brackets it was discovered that two bolts required were missing. These annoyances caused a trip to the local LOWE'S to procure the necessary items.

A quick trip in your editor's 1964 with Greg solved both problems. Work got serious when the drill started turning. Your editor had to leave before the installation was complete so that I don't know how it eventually turned out.

Raffle tickets for the CORSA Convention 1964 low mileage Monza were sold and a club check for the cash was provided.

The next event, prior to the NVCC May meeting will be the Vair Fair from 8-10 May 2009 in Fredericksburg, Virginia. That is about as close as it can get without NVCC actually hosting the event in its own area. It promises to be a good time. You might even be able to commute to the events!

For the May meeting, to be hosted by your humble editor, we will work on many little things on the 1964. There are too many to list here, but they range from turn signals to idle adjustment to heater controls. So, bring your tools and have some fun.

2009 NVCC Officers

President:

Bryan Blackwell
6329 Hillside Road
Springfield, VA 22152
(703) 569-6908
bryan@skiblack.com

Vice President:

Ron Tumolo
905 North Amelia Street
Sterling, VA 20164
(703) 430-6582
rvtum@verizon.net

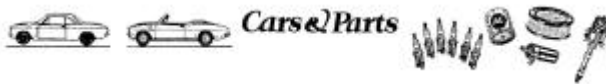
Treasurer:

Darrin Hartzler
8214 Beech Tree Drive
Bethesda, MD 20817
(301) 365-7332
dhartzler@ifc.org

Secretary/Editor:

A. J. Paluska, Jr
6839 Brimstone Lane
Fairfax Station, VA 22039
(703) 250-4455
ajjr13@earthlink.net

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.



NVCC Calendar

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 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)

STILL AVAILABLE: 2007 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!

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

8-10 May 2009: 30th Annual Virginia Vair Fair, VA Central Virginia Corvair Club

Friday night social, people's choice show, swap meet, valve cover race, Saturday banquet, and rally or autocross. Holiday Inn North Fredericksburg, 540/371-5550, mention "Corvair Show" to get special \$89 rate. Wade Lanning, 8015 Driftwood Dr., Prince George VA 23875, (804) 861-5748, wblanning@comcast.net.

16 May 2009, 9:00 AM: The regular NVCC meeting at the home of A. J. Paluska, Jr.

20 June 2009, 9:00 AM: The regular meeting at the home of Bryan Blackwell.

13-17 July 2009, CORSA International Convention, Florida Corvair Clubs, Jacksonville, FL. Host Hotel is the Wyndham Jacksonville, 800-996-3426. Mention Corvair Society for \$99 rate. Register online www.wyndhamjacksonville.com, click "Search using Corporate, Promo and Group codes," enter your dates and 0719886CO for Group Code. Contact Sarah Beltrami, 386-615-0072, sarahvair@juno.com.

18 July 2009, 9:00 AM: The regular meeting at the home of Darrin Hartzler.

15 August 2009, 9:00 AM: We need a host for this meeting.

19 September 2009, 9:00 AM: We need a host for this meeting.

Next Regular Meeting:

Saturday, 16 May 2009, 9:00 AM

A. J. Paluska, Jr
6839 Brimstone Lane, Fairfax Station, VA
22039
(703) 250-4455

Directions: Map/directions on the mailing cover.

Treasurer's Report:

Balance (3/31/09)	\$3,251.47
March Correction	\$10.00
Interest	\$2.37
Closing Balance (4/27/09)	\$3,263.84

Reprinted from the January 2009 *Vaircor*, the newsletter of the Heart of America Corvair Owners Association

The Preventative Maintenance Series - Mike Dawson

Common electrical problems: The following can either be "preventative maintenance" or a cure for a current problem. Keep in mind that bizarre electrical occurrences are usually from lack of a good ground.

Late model rear taillight sockets and early model front turn signal/parking light sockets share a common problem. They fall apart when removed repeatedly or they rust around the hole and lose their ground. Replace them with Echlin LS6469 or O'Reilly 08542 (Calterm). This socket does not have the plastic outer portion that comes apart on the original style. It has six metal tabs to ground instead of the original two. It does take extra effort to get it in place but once installed will not loosen' up. You can also get the same all metal socket with a separate ground in case you have an especially bad early model trunk area.

Early model rear sockets can produce strange lighting effects due to bad grounds. The entire socket assembly must have a good ground to the body where it clamps from the back. The inner socket can lose its ground where it is crimped to the outer housing. The best approach is to replace the entire assembly when they begin to rot out. The reproductions should be weatherproofed from the backside after installation. Be sure they have a good ground to the body and that a good gasket is installed under the lens to keep water out of the inner socket. Poor lens gaskets rot out the inner socket on all the original taillight sockets also. If you're still nursing an original socket and the bulb seems loose, try extending the two contacts on the end of the bulb with a small drop of solder. This compensates for shrunken connectors underneath the dirt and undercoat. With the car lights on, use a test light to test the separate parts of the socket for good grounds. If you install an 1156 bulb in an 1157 socket or cross the wiring, you activate the taillight circuit when you put on the brakes or activate the brake light circuit when you turn on the lights. Fun to track down!

A fuel gauge that reads over full is caused by an open in that circuit. The ground wire from the sending unit to the body at the tank is a likely cause. The other common problem is an open or dirty insulated area in the sending unit windings. Also a faulty dash ground on late models can cause an over full reading. If you have a float full of gas, the gauge will stay empty or close to empty. Before attempting repairs, use an ohm meter or a known good sending unit to test the system.

The next time our forecast is for -20 degrees, remember this: A battery at zero degrees has only 30% of its capacity. Take your battery indoors overnight or leave a droplight hooked up next to it and notice the wonderful difference. A lot of people think the engine turns over slow because it is cold - not so (unless you have dirty oil!!). Remove and clean battery cable connections twice a year; the inner surface of the clamps can lose contact due to corrosion and not show up during inspection.

Next month: some emergency procedures, including how to steal a Corvair in 30 seconds or how to prevent yours from being stolen. [See April 2009 HAM – Ed.]

Reprinted from the December 2008 *Vaircor*, the newsletter of the Heart of America Corvair Owners Association

Reproduction Parts Update By Mike Dawson

Be aware of the following reproduced parts problems that have been noted recently.

1. Pilot bushing noise; new bushings can make the usual squealing noise when using the clutch - maybe this is from not being oil impregnated to the same extent that the original bushings were. Try soaking them in clean oil as soon as you get one or maybe using some grease in the cavity and on the bushing.
2. Vacuum modulators may cause occasional cold up shift slipping when installed on some transmissions. Replacement with NOS or NORs parts cures the problem.
3. Shifter shaft seal leakage on manual transmissions. Only slight leakage but persistent with subsequent seal replacements on different cars. This is after making sure the pinhole doesn't have a sharp edge that cuts the seal lip.
4. Choke pull off diaphragm leaks: they work fine in service but will show slight leakage when you test them.
5. Gas caps for cars and FC models are listed in catalogs as the proper application but they have a pressure valve installed. The caps are fine but you must remove the pressure valve or your engine will starve or flood depending on the circumstance. Corvairs must have a vented cap.

Reprinted from the November 2008 *The Spyder's Breath Gazette*, the newsletter of the Tidewater Corvair Club

Free Knowledge, Bring Your Own Container By George Jones

If you're planning on replacing weatherstrip in the near future, you may want to take a look at this article. It contains a lot of tips that can make the job a little easier:

<http://www.1aauto.com/wstrip/installguide.php>

If you own a late model convertible, here's your opportunity to purchase some reproduction convertible top sun visor supports. This is the fist sized chrome piece that your top latches to, and it also holds your sun visor pivot. I've seen these sell for near \$200 on eBay, but the Original Parts Group Incorporated has reproduced them for the 1964-65 Buick Skylark, and they are the same as those latches used on the Corvair. The part number is S240035 and they are currently on sale for \$57.95 per pair! You can order them on line by visiting: <http://www.opgi.com> or you can call the Original Parts Group at 1-800-243-8355.