

# NORTHERN VIRGINIA CORVAIRS



**HOT  
AIR  
MAIL**



NVCC, CORSA Chapter 220

Volume XXIV, Number 11

November 2007

## CHAPTER CHATTER

By A. J. Paluska, Jr

After the first rain that the Northern Virginia area had seen in 35 days, a new record, the morning air was bright and clean for the October meeting at Ron Tumolo's home in Sterling, VA.

It was a late arriving membership for the scheduled 9:00 AM start. Greg Walthour had arrived early and he and Ron were busy on the day's project to replace the bell housing on the 102 HP engine Ron was rehabbing to put into the 1964 Monza coupe he was restoring. As your editor arrived most of the work had been accomplished. The new gasket was being put on then the housing was replaced and the bolts tightened to the proper torque specs.

About that time Oren Rose and his father arrived, followed closely by Jason Matthys, Bill Leeman having arrived with your editor. Ron had been busy with the painting of the 1964 Monza. He pulled back the cover to reveal that he had completed the painting. He painted it in the original Desert Beige. He did an excellent job. It is probably a better job than was done at the factory. She will look good when he gets it back together. From here on the meeting dissolved into a good old discussion of various Corvair topics.

Regular readers of this authoritative automobile publication will notice a new listing on page 2. A list of Corvair vendors has been added, although most of the members will be familiar with the contents, it will be quite helpful to members new to the Corvair hobby.

Elsewhere, you will notice that annual elections will be held in December. Contact any of the officers listed below if you desire to run for any of the club offices. **HINT:** The newsletter editorship is an office that is readily available. **NO** experience necessary! Training would be provided to any possible candidate.

Also, December is party month. In addition to performing your club civic duty to vote for officers you can enjoy the season by attending a truly fun filled and festive event. We still need a host for the December meeting so don't be shy about volunteering.

Also start thinking about the events and projects you would like the club to conduct in 2008. We also like to start fleshing out the meeting calendar at the December meeting.

### 2006 NVCC Officers

**President:**

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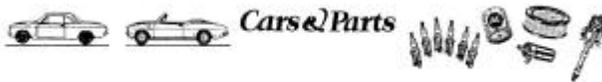
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer,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

**Late Model Parts:** 1, new 195/15-50H BF Goodrich Euro Radial T/A: \$25. Free 65 front cross member. Call Curt Shimp at (540) 955-1516. (2/06)

**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)

**RARE HISTORICAL ARTIFACTS LOCATED!**

Take this unusual opportunity to purchase a piece of Corvair history. Available for a limited time. Genuine 2003 Virginia Vair Fair T-shirts. A steal at \$8.00, two for \$15, in sizes S, M, L, XL. Hurry, this rare find won't last for long! Call Curt at (540) 955-1516.

**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 [kimpjason@juno.com](mailto:kimpjason@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**

**17 November 2007, 9:00 AM:** The regular NVCC meeting at the home of Darren Hartzler.

**15 December 2007, 1:00 PM:** The annual NVCC Christmas party and elections. We need a host for this meeting

**2-4 May 2008: 29th Annual Virginia Vair Fair,** Tidewater Corvair Club. Williamsburg Ramada Inn, Virginia Beach, VA.

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

**Next Regular Meeting:**

**Saturday, 17 November 2007, 9:00 AM**

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

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

**Treasurer's Report:**

Balance (9/24/07)	\$3,263.19
Dues	5.00
Closing Balance (10/22/07)	\$3,268.19

Reprinted from the October 2007 *Vair Heels*, a publication of CORSA NC.

Pumping Gas - Internet Misconceptions Submitted by "Sheik El JC Kazami"... aka J C Nelson

I'm sure a good number of you have received the following in a forwarded e-mail. I've received it a few times at home and at my work account. There are a few misconceptions in these helpful tips that I feel need to be cleared up. Here's the e-mail as sent to me:

**Helpful tips in filing the gas tank.**

I've been in the petroleum pipeline business for about 31 years, currently working for the Kinder-Morgan Pipeline here in San Jose, CA. We deliver about 4 million gallons in a 24-hour period from the pipeline; one day it's diesel, the next day it's jet fuel and gasoline. We have 34 storage tanks here with a total capacity of 16,800,000 gallons. Here are some tricks to help you get your money's worth:

1. Fill up your car or truck in the morning when the temperature is still cool. Remember that all service stations have their storage tanks buried below ground; and the colder the ground, the denser the gasoline. When it gets warmer gasoline expands, so if you're filling up in the afternoon or in the evening, what should be a gallon is not exactly a gallon. In the petroleum business, the specific gravity and temperature of the fuel (gasoline, diesel, jet fuel, ethanol and other petroleum products) are significant. Every truckload that we load *is* temperature-compensated so that the indicated gallonage is actually the amount pumped. A one-degree rise in temperature is a big deal for businesses, but service stations don't have temperature compensation at their pumps.
2. If a tanker truck is filling the station's tank at the time you want to buy gas, do not fill up; most likely dirt and sludge in the tank is being stirred up when gas is being delivered, and you might be transferring that dirt from the bottom of their tank into your car's tank.
3. Fill up when your gas tank is half-full (or half-empty), because the more gas you have in your tank the less air there is and gasoline evaporates rapidly, especially when it's warm. (Gasoline storage tanks have an internal floating roof membrane to act as a barrier between the gas and the atmosphere, thereby minimizing evaporation.)
4. If you look at the trigger you'll see that it has three delivery settings: slow, medium and high. When you're filling up do not squeeze the trigger of the nozzle to the high setting. You should be pumping at the slow setting, thereby minimizing vapors created while you are pumping. Hoses at the pump are corrugated; the corrugations act as a return path for vapor recovery from gas that already has been metered. If you are pumping at the high setting, the agitated gasoline contains more vapors, which is being sucked back into the underground tank, so you're getting less gas for your money. Hope this will help ease your 'pain at the pump'. Now you know why the stations brag about having "the fastest pumps in town."

**Tip 1:** I don't think so. The temperature of the ground below the frost line is always at 54 deg F. Summer/Winter it doesn't matter. (Remember your Grand-Mom's root cellar?) The underground storage tanks at gas stations are buried below the frost line. There needs to be adequate ground cover so the tanks aren't crushed when trucks and cars drive over them and it puts them in a constant temperature environment that helps reduce the expansion/contraction of the gasoline inside them. The person that created the e-mail states that they work at a distribution center. Their tanks are above ground and are affected by ambient temperature swings so expansion/contraction compensation must be taken into account.

**Tip 2:** This is OK for exactly what is mentioned, Any dirt, and water, that may be in the storage tank will be stirred up and could be sucked up and pumped into your car's gas tank, Wait a day or so,

**Tip 3:** This is a combination of truth and fiction, The large above ground storage tanks at gasoline distribution centers have floating roofs that go up and down with the level of fuel in the tanks, This minimizes the air that is trapped above the fuel in the tank, This air has water vapor in it that can condense when the temperature changes, If you keep

the amount of air to a minimum then the possibility of water vapor condensing and getting into the gasoline as water droplets is lessened.

The fiberglass underground storage tanks at service stations do not have floating bladder roofs. A special barometric breather vent vents them. The temperature of the fuel in an underground tank is close to being constant, thus the chance of water vapor of the air in the tank condensing is minimized. The next time you get gas look around and you will find usually three to six pipes that extend to about 10 ft. above grade. These are the breather vents for the underground tanks.

You do however, want to fill your car's tank up when it gets half way down for the same reason the large distribution tanks have the floating roof. Your car's tank is above ground and the temperature of the gasoline inside it fluctuates with the surrounding air temperature. A sudden drop in the outside air temperature may cause the water vapor in the air in the tank to condense and drop into your fuel. This is especially true in the spring and fall when we get the greatest temperature swings during a 24-hour period.

**Tip 4:** The underground tanks are vented so they don't implode while the pump is pumping gas out of them. (See Tip 3) The vapors do not run back down the hose into the tank. The hoses are corrugated to add strength, flexibility and to help them maintain their shape. I do agree that at the high rate of delivery there is more churning of the contents of your tank. This allows more gasoline to vaporize and escape through the filler nozzle of your car. Hope this sheds a little more light on the subject of "Pumping Gas".

Reprinted from an email received from the Corvair Club of Central New York

Hi everyone, Here is that CD I told you about with nearly all of the Corvairs ads Chevrolet placed in magazines during the 1960s. Regards, Bob Helt

Corvair Ads 1960 - 1969. A Chevrolet officially licensed CD-ROM about the Corvair from HI-Tech Software. Take a nostalgic journey back to the beginning of the Corvair. See the very first Corvair ads as they appeared in magazines back in late 1959. Then follow the evolution of the air-cooled rear-engine import fighter through the last models of 1969. This unbelievable CD-ROM collection of almost every Corvair ad released by Chevrolet in the USA will fascinate you for hours! This incredible CD-ROM is the largest collection of Corvair ads available and includes nearly 250 ads! All ads may be printed directly from the software or may be copied to disk or the clipboard for processing in any graphics package. HI-Tech Software CD-ROMs are for Windows 98/Me/Xp/2000/Vista and later. Available at \$14.95 plus S&H (see below). Shipping to the US is \$5.00 per order, Canada & Mexico are \$6.00 per order, and overseas is \$8.00 for the first 2 CDs then \$1.00 for each additional. Order from Harry W. Ilaria HI-Tech Software 10 Little Tarn Court Hardyston, NJ 07419.

#### ATTENTION

#### PRESTIGIOUS POSITIONS AVAILABLE IN JANUARY BENEFITS COMMENSURATE WITH EXPERIENCE

Four positions available in dynamic enterprise: President, Vice-President, Secretary/Editor, and Treasurer. Only cheerful, friendly, car-crazy persons need to apply. Must have working knowledge of Corvair automobiles, vans and trucks. Helpful if applicants also understand Corvair race cars. Must like people. E-mail helpful but not necessary. Stellar office hours: about four per month. Additional time required as circumstances dictate. May be called upon to evaluate party sites and communicate with others with like interests and goals. Current office holders cite perks such as contact with a wide range of similar-minded people throughout America, being greatly appreciated and supported by the group you lead, and enjoying delicious food at each office session. Also included is interesting conversation in many settings. Salary includes hundreds of happy hours with others that love Corvairs. Amount determined by applicant. Interested parties may contact a current office-holder, listed at the front of this newsletter, because there is no committee set up for interviews at this time.