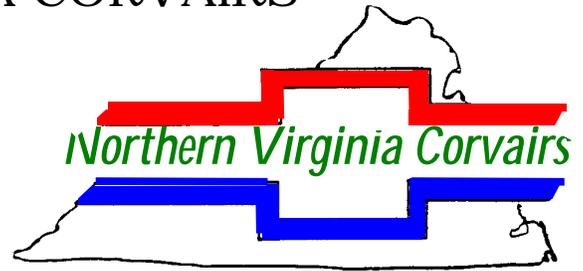


# NORTHERN VIRGINIA CORVAIRS



**HOT  
AIR  
MAIL**



NVCC, CORSA Chapter 220

Volume XXVI, Number 11

November 2009

## CHAPTER CHATTER

By A. J. Paluska, Jr

Eight members, two new members, Doug Jones and Richard Bethard, plus two guests, Jack Dempsey and Lee Cramp from Group Corvair, were on hand to do the work. Host Greg Walthour was trying to get his late model coupe running. Al Birks was working on the points; Darrin Hartzler was rebuilding a carburetor while Greg was checking out the passenger side front wheel bearing. In the midst of all this activity, a cylinder leak test was being performed, all in the confines of Greg's two car garage because, dare I say it, the weather was intervening in the form of on and off light rain.

Lee Cramp brought a KYB shock for an early model. If you are interested, they can be purchased from the PST website. The model number is KG4550. They sell for \$85 a pair or \$149 for a set of four. Shipping is included.

In addition to the new members and their cars, Ron Tumolo is the proud owner of a 1963 white convertible with red interior and black top. Due to its engine less condition, it is a perfect candidate for a picture with someone, probably

Ron or a family member standing in the engine bay. The club probably doesn't have one of those in its archive or posted to the club website! Ron plans to put a 95HP Powerglide in soon. As a matter of fact, it is the 95HP that was recently residing on one of Darrin's cars.

Some 2010 Vair Fair planning was conducted. Plans for an antique Corvair powered airplane Fly-In was discussed as well as an autocross, track day or drag racing in coordination with the NECC. A track and a drag strip are located within 30-35 miles of Leesburg. These are preliminary plans and not to be considered final arrangements. Some more coordination and planning is required. There will; however, be a rally, model concours, People's Choice car display, and video auto racing, in addition to valve cover racing and free pizza welcome party. The November meeting will be used for additional detailed planning.

Hey Darrin, we are still waiting for that rare picture from last month's meeting with someone standing in the open engine bay!

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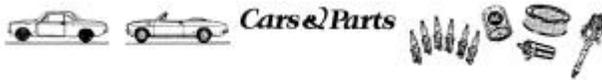
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer,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

**SOON TO BE GONE:** 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! **ONLY 4 Mediums Left!**

**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](http://www.corvairranch.com) Email:  
[corvairranchinc@earthlink.net](mailto: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](mailto: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**

**21 November 2009, 9:00 AM:** The regular meeting at the home of Luke Duddridge.

**13 December 2009, 9:00 AM:** Annual elections and Christmas party. We need a host for this meeting.

**30 April-2 May 2010: 31st Annual Virginia Vair Fair, Leesburg, VA Northern Virginia Corvair Club**

**21-25 June 2010, CORSA International Convention, Cedar Rapids, IA Iowa Corvair Enthusiasts**

**Next Regular Meeting:**

**Saturday, 21 November 2009, 9:00 AM**

Luke Duddridge  
20454 Old Grey Place, Ashburn, VA 20147  
(727) 204-6686

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

**Treasurer's Report:**

Balance (9/23/09)	\$3,305.29
Interest	\$4.43
Dues	\$10.00
Closing Balance (10/29/09)	\$3,305.29

Reprinted from the September, 2009 *Vaircor*, the newsletter of the Heart of America Corvair owners Association

## **THE PREVENTIVE MAINTENANCE SERIES**

By Mike Dawson

### **Oil Leaks from the Pit (rear of the engine under the pulley/balancer).**

Oil leaks from the pit area can originate from the following spots in no particular order: oil cooler seals, oil cooler adapter gasket, oil pump gasket, oil pump dummy shaft, oil pump pressure regulator gasket, alternator/generator adapter gasket, oil pressure sending unit, oil filler cap gasket, distributor gasket, fuel pump o-ring, rear housing gasket, crankshaft main seal, oil filter rubber gasket, oil filter fiber washer, right angle oil filter adapter gasket and fiber washer (if equipped) and you could get oil from the rear of the engine top cover gaskets as well as from the rear of the oil pan gasket. So you can have from 16-18 places to check.

Some areas are more prone to leak than others and are easy to check such as the oil filter - they are not "hand tighten only" filters and require 15-20 ft lbs (65 Shop Manual). If you have a right angle adapter the paper gasket is in the "usual suspect" category as well as the fiber washer under the bolt. Oil cooler seals are the next most common; original oil pump gaskets are the least common.

To pinpoint the leaks on a late model, remove the rear grill and mount cover and check to see if lowering the engine an inch or two will pull wiring or ground straps. Support the engine, remove the motor mount nuts and lower the engine just enough to remove the steel mount plate and then remove the lower skid pan. Reinstall the steel mount plate without the skid pan and raise the engine back to the mount and secure. With the lower skid pan removed, you can now use a power washer, carburetor cleaner or the car wash to clean the entire back of the engine where leaks can originate. Drive the car the necessary distance after cleaning and use a light to determine the sources of the leaks. This operation is well worth the time, as you can clearly see where the leak is. If you have an early model, you will need to remove the engine seal strips before lowering the engine any distance as you could tear the seals. The other procedures are the same.

Additional tips:

The steel dummy shaft for the oil pump (right above the pump cover) can seep quite a bit of oil. If you discover this, you can sand the aluminum areas and the steel pump shaft, clean thoroughly and use a good two part epoxy to seal the area.

If you discover oil at the very back of the motor mount plate and the skid plate where the 4 studs come through (or oil coming down the studs), the problem is a rear housing gasket that has split around the stud holes. If you discover that the four nuts are not torqued properly, you may have found the cause of a leak. If the nuts were tight, the permanent cure is to change the gasket but as a temporary fix until you get that motivated, you could apply hi temp RTV to the housing where the studs exit, then on the skid plate as you install it, and again on the motor mount plate as you install it and finally on the studs and under the nuts. This only works for slight leaks; sometimes it works, others it does not. Replacing the rear housing gasket would also allow you to change a lot of other items in that area.

In order to reach the largest number of chapters, this is being sent to a list separate from chapters@corvair.org. Please excuse any duplication. This is the new board of director's feature for chapter newsletters. Each month the director who has a column in *Communique* will send an article.

## **CORSA CORNER**

By Jack Pinard, Western Division Director

If you can read this, then the first step in improving communications from the board to chapters is working. This is "new news" reporting about August 15, sent to your chapter e-mail address.

### **MANAGEMENT CHANGE STUDY**

Following a year of research and proposals and sometimes contentious interaction, CORSA board of directors made decisions in > a phone conference meeting on the future process of professional management of our society.

Last year, before I joined the board, questions were raised about operating costs. It was decided to obtain proposals from several companies that managed non-profit organizations like CORSA. A committee of directors drew up the guidelines and sent to seven firms. Then four were asked to submit formal bids, including the current team M&PS.

### **PRESENTATIONS MADE**

Presentations were made at the 12-hour Jacksonville board meeting July 13, but due to complexity of the issue and lack of time the vote was rescheduled. A month of e-mail controversy ensued among about half the board. Several of the directors did not participate in the corsa.bod group mail. Unanimity was not reached on key points. So there was some suspense on the outcome of the vote that Saturday morning. But first another piece of business was taken care of, the granting of honorary membership to Jay Leno.

Leno has a late 180 coupe and did a total restoration of a Rampside. The video on Jay's Garage website is a terrific promotion for Corvairs and CORSA.

## VOTE ON HARRY AND MIKE

Back to the issue. Following a long discussion on contract changes, the M&PS team of Harry Jensen and Mike McGowan was retained in an 8 to 3 vote, including three proxies of directors not on the call.

Then a motion was made for the executive committee-comprised of president, vice-president, secretary and treasurer-to negotiate contract modifications. The president objected as the by-laws mention that the president conducts them.

## WHO WILL NEGOTIATE?

A variety of reasons for and against greater participation were made. The resulting vote was a bigger split, with five favoring a team approach and six opposed.

Then a unanimous vote was made to give President Tim Mahler the right to negotiate a new contract with M&PS.

## SUGGESTIONS REQUESTED

Mahler requested suggestions on cost reduction changes from directors within 10 days and promised to report to board. It was > then decided to meet via phone conference on September 26.

## SOME GET OLD NEWS

Your chapter has this important news now, within two weeks of vote. Others may not know for six weeks when they read the October *Communique*. This is because the chapter email list has errors due to failures to communicate, and the September Communique closed August 1.

## DIRECTORS MAY UPDATE

Several directors like my suggestion for annual personal visits by directors to chapters to verify data and hold "town hall" discussions. A plan is being formulated to make the visits soon after club elections. This outreach is part of the new spirit to improve communications by directors. It counters the old status quo attitude some expressed that "no one is interested".

## WHAT ARE YOUR IDEAS?

With your input we can promote CORSA and make participation more fun. Send comments to [corvairjack@yahoo.com](mailto:corvairjack@yahoo.com) <http://webmail.earthlink.net/warn/printable.jsp?msgid=12318&x=-764683483> 8/18/2009