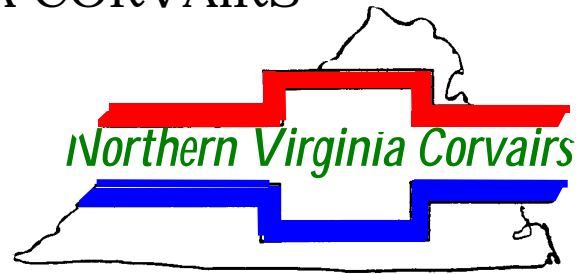


NORTHERN VIRGINIA CORVAIRS



**HOT
AIR
MAIL**



NVCC, CORSA Chapter 220

Volume XXVII, Number 11

November 2010

CHAPTER CHATTER

By A. J. Paluska, Jr

You could tell that the weather was changing at the October meeting. There was a slight wind, and even though it was sunny, there was a distinct chill in the air, but not enough to stop the intrepid members of Northern Virginia Corvairs from attending their monthly meeting.

Nine members were present to tackle the day's project including new member Paul Dziegielewski [Wow, that sure is a mouthful!] with his 1966 Monza 110 HP PG convertible. It seems that he had been experiencing the same problem your editor was having, i.e. sudden cut off of the engine while driving. Al Birks and Paul set about to replace some ignition parts and that solved the problem.

The next project was to grease the rear wheel bearings on Greg's Rampside. The fun was to take the bearings apart while trying to keep them in tact so that they would go back correctly. This was a time consuming operation so only one side was completed before you editor had to leave.

As you know, I was having ignition problems for the last few meetings. Well, that problem was absent in the 40 mile round trip for the October meeting. Hopefully the problem has been solved for good.

Now that we are approaching the end of the calendar year, members should be thinking about the annual elections scheduled for December. Although I am sure that the current slate of officers would like to serve for another year all offices are up for election. If you desire to run for any office, please inform any of the current officers of your desires. Also, the editorship of this authoritative automotive publication can be wrested from your editor. Just throw your hat, or rather word processor, even typewriter, into the ring. **NO** experience necessary! Training will provided to any volunteer. Also December completes our dues year so please plan to pay your dues for the 2011 calendar year.

We will also be planning our future meeting schedule at the December meeting so if you have some interesting Corvair projects you have been thinking about, now is the time to schedule a meeting or two before all the dates for 2011 are booked.

That about wraps it up for this month. See you at Steve MacLeod's for our next meeting.

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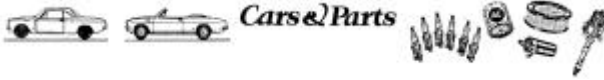
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (COSA). The \$10 annual dues are payable January 1st, to "Treasurer, 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: NVCC Club T-shirts. Priced for quick sale. Another can't miss opportunity to own rare Corvair Memorabilia! **HURRY** as they went fast! **Only 3 Extra Large 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

20 November 2010, 9:00 AM: The regular NVCC meeting at the home of Steve MacLeod.

11 December 2010, 1:00 PM: Annual Christmas Party and elections. We need a host for this meeting.

15 January 2011, 9:00 AM: The regular NVCC meeting at the home of Trey Nelson.

Next Regular Meeting:

Saturday, 20 November 2010, 9:00 AM

Steve MacLeod
8820 Fort Hunt Road, Alexandria, VA 22308
(703) 360-2436

Directions: Map/directions on the mailing cover.

Treasurer's Report:

| | |
|----------------------------|-------------|
| Balance (9/30/10) | \$2, 645.19 |
| Closing Balance (10/31/10) | \$2,645.19 |

Reprinted from the Negative Camber, October 2010, Corvair Club of Cincinnati

TECH TIPS

Freeze Blower Bearing for Easy Installation: Yes, you can install a blower bearing without a trip to the machine shop by using the principle that a heated object expands and a cold one contracts. Put your new bearing in the freezer for a while, and set up your tools to measure the height of the installed bearing. When ready, put the top housing in an oven at 400 degrees for a bit. Take the bearing out of the freezer and clamp it upside down in your vice; plenty of potholders will be needed here. Take the housing out of the oven, and turn it upside down on the bearing. Tap it into place gently, then quickly measure the installed height, which is specified in the shop manual.

RADIO ANTENNA TRIMMER ADJUSTMENT TIP

Tune to a weak station or noise near AM 1400. Turn volume up slightly. Remove knobs on right shaft. Use small screwdriver to adjust trimmer for maximum output of radio.

BREAKER PLATE

When tuning up your engine, check DWELL ANGLE at idle and at 2500 RPM. If there is more than 3 degrees variation between the 2, you have a problem. First, check the radial movement of the distributor cam. If excessive, the distributor housing may be worn, or the top of the distributor shaft where the cam touches it may be worn. If radial movement is minimal, the cause is probably the pivot point in the breaker plate. Replacing the breaker plate often brings the dwell changes to correct limits.

WATER

Corvairs need it only in the battery!!! A common place for it to get to and cause big problems is the shift tube on manual transmission VAIRS. The shift shaft goes through a tube that is lined with a paper "packing." Paper swells when wet, causing hard shifter movement. One way to remedy this is to remove the whole assembly and replace the paper with a thick coat of wheel bearing grease, which both deadens any metal on metal rattling, and lubricates the shifter for much easier use. Wheel bearing grease is used because it is thick, sticky, and won't wash out easily.

Fast-ratio Quick Steering Gearbox for all years of Corvair (April 2004 Dryspot) Seth Emerson

Manufactured by Flaming River Industries, this new gearbox is a faster-ratio direct replacement for the slow steering gearbox in early model Corvairs (60-63). With a selection of adapters, it can be made to fit ANY year of Corvair car. The original standard Corvair steering ratio was described by one reviewer as "like winding an alarm clock". There have been "quick" arms available for many years, but shortening the arms to reach an acceptable ratio (by themselves), causes some goofy steering angles, and hurts your overall turning radius. The factory did it right, shortening the arms a little, and changing the ratio inside the steering box. If you have a Corvair with the original slow steering, you will be amazed by quicker response of the faster-ratio box. The factory quick boxes have become hard to find, (\$\$), at least in good condition. Flaming River Industries, at our behest, completely re-designed the steering box for the Corvair, adding needle bearing where sleeve bearing once lived and generally made a slightly beefier design, but one that interchanges with the original. No Corvair parts are used in the production of the new box, it is all new parts, nothing rebuilt.

Steering gear tutorial

Over the years of Corvair manufacture, Chevy produced six visually different Steering box designs. Two of them were available with regular or quick "innards", but were visually identical.

- The six are:
- Type One 60-63** – Short shaft, aluminum housing – slow ratio
 - Type Two** 1964 – long shaft, all the way to the steering wheel
 - Type Three** 1965 (early) – long shaft, all the way to the wheel (different than 1964)
 - Type Four** 1965 (early) -Telescoping column - solid steel double-splined coupler
 - Type Five** 1965 (late) - through 1966 Large stamped coupler – Available slow or quick ratio
 - Type Six** 1967-1969 short shaft again (allows collapsible column) – Available slow or quick ratio

All coupler equipped Corvair boxes (types One, Four, Five and Six) use the same column spline .625" x 36 – But only the 60-63 Type One, uses a full 36 spline tip. The others have a flat edge ground onto the splined tip to “orient” the coupler onto the shaft when it is installed. The Type Six box is virtually the same as the Type One, but with the added coupler onto the shaft when it is installed. The Type Six box is virtually the same as the Type One, but with the added “flat”. The type Four and Five are almost identical to each other, they also have the ground flat on the spline. But the column shafts are much longer than the Type One and Six. On the Type Five box, the column shaft extends about 15.25" out of the box, on the Type Four, about 14.25".

The Flaming River replacement boxes are Type One direct replacements. To replace a Type Six box, the flat must be ground to properly orient the coupler. (The coupler expects a flat, and won't slide onto the shaft without it.) To replace the Type Four or Type Five box, an extender shaft must be added to reach the stock coupling; the splines on the extender must also have the flat ground onto it to mate with the coupler. I am working with Flaming River to produce extension shafts. They already make all the component parts for it.

Types Four and Five are interchangeable, as long as the steering column is also changed over. Either complete system can also replace a Type Three installation. If you have a Type Two or Three steering gear and you decide to race your car, (at any place that you could actually hit something) you should seriously think about replacing it with a type that has some type of bolt-together coupler. The “front of the wheels” location of the Corvair steering gear and the proximity of the steering wheel to your chest is not a good combination when a solid shaft is added. Although a 60-63 column might be swapped into the 1964 (Type Two), the solid coupling used in the early models simulates a solid shaft, with all the same drawbacks.

Steering arms

Chevy only produced two designs of steering arms for Corvairs, regular length and shorter length. All were machined from forgings. The faster arms were only available as part of the fast ratio steering option for late-1965 through 1969 models. There were several aftermarket shorter arms available, and some are still available. All are machined from steel castings. In his book “How to keep your Corvair Alive” Richard Finch described how to shorten the factory forged arms to achieve a faster ratio steering. In order to fully realize the Fast Ratio steering option exactly as Chevy designed it, you will have to find or build shorter arms. For an autocross or racing car, the quick box can be combined with even the aftermarket cast arms – but it is very “twitchy” on the street, and I do not recommend it. At least replacing the slow factory box with the quicker Flaming River box gives you somewhat quicker steering and keeps your stock, factory steering alignment and turning radius.

The fast ratio Steering boxes are available from Silicone Wire Systems and other select Corvair Performance dealers. You might be able to order one from Jeg's or Summit too. But wouldn't you rather support your Corvair vendors. Silicone Wire Systems is introducing these boxes at a special price \$299 plus shipping. Just to prove I do not discriminate against non-racers, brand new “standard” ratio boxes, identical except for the ratio are on sale for the same price. These are an all-new heavy-duty replacement at about the same price as a rebuild!

Silicone Wire Systems (408-247-2237)
3462 Kirkwood Drive,
San Jose, California 95117