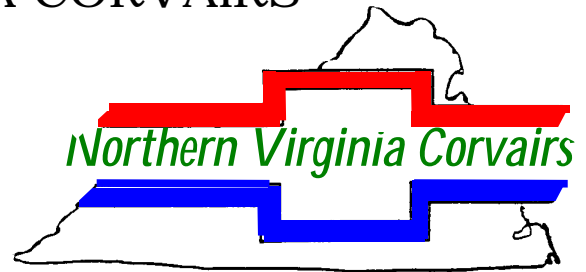


# NORTHERN VIRGINIA CORVAIRS



**HOT  
AIR  
MAIL**



NVCC, CORSA Chapter 220

Volume XXIV, Number 10

October 2007

## CHAPTER CHATTER

By A. J. Paluska, Jr

Well, as that great sage Yogi Berra said, on more than one occasion "It was déjà vu all over again". How could that be, read on and you will know.

The weather reports for late Friday, early Saturday were not too optimistic for nice climatic conditions for early AM on Saturday, but as luck would have it, the conditions turnout to be great for some outdoor Corvair work. In any case, Ron Tumolo had some inside work scheduled if Mother Nature did not cooperate.

The objective of the meeting was to remove the 95 HP engine and transmission from Ron's late model convertible. If time permitted, the front suspension and gas tank would also be removed. Six stalwart members, including Ron, were in attendance to help with the heavy lifting, er; I mean dropping of the engine. Since Ron is doing a total rebuild of the car, and the engine would not turn; many steps were abbreviated to get the engine out quickly.

That mission was accomplished in short order, well, maybe not that short, but success was achieved and the engine was dropped. Ron stood in for Daniel Goldberg to get that famous standing in the open engine bay photograph. The next step was to remove the 4-speed transmission. That also was

done in quick order. The access panel on the top was opened and the transmission looked good. Not too much work to get it into tip-top condition as it is going back into the car.

Now, with the transmission removed, the starter was also removed to see if that might be the cause of the engine not turning. Alas, it was not! Since Ron had poured kerosene into the engine to loosen it up, all of the spark plugs were removed. A long handled socket was attached and the pulling began. After a few tugs, the engine moved some.

Al Birks just happened to be stand near the number two cylinder as a collection of oil, kerosene, and PB Blaster came shooting out of the open spark plug hole and got him square on the lower leg. As regular readers of the authoritative automotive publication will remember, Al also got "hit" by a noxious water, oil mix that emanated from the exhaust of Oren Rose's 1963 700 when it was started after an long sleep. Déjà vu for you!

The front suspension was removed next, with all bolts but one being successfully removed. Time did not permit to get to the gas tank, but Ron switched with Mike Puglisi so the October meeting will also be at Ron's. More fun next month so you have to be there with your Corvair.

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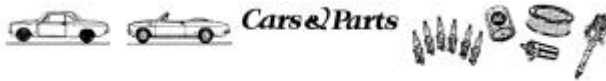
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer, NVCC" at the address herein. A prorated amount of \$5 is accepted for periods of less that 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 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)

**66 Corsa:** 180 HP Turbo, dark blue, surface rust, 62K miles. Asking \$2000. Located in Mount Jackson, Virginia. Call (540) 984-3549. (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 [kimpjasonp@juno.com](mailto:kimpjasonp@juno.com) or [whitetiger@hereintown.net](mailto:whitetiger@hereintown.net).

**19-21 October 2007, Fall Corvair Affair, CORSA /NC,** Charlotte, NC. For information call Ron Hawkins at (704) 542-1835 or [wrhawkins@aol.com](mailto:wrhawkins@aol.com)

**20 October 2007, 9:00 AM:** The regular NVCC meeting at the home of Ron Tumolo.

**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

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

### **Next Regular Meeting:**

**Saturday, 20 October 2007, 9:00 AM**

Ron and Karen Tumolo  
905 North Amelia Street, Sterling, VA  
(703) 430-6582

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

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

Balance (8/18/07)	\$3,263.19
No Transactions	0.00
Closing Balance (9/24/07)	\$3,263.19

Reprinted from the August 2007 *Airhorn*, a publication of Chicagoland Corvair Enthusiasts.

## Fuel or Fool

Kirk Parro

In these days of \$3+ gasoline/ much has been written (and said) about alternative fuels-often by people who either have an axe to grind/ a hidden agenda/ or are ignorant of high school chemistry. Simply put there is no fuel like the old fuel-gasoline has the greatest energy per pound of any easily usable/ transportable/ and stable chemical energy source.

Ethanol (or E-85) is the latest buzzword/ but in the opinion of one notable/ the decision of the U.S. government to expend effort and money to convert food to fuel is unconscionable/ as it raises the cost of food/ particularly to poor people. Those of you who know me know I find rare occasion to agree with Commie dictators but here I am forced to admit that *El Jete* Fidel Castro may just be right this time.

Food for poor people is not the only issue-how about food for the rest of us? Recent news reports indicate that we are or will soon pay much more for eggs/ meat and everything else that eats corn-and for what?

Down the road from the hotel where I am now attending the 2007 CORSA International Convention in Detroit E-85 is selling for approximately 20% less than regular unleaded gas/ but according to several auto manufacturers you can expect a reduction of up to 40% in miles per gallon. Even if you are determined not to give any more money to those A-Rabs this seems like a poor use of your hard-earned assets. E-85 is an oxygenated fuel arid as such/ it may contribute to cleaner exhaust but with such lower efficiency/ there is a lot more exhaust to deal with.

J have tried to ascertain for years how much energy it costs to produce ethanol on an industrial scale/ as I hear rumors that it takes more energy (in terms of petroleum) than you get back (in terms of alcohol). This is obviously not a winning strategy for dealing with our foreign oil dependence/ if true. I also hear/ from the corn lobby (not to mention Archer-Daniels-Midland) that the energy return is significant and we could get a big return/ if we only give them buckets of cash in taxpayer subsidies. If this return is so big, why do they need the subsidies?

The best estimates I have heard (I'll admit to a guess on this, as there are so many conflicting stories) is that you get 1.3 units of energy for every 1 unit you put in, a not inconsiderable return of 30%. But what are the other costs?

Every acre of corn planted for ethanol production yields about 245 gallons per year. If we converted all the agricultural land in the U.S. to corn, we would still be about 30% short of replacing all our gasoline use.

Alcohol also has a short shelf life. It is hygroscopic - that is, it absorbs moisture directly from the atmosphere. Too much water in your alcohol, and it won't burn well - it needs to be re-distilled before it'll work.

Transporting large amounts of E-85 is complicated, for the reason just addressed. This is not an insurmountable problem, but it costs money to deal with it-money that has to" add to the price.

When I hear people complaining about the "big, evil corporations" suppressing miraculous inventions that provide cheap energy, or 100 MPG cars, I ask, "Wouldn't that company make a huge fortune if it marketed and sold these miracles?"

Even Big Oil would still make money, even if all our cars ran on water (*no-not possible!*). Virtually all of our chemical industry is based on petroleum - there will still be plenty of stuff to be made out of oil - in my humble opinion, a far better use than burning it.

Things will change - not fast enough to suit us perhaps, but people will figure this out, because that's what people do.

1964 Survey by Bill Hubbell from the August 2007 *The Spyder's Breathe Gazette*

I am seeking information about various mid year changes in the 1964 model year. I have a survey that I have written and I would really appreciate it if all '64 owners would check their cars and send me the information. The survey in written form appears below. I have also posted a version with photos to help you understand what I'm looking for at the following site. [http://members.cox.net/stock\\_corvair\\_group/1964\\_Survey.pdf](http://members.cox.net/stock_corvair_group/1964_Survey.pdf) (The file is just under 1MB in size, and has several photos).

Please look at ALL 1964 Corvairs you may own. Check the Build Date on your Fisher Body plate (Upper left corner -3 digit code such as 12B) and look for the following conditions:

1. On the trunk lid (front of car) do the CORVAIR letters push in or bolt in? (Push in- no access holes on bottom of lid).
2. Does your trunk have louvered vents on both rear corners, or just one screwed on vent on driver's side and a solid wall on the other side?
3. Does your Engine deck lid have the short or the long rear weatherstrip? (Longer goes up partway around the sides).
4. Does your Engine Deck lid have 8 or 2 oval drain holes behind the weatherstrip?
5. Does your battery box have an oval hole in the rear wall? (Rear vertical wall is the wall parallel to the rear end of the car).
6. If your car has an oil bath pre-cleaner, which style is it - early or late? (Early style is pictured in '64 shop manual supplement - Late pictured in the '65 manual).
7. For Sedan owners only - all '64 Build dates:
  - a. Look at the top raw edge of the rear cardboard trim panel. Is it finished with stitched vinyl or pressed on vinyl?
  - b. If your car is a 700, does it have a fold-down rear set?

Please send the following information with your answers: Fisher Body Plate information or photo. VIN information or photo. NOTE: I especially want photos of any 03B or 03C 1964 Fisher plates.

Thank You, Please send responses to me at: Bill Hubbell; 4613 Dochester Lane, Virginia Beach, VA 23464 or [whubbell@umich.edu](mailto:whubbell@umich.edu)