

NORTHERN VIRGINIA CORVAIRS



**HOT
AIR
MAIL**



NVCC, CORSA Chapter 220

Volume XXV, Number 10

October 2008

CHAPTER CHATTER

By A. J. Paluska, Jr

The September meeting sort of metamorphosed into a dual meeting, tech session, tour, and cookout, in two locations over a 60-mile stretch. Attendance was down, probably due to the change in date, but that didn't diminish the enthusiasm.

Your editor almost didn't make it despite his good intentions. The July and August meetings were used to replace the blower bearing. It could have been done in one meeting, but the previous owner had a modified PVC hookup that wasn't stock, or very helpful to the true meaning and use of a PVC system. So, as you know from the previous HAMS, the fix took the two meetings. The September meeting, with its promised long drive was to be a good shake down cruise. So, I get into the car, start it up and proceed to turn it around in my driveway and go to the meeting. As the car was put into first gear and given some gas, she sputtered and quit. I start it up again and she quits again. Turn on the ignition and I don't hear the familiar whine of the electric fuel pump. No gas going into the carbs! Well, the car was not in a position on the driveway to fix it so I figure that was it for driving the 1964!

Then I think check the kill switch and the wires. As mentioned above, the previous owner did things in his own way, not necessarily stock, or Corvair. He seems to have had a preference for six inch long wires spliced together to get the length he needed. I check all of these splices and the fuse box. All look OK. Then I notice that

he had put another fuse into the line just before going into the fuse box. I check that and you guessed it, the fuse was busted. It didn't blow. I think that it broke when the parking brake cable, guess what? Another jury-rig! It released from the handle. Must have hit it. Well, I had another fuse, I put it in and turn on the ignition, Ah, that familiar whine. The engine starts right up. A call to Ralph Polachek, the first stop for the September meeting, that I am on my way and to not leave for Bill King's without me.

Ralph, a past member, wanted to get his 1965 convertible in shape for his daughter to drive when she returns to the area soon. I met Bryan, Nathan, and Bill King there. They had diagnosed the leaks and came up with a game plan to get the car running. Off we go to Bill's.

Due to the Scottish Games, the original route to Bill King's had to be changed. About 60 miles later the four car convoy arrived. It proved to be a nice scenic drive. It did turn out to be a nice shake down cruise for your editor's newly repaired 1964, and the food was great.

We have gained another new member: Jake C. McChan, the proud new owner of Ron Tumolo's 1962 Sedan.

Over the last few issues we have examined oil and tires. This month some wise words on brakes. Please excuse the spelling and grammar!

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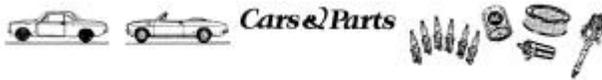
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer,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



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)

Parts: Darrin Hartzler has parts to clear out this summer. 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)

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

18 October 2008, 9:00 AM: The regular meeting at the home of Ron Tumolo.

24-26 October 2008, Fall Corvair Affair, CORSA/NC: Raleigh, North Carolina. Contact Tracy Serviss, 2433 Tusket Court, Raleigh, NC 27613, (919) 247-7669, msu89grad1@yahoo.com.

15 November 2008, 9:00 AM: The regular meeting at the home of Steve MacLeod.

15-16 November 2008, Drive the Tail of the Dragon, CORSA South Carolina: Fontana Village, North Carolina. Contact Bruce Schug, 3 South Del Norte Road, Greenville, SC 29615, (864) 268-2884, bwschug@charter.net.

13 December 2008, 9:00 AM: We need a host for this meeting which includes annual elections and Christmas party.

13-17 July 2008, CORSA International Convention, Florida Corvair Clubs, Jacksonville, FL.

Next Regular Meeting:

Saturday, 18 October 2008, 9:00 AM

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

Directions: Map/directions on the mailing cover.

Treasurer's Report:

Balance (8/19/08)	\$2,990.17
Dues	\$25.00
Interest	\$1.04
Closing Balance (9/11/08)	\$3,016.21

Reprinted from the August 2008 *The Four Wheel Independent*, the newsletter of the Central Pennsylvania Corvair Club.

TEKTYME

We Got Brakes, Do We Ever!

In an attempt to provide improved braking for our Vairs and yours, we're just about ready to offer our modifications to the masses, in limited production and by special order only (dootoo the status of our stock of cores) and as such, will be available in designer colors of your choice, provided, of course, that I can find your shade at OLLIES. For those who do indeed drive your Vairs and would like something better than that supplied by the AP Stores or the other options, read on. Those who don't drivem can skip to the recipe section.

Here's why the need. Since pulling a brakeless trailer grossing up to 50% of the Vair's weight, our first concern was safety - with a Vair and a half on the move, seems logical that 50% more braking ability would be necessary (Spock told me). Was this possible without conversion to discs (expensive toodoo 3 Vairs onna Social Security lifestyle)? Let's find out. First, howabout "improved" linings, good place to start, but where? It became obvious almost immediately that the folks who sell lined shoes do just that -sell what they've got or can get easily, custom not their thingy. So after "some" searching, found a Mommenpopp supplier of industrial (and automotive) friction materials who, as we found, has a family interest in "older" vehicles. "Great idea, glad to help" - how offen do we hear that these days? So we're out of the gate, now with a stock very soft asbestos free, moulded resin bonded lining material, 2" and 2 1/2" X 1/4" toodoo the fronts and rears of lates (to be followed by 1 3/4 for our Earlies).

Graciously as always, Jeff agreed to provide the shoes in return for samples of the result. So now CORSEE has "Sooper Soffdeez" at all 4 corners and stops easily with noticeably less pedal effort than with the typically harder off the shelf linings and, as we found zoomin down the mountains, little perceptible fade when they get hot, contrary to experience with rock hard linings (two feet on the pedal and pray for the bottom of the mountain to come quickly). Downside you say, must be one, right? The knock on very soft linings, so I was told, was that you give up life for the performance improvement. So we need to keep an eye on them to be sure we don't run out of lining after a couple hundred miles (they're so soft, we thunked ourselves into believing this might happen). It's now more than 2 years, 5 or 6 thousand miles for CORSEE, and still can't measure any wear - how can that be? Our supplier just grinned (on the phone) when told and said "tollja, dint I". Not only CORSEE, but Dick's "Lean, Mean, Green Machine" and his daughter Joyce have them (really appreciated by the ladies), some of Dick's customers and quite a few of Jeff's ended up with them, too. And not even one complaint has reached our ears. Step 2: Since CORSEE, a 66 converted to a dual master, wasn't a candidate for a 7/8" bore master cylinder, the other proven method for improved braking, we said to ourselves, selves, if not the master going smaller, the laws of fizzikkks say the same effect can be had by enlarging the wheel cylinders, so with the trailer in mind, let's give it a go. Jeff to the rescue again, junk cylinders (our constant companion - rust in the bores) can generally be salvaged by boring up, the fronts from 7/8" to 15/16's and the rears from 15/16's to 1". Can be done, just enough meat in the wall to do the rears, but must bore perfectly straight.

So let's try only the fronts first and find out what happens. The result was obvious immediately, in theory the fronts should take on more of the burden, and indeed they did - nosediving very obvious with only moderate pedal pressure, wow, they work as expected. After 2 weeks of this test, did the rears and the proper front to back balance returned. Stopping power now even better, I believe could drag all 4 wheels with your big toe (maybe a stretch?). More theory - with the larger wheel cylinders (or smaller master), the pedal pressure will be less to have the same result as stock, but the pedal movement required will be greater (more fluid required to move the larger pistons), but in practice, may be, but so little that goes unnoticed, by me, anyway. Anything else you need to know about the linings, yes, forget about drum wear, won't happen with the Sooper Soffteez, and one more thing - the linings require a break (brake?) in period until the resin bond cooks, don't know zachary how long or how many miles, but recommend a take it easy (no abuse) time until odor free when hot - then you're free to abuse them at your pleasure. We've also found that until they're completely seated to the drums (full contact), there may be sound like a low grade squeal from the fronts when drifting at 1 or 2 MPH. We've since added a shallow groove down the middle of the front shoes to help to minimize this noise. Bottom line - we wouldn't use anything else, anyone interested? We're happy to help yooz who do drivem, if you have a need, of course. Cores welcome, but not required, inquire please, R P CORVAIRS thru end of September, thereafter YE OLE SHEBBY SHOPPE, Dan's playhouse.

Happy Vairing, all.

Reprinted from the June 2008 *The Dryspot*, the newsletter of the Corvair Society of Baltimore.

Happy Corvair Day #5999

Mark Corbin (last private owner of #5999)

For everyone's information, no moving film (to my knowledge) was shot of the last Corvairs coming off the line, just still shots, and they were random. The local plant had opened the time to the press, and were surprised that as many turned out as did.

Also, #5999 did NOT have its original engine repaired, but rather, the factory simply called down the road to the service warehouse and ordered in a crate motor. The original engine was yanked and replaced, and the car was delivered to the dealer on May 21, just seven days after being built. I also talked to the sales manager that personally delivered it to Mr. Boyer, and received his tale about the car.

A little anomole I discovered during my ownership. The engine has two left side heater elbows (mounts on the front of the engine shrouds, hose attaches to it) on the car. The "right" side elbow was a left side elbow, modified to mount on the right side by bending a screw tab and punching a sheet metal screw into the shroud. The shroud still had black paint plugging the weldnut. I once "corrected" it, but then later returned it to "as delivered" condition.

I have copies of all the car's documentation, as does the CPF.