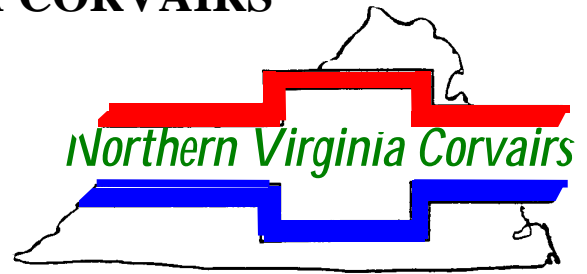


NORTHERN VIRGINIA CORVAIRS



**HOT
AIR
MAIL**



NVCC, CORSA Chapter 220

Volume XXVIII, Number 10

October 2011

CHAPTER CHATTER

By A. J. Paluska, Jr

What if they gave an NVCC Meeting that was really close to your home? Well, you would go of course. As President Bryan Blackwell lives about 6.5 miles from you humble editor's abode, how could he miss the September meeting. Bryan was lucky after Hurricane Irene and Tropical storm Lee, but unfortunately Hillside Avenue was not.

Upon arriving at Bryan's one was greeted by some VDOT signage proclaiming the road was closed just beyond Bryan's driveway. Water from both storms was responsible for washing out one half of the road and it had to be closed. It would probably take six weeks before the road would be repaired, but that would not affect the monthly meeting.

Six faithful members and one former member were present for two projects. The first was to replace the muffler on Bryan's wagon and the other was a demonstration of how to do a wheel alignment without the fancy tools present in an alignment shop.

The muffler went on in short order and Bryan turned to the alignment technical session. His method requires homemade lifts, a laser level, a long pipe, some greased pads, and some string.

You drive the car up on the ramps onto the greased pads. Check with the laser level. Run the string from front to rear and work from there. Of course, it is more technical than explained above, but there is not enough space to go into all of the technical information. Suffice it to say that the system works, can be performed at your leisure at home, and is not expensive. See picture.



A venue for the NVCC December meeting has been reserved at a local community center. The club will have its Christmas party and elections. For next year anyone with a worthwhile project, or just a project, or just anything Corvair related should come forward to schedule a meeting.

That's it for this month. There is plenty to do with your Corvairs so get out there and drive them!

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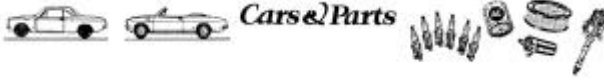
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer,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

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)

65 Sedan: 110HP, Powerglide, new carpet. Contact former NVCC member Aaron Payne at aaronpayne@me.com. (6/11)

65 Monza Sedan, 110 HP, PG, 71K original miles. Needs work. \$1500 or best offer. Kristian Hoffland. (202) 714-1292 or kristianhoffland@gmail.com. (7/11)

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: 2007 NVCC 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! **NO Mediums 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.

NVCC Calendar

1 October 2010, 11:00 AM: Come Back to Bethesda Vehicle Show. Chevy Chase Acura 7725 Wisconsin Avenue, Bethesda, MD. [Monty@back to bethesda.org](mailto:Monty@backtobethesda.org)

15 October 2010, 9:00 AM: The regular NVCC meeting hosted by Ron Tumolo.

19 November 2010, 9:00 AM: The regular NVCC meeting hosted by Steve McLeod.

3 December 2010, 11:00 AM: Meeting at a local community center arranged by Doug Jones' friend Karen. Details to be formalized.

21 January 1012, 9:00AM: We need a host for this meeting.

18 February 1012, 9:00AM: We need a host for this meeting.

17 March 1012, 9:00AM: We need a host for this meeting.

21 April 1012, 9:00AM: We need a host for this meeting.

Next Regular Meeting:

Saturday, 15 October 2011, 9:00 AM

Ron Tumolo
905 North Amelia Street
Sterling, Virginia 20164
(703) 430-6582

Directions: Map/directions on the mailing cover.

Treasurer's Report:

Balance (8/31/11)	\$2,836.33
Closing Balance (9/30/11)	\$2,836.33

Reprinted from Email

KERNEL KNOWLEDGE: ONE MAN ON A MISSION TO SHOW HOW ETHANOL IS WRECKING YOUR ENGINE

To leave one of Ed Syrocki's standing-room-only ethanol education seminars is to go home amazed, enlightened, and probably a little upset. Syrocki doesn't just claim ethanol destroys fuel lines, wrecks fuel pumps and clogs accelerators—he lets you see the damage for yourself. Find out why Syrocki is on a one-man grassroots campaign to educate historic vehicle owners about the damage ethanol fuel is doing to their engines.

Ed Syrocki just might be the only mechanic in America who's tired of getting paid for his work.

“It about my reputation—my ability to fix an engine,” says the owner of EMS Classic Car Care of Warren, Michigan. “It's being called into question because of things I can't control.”

What Syrocki can't control is what ethanol-blended fuel does to his customers' engines. Since 1998, Syrocki has specialized in repairing and maintaining all types of historic vehicles.

“From Corvairs to Lamborghinis,” he says. “We don't specialize in restoration. We specialize in making these cars run, and run well.”

Syrocki is plain-spoken and modest about the quality of his work, but the constant parade of customers who travel far and wide to his Warren, Michigan, garage are testament to the quality of his work. Since founding EMS Classic Car Care in 1998, feature stories have appeared in a number of automotive magazines and national newspapers. Customers have gone on to present cars at the Meadow Brook Concours and other top shows and Concours.

Despite the wheelchair and crutches he has used since contracting polio in 1957, Syrocki can be found working under the hood almost every day of the week. But these days, he says, most of his hours seem to be spent diagnosing engine problems caused by ethanol-blended fuel.

More Time, More Repairs

Ethanol—a blend of ethyl alcohol and gasoline (usually 10 percent ethanol, known as E10)—acts as a solvent that is believed to cause problems for older cars with engines not designed for this type of fuel.

“In the past three years, work on fuel-related repairs has more than doubled,” he says. “Gas tanks, floats going bad, fuel pumps, carburetors—where it used to be that most of our work was related to other mechanical problems, now three days every week is spent working on cars with fuel systems damaged by ethanol-blended fuel.”

Since founding the company, Syrocki has always made follow-up calls to customers after their car left his shop to see how the vehicle was performing.

“But people started calling me and saying the same problem was back,” he says. “And it wasn't just after a long winter ‘sitting period’ when the car was left in the garage. I found that E10 damage to a

vehicle's fuel systems can begin if the car is left to sit only a few weeks. Based on what I seen, I believe that with E15 the damage would be almost instantaneous."

In the Trenches

For the last three years, Syrocki has collected cracked and damaged fuel system parts. He's conducted his own fuel tests. When a customer would reappear complaining of the same engine trouble over and over again, Syrocki took the time to show them gas samples so they could see ethanol fuel separation. He tore apart gas tanks and cut open damaged fuel lines to show the effects of ethanol. Then he also told customers what they could do to prevent the damage in the future:

"Use a soy-based fuel additive," he says (Syrocki recommends Shaeffer Oil's [Soy Ultra](#), which encapsulates the damaging water molecules ethanol fuel attracts). "Never let the vehicle sit without topping off the tank and keep your fingers crossed."

Finally, one Saturday this past July, Syrocki decided to take his findings and his message to the masses. He opened his garage and on the night of his first free slide show and three-hour presentation, every one of the 200 chairs in the place was full.

Ethanol Show-And-Tell

"I'm just a mechanic who fixes this stuff," he says. "I'm not a scientist, but people were spellbound. The seminar is like a show-and-tell."

Syrocki does for a room full of people what he used to do for customers, one at a time. He's conducted three ethanol education seminars for historic vehicle enthusiasts this summer and is planning more.

"I'm volunteering all my time because ethanol is just wrong," he says, adding that he has yet to find a sure-fire cure to help historic vehicle owners completely protect their investment. "I tell people to contact their senators and demand that we just get rid of it."

With government subsidies and farmers making money on corn grown for fuel, Syrocki understands that ethanol might never go away. In the meantime, he'd be happy to see states be able to opt out of using ethanol fuel or simply to see a lonely pump in the corner of every filling station that serves up pure unleaded fuel.

"I understand the market of those in the business of ethanol. I have a market for repairs," says Syrocki. "I just don't believe in letting damage happen on the backs of others. And I don't like having to do the same job twice."

The Historic Vehicle Association has already assisted Ed Syrocki in providing ethanol education materials, information on how to contact lawmakers, sample letters from individuals and clubs to congress and direction on how to sign our [Ethano Petition](#). To find out how you can attend the next ethanol education seminar hosted by Syrocki should contact him through his website <http://emscce.webs.com/>.