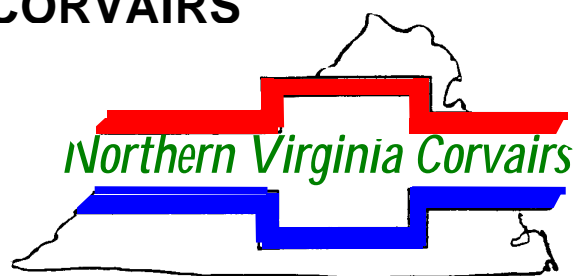


NORTHERN VIRGINIA CORVAIRS



**HOT
AIR
MAIL**



NVCC, CORSA Chapter 220

Volume XXIII, Number 9

September 2006

CHAPTER CHATTER

By A. J. Paluska, Jr

On 5 August 2006 an adhoc Vair Fair planning meeting was conducted at the home of Bryan Blackwell. Darrin Hartzler, Ron Tumolo and briefly your editor were in attendance.

Major points: Parking at the Leesburg hotel is a concern. We will propose getting more of their lot, or an adjacent lot for the actual show and use the area they are suggesting for vendors and the valve cover race.

Given the constraints of the indoor meeting room, we decided to ditch indoor vending.

We set up a draft budget. We got the numbers within reason by using the meeting room for one day and only one hospitality area. Draft registration costs were laid out based on previous two Vair Fairs. Curt suggested via e-mail having trying to get a total of three sites for comparison, Ron has already contacted the Manassas hotel we used last time.

Ellie Blackwell found a caterer on line. They may have other options for the banquet that are less formal and less expensive. Target price is \$20 - \$25 including tax and tip.

We will consider some additional apparel options on a pre-order basis only (sweatshirts and smaller sizes). L and XL sizes only "at the door".

There was very good attendance at the August meeting with many Corvairs in attendance. The project for the day was to get Ron's 1964 Monza running. Work was being done on the carburetors by Curt Shimp as Greg and Darrin were pulling out the gas tank. Darrin introduced his patented filler neck extraction tool, i.e. a 2X4 with a hammer. It didn't take long for the filler neck to be displaced downward with a few quick thrusts of the hammer! The exterior looked fairly new and it was a NOS tank, but there was a very large buildup of varnish inside the tank. The sending unit looked as if it was dipped in crude oil for a few days. The brakes were also looked at. By the time the work session was over the engine had fired and the oil-sending unit was replaced as the original was leaking.

The date for the 2007 Vair Fair has been tentatively set for 4-6 May 2007 at Leesburg, Virginia. The date is tentative only until the signing of the hotel contract, which will be in the near future. There are a few more details to determine, but it looks like the club has a first class event planned with good facilities at the Leesburg site.

Curt presented a brief verbal report of the Buffalo convention and promised to provide an article detailing the brake tech session presented there.

Check this month's Calendar as future meeting dates and events have changed

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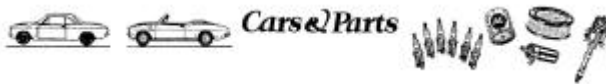
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer, 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 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 Monza Coupe: 4 Speed, 102 HP, Palomar Red/Black interior. California car, nice. \$6000.00 or OBO. Call L. D. Brent at (540) 347-9314 or ldbrent@aol.com. (8/06)

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 Convertible: 150 HP Turbo. New engine, extra engine and transmission. \$3500 OBO. Call Monk Fleming at (703) 339-7272. (4/06)

65 Monza: 110 HP, 4 speed needs, some work, body not too bad, rockers have some bondo, trunk is solid, battery tray and rear quarters not too bad. Asking \$1,950 or best offer. Located in Highland Springs (near Richmond, Virginia). Call Stewart: (804) 326-0919 or Cell 690-9000. (12/05)

66 Sedan: 110 HP, 4 speed, professionally restored in 2004, Winchester, VA. 51K miles, \$5500. Call Bill at (540) 665-1837. (9/06)

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.

Corvair Parts: Large parts lot available. Will not be sold separately. For information contact Kim at kimpjasonp@juno.com or whitetiger@hereintown.net.

NVCC Calendar

7 October 2006: 16th Annual Come Back to Bethesda, Chevy Chase Cars, 7725 Wisconsin Avenue, Bethesda, Maryland. For more information contact Ron Evanish, (301) 657-4000, Ext 1122, or www.backtobethesda.org.

16 September 2006: The regular NVCC meeting at the home of Darrin Hartzler.

14 October 2006: Corvair Days, Hershey, Pennsylvania, Central Pennsylvania Corvair Club For more information contact Earl Holmes, (717) 921-8124, earlzgames@comcast.net.

14 October 2006: The regular NVCC meeting for at the home of Mike Puglisi.

20-22 October 2006: Fall Affair, Charlotte, North Carolina, CORSA/NC. This is a CORSA sanctioned Regional Convention. For more information contact Ron Hawkins, (704) 542-1835, wrhawkins@aol.com.

5 November 2006: The NVCC Fall Tour conducted by Curt Shimp. This is a change from the 22 October date.

18 November 2006: The regular NVCC meeting for November at the home of Greg Walthour.

9 December 2006: The regular NVCC meeting, elections, and Christmas party hosted at the home of Ron Tumolo.

Next Meeting:

Saturday, 16 September 2006, 9:00 AM

Darrin Hartzler

8214 Beech Tree Drive, Bethesda, MD

(301) 365-7332

Directions: Map/directions on the mailing cover.

Treasurer's Report:

Balance (7/25/06)	\$2,250.23
No Activity	0.00
Closing Balance (8/25/06)	\$2,250.23

Reprinted from the August 2006 *Negative Camber*, the newsletter of the Corvair Club of Cincinnati.

HONOR THY THERMOSTAT

Bill Coyle -Long Island Corvair Association

One of the most important and misunderstood items in your Corvair engine is the thermostat. The 1960 engine employed a thermostat, but its application and operation was different from the '61-'69 system. The 1960 unit operated a damper ring on the top of the engine to control engine temperature. When cold the ring extended deeply into the center of the engine fan blocking the fan from moving air. As the engine warmed up, the bellows expanded and, through a linkage arrangement, moved the damper ring out of the fan, permitting the fan to move a larger quantity of air.

The 1961 system, although identical in construction to '62-'69, had no automatic choke system (1961 had a manual choke).

At this point, it becomes important to know a little more about the thermostat itself. Corvair thermostats are brass bellows canisters filled with ether that contract when cold. As they are heated, the ether expands and the bellows get longer. One of the major design characteristics is that when they fail, they expand fully and stay that way. Contrary to conventional thermostats used in water-cooled engines that sometimes cause engines to boil when they fail, Corvair engineering brilliantly overcame engine destruction from overheating by using reverse logic and allowing the engine to run cold if the thermostat fails.

It now becomes important to understand why we need thermostats. It seems to be a common misconception that if the engine is air-cooled, it's going to get hot quickly. Not so, especially in winter climates of the northern U.S. But this doesn't mean that southern Corvair owners, or for that matter northerners, can remove the thermostat system in hot weather. Controlled engine temperature is vitally important. For example, the heat-sensitive choke coils are located in the lower shrouds just above the exhaust manifolds. When both thermostats work properly, the doors at the rear of the shrouds will be closed when the engine is cold. This blocks any movement of fresh air by the fan until enough heat is present to expand the thermostat and open the doors. The result is rapid warm-up to a controlled temperature (approx. 200° F).

The dramatically important issue to be understood is that this amount of heat is necessary to make the choke mechanisms turn off. Bad thermostats cause delayed (sometimes never) choke turn-off (therefore increased fuel consumption) and extended time on fast idle (also integrated in the choke function). So now you can see that much aggravation with faulty chokes may really be caused by bad thermostats.

Just in passing, if you have modified your Corvair by using headers, a tremendous amount of heat that was generated and stored in the lower shrouds is lost. Even if you carefully constructed new lower shrouds, the headers exit the shroud area so quickly there is insufficient heat built up and the chokes may never work again.

Another very important heat valve comes in getting the oil up to temperature. Delayed warm-up of oil produces larger amounts of oil contamination. If and when the oil gets to proper temperature, it can boil (evaporate) impurities.

Contamination, such as water (from condensation) and gasoline that got there in excess while the engine was on a rich mixture from the chokes, will prematurely break down any oil if not evaporated. If this begins to sound like a vicious circle, it should, because it is. By now, the big picture that the design of the thermostat and its related mechanisms were correctly and carefully engineered should be apparent.

There are a few more related details that need to be explored. Heater hoses are very important. If they are split or disconnected completely, the air dam effect in the lower shrouds will be lost. If your Corvair has bad push rod tube "O" rings and you've removed the heater hose to keep the unpleasant fumes out, you should fabricate block-off plates at the elbows where the hoses connect to the engine. Use metal to construct these plates. Temperatures between 300° and 400° F can be present in this area under some driving conditions so don't use a combustible material.

Don't use clothes dryer hose for heater hose. It is not constructed for this heat range and can cause serious problems, among them toxic fumes, if the plastic ignites.

There is another hose in the engine compartment at the far right-hand corner as you face your engine. Very few people know the true function of this hose. This is the pickup for the heating system for "cold" air. Your owner's manual tells you cold air can be directed through your defroster by partially depressing the heat control. This is its pickup point. If this hose is broken or missing, the effect of the engine fan is reduced. The cool, fresh air just entering the fan will escape through this hole and diminish the fan's efficiency.

Coming back on the main subject of thermostats, here is another point of interest. The driver's side thermostat door will almost always open first and close last. This is because there is more heat on the left side of the engine than the right. The oil cooler is on the left exhaust manifold, and the manifold has 4 more inches of cast iron inside the shroud than the right manifold. Apparently this is one reason why the summer/winter plate was installed on the left side.

The thermostats themselves are quite fragile and seem to fail frequently. The only accurate way to diagnose a bad thermostat is a door that is not closed when the engine is stone cold.

There are a few other possibilities to check first before purchasing your new thermostat. For one make sure the hinge pin to the door has not fallen out. On early models, some thermostat stands were screwed to the lower shroud, the later ones were riveted. Check to see that stand is still securely fastened to the lower shroud; finally, examine the linkage to see that the clip is holding things together and the rod has not unscrewed from the thermostat.

Install your new thermostat carefully. Mount the thermostat to the stand first. Then, while holding the end with a 1/4" wrench, screw in the control rod (hold the 1/4" wrench securely; any twist to the thermostat could cause a rupture). I have never found any explicit instructions in the factory service manuals for the adjustment of the control rods. I've set mine at mid-range for years with no adverse effects. The only important condition is that the doors be securely shut when cold and open to a horizontal position when the engine is up to temperature.

A final word of caution; pulling the doors open to see inside for any reason provides considerable risk to the thermostats.

I hope this information puts an honorable light on thermostats, so frequently abused and misunderstood, and maybe helped you find some answers to problems related to thermostats but attributed to other causes.