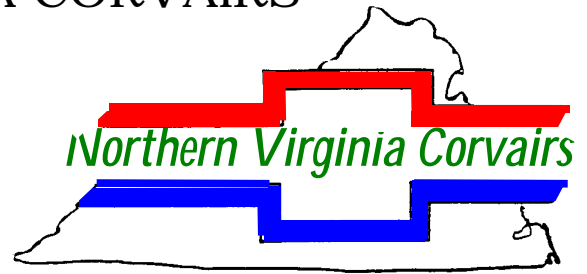


NORTHERN VIRGINIA CORVAIRS



**HOT
AIR
MAIL**



NVCC, CORSA Chapter 220

Volume XXV, Number 9

September 2008

CHAPTER CHATTER

By A. J. Paluska, Jr

Nine members, to include new members Aaron Payne and Nathan Smith, were present at the August meeting to complete the installation of the new blower bearing in your editor's "new" 1964. As mentioned last month, the first problem encountered was that the blower assembly on the car was for an early model, giving the fact that the engine is a 140 HP, and a late model assembly was procured. The necessary pulley and bolts were procured after the July meeting, and replaced at the August meeting. The next hurdle was the lack of a correct PCV system. Again, the required parts were acquired for installation at the August meeting. There was only one problem, the upper RCV tube was for a 110 HP engine. A 140 HP tube is different. The stopgap was to use the air cleaner assembly from your editor's "old" 1964, until the correct tube is procured. If you remember, the blower assembly was installed at the July meeting and the rest of the work had to be finished at the August meeting.

Well, as they say on TV, everything went back together in a flash. That is not quite how it happened, but it did work out OK. There were no extra parts lying around, but one shroud screw/bolt and one bolt for the fan belt guard were mysteriously missing! Something to follow-up on later.

The next job was to start her up and go for a test drive. Well, she started up. But didn't sound good at all. And then there was that clunking sound! The assembled

multitude assessed the problem as a timing issue. Therefore, that was the attempted fix. There were many attempts! After the brain trust was perplexed, eagle eyed Ron Tumolo noticed that the vacuum connection to the passenger side carburetors was not connected! Once that was accomplished, she ran like a finely tuned watch. A Timex, not a Rolex! Wow, just in time as it was getting well after noon when we were finished.

As mentioned above, Aaron Payne and Nathan Smith came to the meeting and were so impressed with the Corvair expertise in attendance, that both joined on the spot. Actually, Aaron had been participating in the NVCC mail list for a few months. Coincidentally, both own 1965 110 HP PG four door sedans. Aaron's is light blue and Nathan's is Willow Green.

This month's meeting will be at the home of Bill King. It should be a nice scenic drive from our area as Bill lives west of our general area. It will be a nice shake down cruise for the newly repaired 1964.

We have gained three new members in two months. All were spurred on by the need for Corvair mechanical expertise to get their cars into great running shape. More challenges to tackle!

Looks like some more good work to be done in the future.

2008 NVCC Officers

President:

Bryan Blackwell
6329 Hillside Road
Springfield, VA 22152
(703) 569-6908
bryan@skiblack.com

Vice President:

Ron Tumolo
905 North Amelia Street
Sterling, VA 20164
(703) 430-6582
rvtum@verizon.net

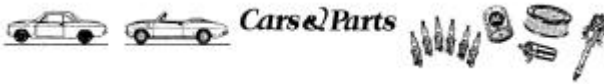
Treasurer:

Darrin Hartzler
8214 Beech Tree Drive
Bethesda, MD 20817
(301) 365-7332
dhartzler@ifc.org

Secretary/Editor:

A. J. Paluska, Jr
6839 Brimstone Lane
Fairfax Station, VA 22039
(703) 250-4455
ajjr13@earthlink.net

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 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 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

NVCC Calendar

6 September 2008, Dulles Day Family Festival, 9th Annual Car Show, Special Olympics Virginia from 11:00 AM. TO 4:00 PM. The Federal Express cargo building located at Dulles International Airport.

13-14 September 2008, Corvair Days, Hershey, PA, Central Pennsylvania Corvair Club. Contact Earl Holmes, (717) 921-8124 or earlzgames@comcast.net.

13 September 2008, 9:00 AM: The regular meeting at the home of Bill King. **CHANGE in date.**

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

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

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

Next Regular Meeting:

Saturday, 13 September 2008, 9:00 AM

Bill King
209 Apple View Drive, Clear Brook, VA
(540) 667-7273

Directions: Map/directions on the mailing cover.

Treasurer's Report:

Balance (7/22/08)	\$2,949.55
Dues	\$32.00
T-shirt Sale	\$8.00
Interest	\$0.62
Closing Balance (8/19/08)	\$2,990.17

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

Corvair Production Termination

James Rice

Chevrolet/GM decided to terminate Corvair production at the end of the '66 model year. They made this decision before "Unsafe At Any Speed" was printed. The reason was two fold: they needed the added production capacity for the Chevy II, and they didn't want the in house competition for the Camaro due out in '67 (fall '66).

After "Unsafe" was published, with all the controversy over the hamhanded investigation of Nadar [sic] and the Congressional hearings, the 7th Floor decided to continue production of the Corvair for awhile, with little effort to actually sell Corvairs while only doing Federally mandated updates. Thus they went out of production in '69 due to low demand. Imag[ine] that.

So the ugly truth is we can basically thank Nadar [sic] for the '67-'69 cars, while saying unkind things about him, only some of them deserved, out of the other side of our mouths.

The styling drawings we've seen over the years are just evidence of what Bill Mitchell's Design Staff were thinking before the edict was handed down to stop production after the '66 model year. While Mitchell loved the Corvair for it's styling, he didn't have his staff continue working on a dead horse. He wasn't stupid. Some of the "3rd generation" Corvair styling themes may have filtered into other cars, but I'm not aware of any. But I've never tried to do a cross reference.

Of course, there probably would not have been a "3rd Generation" Corvair without the above reasons and events. It should be noted that a great many cars have a 10 year or so production cycle. Both the Falcon and the Valiant went out of production by about the '72 model year, if I remember correctly. The Corvair was expensive to build. Lower profit margin than either the Chevy II or Camaro. What would it have cost to make a high cost car conform to the pending and proposed Federal regulations? Why try, when traditional configurations, being a know[n] quantity, can be made to work and build cheaper?

Which is mostly the reason there's no mid-engined Corvette. And probably never will be. We all know, assuming we all have been paying attention to the big picture(s), Corvette staff have tried often enough!

Three of the X-bodies were produced at Willow Run. The Chevy, Old[s] & Buick versions were done there, the Pontiac someplace else. And No! , I neither know or care where "someplace else" was. Those at the '79 CORSA Convention in Detroit had the chance to visit Willow Run and see the X- bodies go down the line. Ken has totally missed the cars between the Corvair/Chevy II in his time line. Oh Wait!! Vega's[sic] and Monza's[sic]!! They were forgettable (except for the Cosworth Vega, another chance GM missed), so he is forgiven.

Below is another view on motor oils for our Corvairs. Richard visited with the NVCC at the August 2007 meeting at the home of Oren Rose.

Selection of the Right Motor Oil for the Corvair and other Engines

By Richard Widman

(The complete article is a little too long to print in it's[sic] entirety here. (about 30 pages)
Below is the introduction, the complete article is available here:
[www.widman.biz/uploads/Corvair oil.pdf](http://www.widman.biz/uploads/Corvair%20oil.pdf))

My object in this paper is to explain in common language how to protect your engine through the selection of the correct oil. In this explanation I will be summarizing various SAE Technical Papers with the information pertinent to this explanation. For those that are only interested in the short answer, you can jump to the summary. I will not tell you which brand to buy, but what to look for on the label. I will not repeat word for word what is in the pages of the American Petroleum Institute, but put it in the best lay terms I can think of. Some people will say that there are not enough graphs and charts, while others will say it is overkill. I hope to strike a balance.

Four main points are:

Viscosity: How are recommendations determined?

Viscosity: What happens in the real world?

Viscosity Shear: The importance and effect of base oil quality.

Additives and additive clash: What are the consequences of too much of anything.
Sifting through spec sheets and the API classifications

Premise:

Many questions have been raised about the wear on flat tappet valve trains and other parts of Corvair engines by the reduction of ZDDP in the newer oils (API SM and CJ-4) and the desire to add commercial additives to increase those levels. Here we will investigate the advantages and disadvantages of these products and other items that affect wear.

This is the current draft of this paper. I'm sure there will be additional questions that will arise or points that I haven't explained to the satisfaction of some readers. Please send your questions or suggestions to [oil @ asboman.com](mailto:oil@asboman.com) (remove spaces) and I will answer them in the next draft.