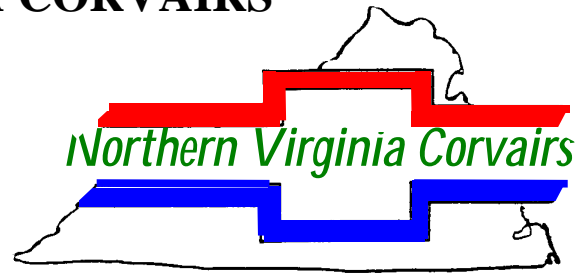


NORTHERN VIRGINIA CORVAIRS



**HOT
AIR
MAIL**



NVCC, CORSA Chapter 220

Volume XXVIII, Number 9

September 2011

CHAPTER CHATTER

By A. J. Paluska, Jr

What if they gave an NVCC Meeting at the same venue two months in a row? Well, that was the case for the August meeting because Doug Jones offered his place for a second month in a row. He has a lot of work to do on his "new" 1963 White Convertible, which I believe he said was a 102HP.

There were two things to look at for the August meeting. Doug was driving the car when the speedometer went from the indicated speed down to zero. So the first task was to see what the problem was. The right rear wheel was pulled and the cable end located. It seemed that the retaining cap had popped out of the housing. It was placed back in and tightened, but it was cracked so that you couldn't get it very tight. A quick fix was to use a hose clamp to keep it tight as a quick expedient.

The next thing to do was to check out the power top pump. This was to prove more complicated as the experience level for this kind of repair was almost as plentiful as the indication on Doug's speedometer when it failed. Manuals were consulted and a look at two of the other early model convertibles present was done. No definitive diagnosis or repair was accomplished before you humble scribe had to depart the meeting.

Dollar Bill Elliott, the NSACAR driver, was again at the August meeting. He was again dressed in a full racing suit. He still didn't have too much to say and stayed in the house in one place for most of the meeting, although it was in a different place. Maybe his contract mandates that he provides minimal participation in any outside events. Anyway, it was nice that he showed up again. He still didn't bring a car though!

The NVCC schedule is still open for the December meeting. Since that is the Christmas party and election meeting we will have to discuss the meeting place. For next year anyone with a worthwhile project, or just a project, or just anything Corvair related should come forward to schedule a meeting.

Welcome to our newest member Clay McConnell. Clay recently purchased a 1964 Monza convertible 110 HP with PG. The car is in excellent condition with a few unique items. It was driven from North Carolina without incident when purchased.

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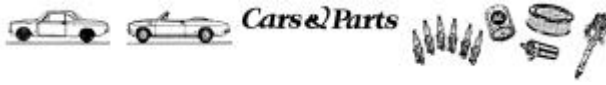
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer,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

65 CORSA Coupe: 140 HP, price is flexible to the right buyer. Great running, solid, no rust highly optioned original car with all numbers matching. Russ Moorhouse @ corvair65@verizon.net. (9/10)

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

11 September 2010, 10:00AM, Mid Maryland Corvair Club: Will be participating in the Sugarloaf Mountain Region AACA Car show. Urbana Fireman's Carnival Grounds. 3602 Urbana Pike, Urbana, MD 21704

17 September 2010, 9:00 AM: The regular NVCC meeting hosted by Bryan Blackwell.

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.

10 December 2010, 9:00 AM: We need a host for this meeting.

Next Regular Meeting:

Saturday, 17 September 2011, 9:00 AM

Bryan Blackwell
6329 Hillside Road, Springfield, VA 22152
(703) 569-6908

Directions: Map/directions on the mailing cover.

Treasurer's Report:

Balance (7/31/11)	\$2,839.45
Dues	\$15.00
Interest	\$1.88
NECC Dues	(\$20.00)
Closing Balance (8/31/11)	\$2,836.33

Reprinted from the March 2011 *The Flat Six*, the newsletter of the Prairie Capital Corvair Association

Engine Rebuild Costs

By Mike Dawson

This article is from the VairCor February 2011 Newsletter.

As I mentioned last month, I really like Mike's tech tips. Below answers a question I know many members ask, usually they ask Bill Pierson or Jim Allen. I know I have asked a couple of times as well. The general answer is \$2,500 plus for parts, minimum. The engine in the #3 race prepped Corvair cost 3 times that. The head work alone was around \$2,500, three years ago. It would cost more today. Mike Dawson provides a breakdown for the HACOA chapter. This would be a good "starting" budget point for a Corvair engine rebuild. In the same newsletter, a engine rebuild was done by a HACOA chapter member, with help from other Corvair friends. If I get a chance, I will run that article too. Editor Tim

Each owner will have a different vision of what a rebuild consists of and what it should cost. In many instances, the cost of an engine restoration is not an economic decision in terms of the market value of the car. Except for those who have cars restored with a careful eye to market value only, restoration of "your baby" may be just that – a satisfying project you want to pursue for essentially non-economic reasons. As in any automotive repair, you have the parts list and then the time requirements. A professional shop may require you to invest in more new parts than you might do yourself, but then they want to protect themselves from any possible problem.

Looking at parts first, a complete rebuild for a two carburetor engine would almost certainly require the following items in group one:

GROUP ONE: A complete gasket set, main bearings, rod bearings, crankshaft service, reconditioned rods, head service, new camshaft, cam gear, lifters, oil pump set, piston, ring, and cylinder combination, pushrod and rocker arm sets and oil and filter. This includes machine shop services for crankshaft, heads and rods. **Current 2010 price for this group: \$2200.00**

Additional items that may be required depending on what you start with are included in **Group Two:**

GROUP TWO: Fan bearing, idler bearing, alternator bearings, spark plugs, plug wires, carburetor kits, fuel pump, air filter, points, condenser, rotor, cap, belt, harmonic balancer (164) and shroud paint (powder coating is nice, approximately \$300.00 for everything). If you have an early model, you may want to add engine perimeter seals. **Current 2010 prices for this group: \$400.00 - \$700.00**

Finally, engine assembly to the transaxle and final assembly in the car may require these items out of **Group Three:**

GROUP THREE: Pilot bushing, clutch shaft seal, release bearing, clutch disc, pressure plate, flywheel (torque converter, converter seal, converter bushing), thermostats, heater hoses and exhaust system. **Current 2010 prices for this group could run from: \$600.00 - \$900.00**

Adding up the above costs with the intention of doing a first class rebuild could result in a parts outlay of about **\$3000 to \$3600**. You may also need small items such as new bolts, screws, gas lines, rubber grommets, wiring, etc. and if you have a 140 or Turbo, there could be additional items. You may elect to eliminate some items and go with cheaper parts, but this is a pretty good number to plan on. Total cost of parts: **\$3200 to \$3800**

Big ticket item number two is the labor required to accomplish your project.

Re-builder: When you make an agreement with an engine re-builder, it may turn out they will only work on an hourly charge plus parts due to the unique nature of a Corvair engine and because the age of the engine is 40-50 years, someone previously may have introduced some complication that is unknown until disassembly.

Cleanup and inspection: Any item to be reused would obviously be in this category. Crankcase halves, engine housings, and sheet metal all end up taking up a lot of time, since threaded holes need to be cleaned, rusted parts addressed, and very important would be an inspection of all aluminum wear surfaces and oil passages. Plastigage work is time consuming if done properly. You will need to discuss the cleaning and inspection process with the builder. This would be at the point you would find if any major components are not serviceable.

Outside Service Operations: Items such as crankshaft service, cylinder boring, head service, and connecting rod service that require drive time or shipping both ways. There is nothing free (except air and the EPA may change that) so you will be charged for rebuild connected time spent on out sourcing.

Choosing a machine shop: Because of the nature of the air-cooled engine, it is imperative that a quality valve job is performed by a machinist familiar with Corvair heads. Of particular importance are the valve seats, which are loosened by heat and cycles of operation. They need to be replaced or staked to prevent premature failure. The best place in the Kansas City area is Noland Automotive Machine Shop. Three generations of Nolan's have been doing Corvair heads, and although not the cheapest, I feel they are the best. If your re-builder does his own head work, discuss this item with him.

Editor Notes: In central Illinois, A machine shop in Carbondale has done heads for Bill Pierson for years, Wilkerson Machine shop in Springfield IL has done Corvair heads, and most recently, Jim Allen and others (myself included) have taken our Corvair heads to LeVair Performance and Restoration in Anderson Indiana owner/operator is Corvair enthusiasts Michael LeVeque.

Sheet Metal Preparation: The complexity of the Corvair sheet metal (20 pieces) mandates cleaning, blasting, and either powder coating or priming and painting if you want it to look like the new engine you are paying for. Again, a lot of time and or dollars are required. You could arrange to paint the sheet metal yourself and save a bunch, although powder coating would be the first class treatment. Early models would need the seal strips replaced.

Other: Although not mentioned in any of the above, you also have the removal and installation time involved, carburetor and distributor overhaul, and possibly time in inspecting and sealing the transaxle while it is out. The overhaul I just completed on my Lakewood took me 47 hours, including removal and installation, painting shrouds, travel time for outside services, and generally doing the work to suit me. I did not overhaul the transaxle. This is just supposed to help be a guide, but I would guess that most professional shops charge at least \$60.00 an hour (thanks to litigation and regulation).

Labor costs at this rate would be: 47 hours @ \$60 an hour **\$2820.00**

So, based on the above numbers my engine job would have a **total cost of: \$5820 to \$6420.**

When you make arrangements for mechanical services, communication is the key to success. Make absolutely sure that both parties understand what is expected and that a reasonable amount of communication occurs throughout the process.