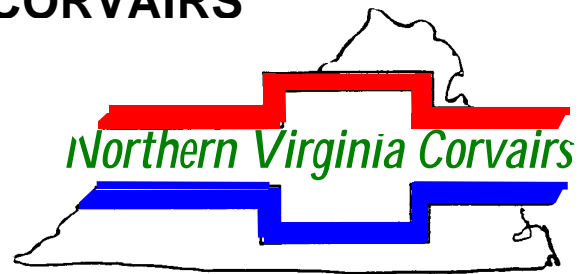


NORTHERN VIRGINIA CORVAIRS



HOT AIR MAIL



NVCC, CORSA Chapter 220

Volume XXIV, Number 4

April 2007

CHAPTER CHATTER

By A. J. Paluska, Jr

With the 2007 Vair Fair rapidly approaching, your planning committee, i.e. the regular meeting attendees, has been busy attending to the various small details that have to be worked out prior to a successful show. Plaques still have to be designed, but we have determined that we will probably provide an award with the awardees car on it as well as create them "on the fly" as necessary.

The Vair Fair web site is up and running with links for the registration form, program, banquet menu, T-shirt design, host hotel information, contact information, and interesting sites in and around Leesburg. The site can be found at [HTTP://www.vairfair.com/](http://www.vairfair.com/). There is also a link from the HVCC club web site to the Vair Fair site. The club has also arranged for registrants to use Pay Pal for paying their event fees. So, if you are familiar with that mode of payment, please feel free to use it. Don't forget that you can use the Vair Fair to get your vehicle(s) ready for the CORSA Convention at Detroit in July. So get busy now.

We have decided on a "theme" for the Funkhana to be held as the final event of the Vair Fair. I would divulge it here in this column as an exclusive, but I have been sworn to secrecy by the event chair so that the composition of the actual event can be a surprise to the participants. It should be an interesting event in which to participate.

Now that the weather is getting warmer, it is time to get your Corvairs out of the garages and on the road. Fix up those little nits and show off your pride and joy. Bring it to the next meeting at your editor's humble abode. I don't know exactly what we will be doing, but I have a few little things that can be accomplished. We might even swap out the rear deck lid and replace my air cleaner with four individual chromed units. We could also switch an electronic oil gauge for the manual one or try to solve the mysterious brake-pulling problem. Well, I'll decide in the near future.

The planning committee is also going to hold another meeting prior to the regular April meeting. Date and time will be furnished over the email list. It may have already happened by the time you receive this issue.

If you are interested in all things Internet, check out the Corvair information contained on wikipedia. The link is [HTTP://en.wikipedia.org/wiki/Corvair](http://en.wikipedia.org/wiki/Corvair). If you agree or disagree with what is there, you can add to or correct the data. It's the people's encyclopedia!

We still have a few 2006 members that have not paid their 2007 dues. Please do so soon as you could miss getting your monthly copy of this authoritative automobile publication. YOU don't want to miss an issue, so send in your dues TODAY.

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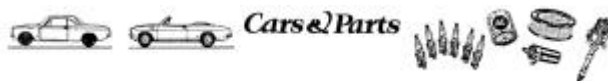
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer,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

21 April 2007, 9:00 AM: The regular NVCC meeting at the home of A. J. Paluska, Jr.

4-6 May 2007: 28th Annual Virginia Vair Fair, Northern Virginia Corvair Club. Best Western, Leesburg, VA. Contact Darrin Hartzler, (301) 365-7332 or dhartzler@ifc.org. Mention Corvair for special \$99+ tax room rate. See [HTTP://www.vairfair.com/](http://www.vairfair.com/) for additional information

19 May 2007, 9:00 AM: The regular NVCC meeting at the home of Darrin Hartzler.

16 June 2007, 9:00 AM: The regular NVCC meeting at the home of Mike Puglisi.

21 July 2007, 9:00 AM: The regular NVCC meeting at the home of Greg Walthour.

24-28 July 2007, CORSA International Convention, Detroit Area Corvair Club: Detroit, MI. Best Western Sterling Inn (800) 953-1400 or (586) 979-1400. Contact Bill Jabs (503) 684-6595 or www.sterlinginn.com. Mention Corvair for special \$99+ tax room rate.

Next Regular Meeting:

Saturday, 21 April 2007, 9:00 AM

A. J. Paluska, Jr
6839 Brimstone Lane, Fairfax Station, VA
(703) 250-4455

Directions: Map/directions on the mailing cover.

Treasurer's Report:

Balance (2/16/07)	\$1,423.77
Dues	20.00
Vair Fair Internet Registration	(20.00)
Closing Balance (3/16/07)	\$1,423.77

Reprinted from the December 2006 *The Dryspot*, the newsletter of the Corvair Society of Baltimore.

The Sneak Circuit

Jim Becker

Transaxle Telegraph August 1999

What is a sneak circuit? It is an electrical circuit where the electricity decides to go somewhere the designer didn't intend it to. This is not the result of some bad connection, or bare insulation or the like. It is usually the result of the current simply feeding from one part of the circuit to another, usually backwards from the intended direction. The General had one that got some publicity a few years back. I don't have the exact details, but it went something like: Turn the key off, but with the radio switched on. Put on the 4 way flashers then step on the brake pedal. The radio would then go on and off in unison with the flashers. Power from the 4 ways fed backwards [sic] through the brake light switch to energize the radio feed.

OK, what does this have to do with our Corvairs? A couple things. One is the potential for problems when we add some of our own electrical accessories to a car. Most of the time you will be OK if you follow a published wiring diagram. But you need to be careful if you go off on your own, especially if you need to tap directly into an unswitched power source. Some of our design-it-yourself air conditioning systems are loaded with opportunities for problems. I can't possibly describe all the ways you can run into these problems. I would recommend that you have a second set of eyes go over the layout of any major rewiring projects.

There are some closely related problems that can show up on your perfectly stock Corvair. Although not literally sneak circuits, the behavior caused by these is similar. A fairly common one- involves the headlight or taillight. The symptoms for the headlight: Turn on the lights, on low beam. One low beam is on and looks normal. The other is very dim. Both of the high beam units are also on, but very dim. Switch to high beams. Now both lights on the "good" side are on at normal brightness and both on the other side are still useless. How can this be? The headlights on the bad side have lost their ground. In many cases the whole headlight bucket has lost its ground. When on low beams, the problem low beam unit has power running through it but with the missing ground, the only connection is backwards through the other filament (and the other unit) on through the high beam wires to the other side of the car where it continues through the other high beam unit to ground. At an average of 4 volts each, there isn't much light produced.

A similar problem shows up on taillights. In this case, turning on the lights finds one normal light and one dim one. Step on the brakes and the dim taillight goes out. Again it is a lost

ground. On early taillights it is usually a lost ground between the housing and the car body. Sometimes it is the dreaded loss between the socket and the housing. On late models, the problem is frequently caused when the metal socket insert comes loose and backs part way out of the plastic holder. Sometimes the socket can be shoved back in for several more trouble free years, or maybe adding a little bend to the retainer prongs will fix it. Replacing the whole socket is a more permanent solution.

As strange as these behaviors can be, they are nothing compared to the late model instrument panel. The entire instrument panel grounds through a strap that runs to the panel retaining screw at the bottom, to the left of the steering column. If this ground is lost, there is no end to the behavior that can be seen. Between lights, turn signal indicators, gas gauge etc. all sorts of things can happen.

Another area where an overlooked ground problem can cause major grief is in the charging system. Not only do the battery and generator need good grounds, so does the voltage regulator. The regulators all were originally equipped with a ground strap. One end of the strap is positioned so a mounting screw will ground it. Be sure it is in place and has a good connection at each end. It suffices to say, if you see behavior that defies description, check the ground.

Bryan Blackwell's 140 Engine Progress Report

So, in my last update to the autocross engine project, I had just discovered that one of the out of production TRW forged pistons had been destroyed and the cylinder cracked when the valve seat dropped in the low mileage 140 from the "parts car" '66 Corsa. That was (I hope) the low point of the project.

Since then I got some tips on pressing wrist pins out of the rods, so I pressed the pin out. Good news is the rod (part of a Clark's balanced, sized, and ARP bolted set) appears to be ok. I'll have it magnafluxed and checked for straightness just to be sure, but they are tough so I'm hopeful. I also found something a little unexpected - the original nitrided crank hadn't been turned, just had .001 under bearings installed. I'll probably use this crank in another project and put a balanced one in its place. BTW, if someone has a good (studs intact) 164 CI FC block I may be interested.

The block is OK, the cam journals are a little worn, measuring 1.442" (spec is 1.440"), but I think that might be OK. The studs have been replaced. One problem is the oil pickup tube is loose, I am told you can build up the tube with solder to make it tight. I'll also be tearing down the old 140 that came out of the '65 Corsa, it has a lot of miles but if the cam bores are good I may be able to use it.