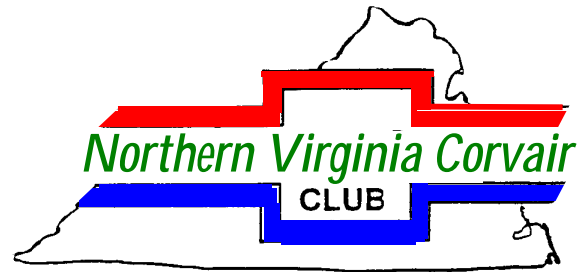


NORTHERN VIRGINIA CORVAIR CLUB



**HOT
AIR
MAIL**



NVCC, CORSA Chapter 220

Volume XXIII, Number 7

July 2006

CHAPTER CHATTER

By A. J. Paluska, Jr

Dare I say it? You know its coming, and I don't mean Christmas! What is it then? It's the weather! The temps were hovering in the low nineties for the June meeting at Bryan Blackwell's home, but not to worry, as his work area was air-conditioned. That's right, air-conditioned! The conditions were in fact affected by the air, hot air! Bryan's carport is open to the elements on three sides, the good part was that it was in the shade and it really didn't feel that hot. Besides, there were plenty of cold drinks to revive any member feeling faint!

The project for the day was to drop the engine from Bryan's blue late model coupe. It seems that the engine had dropped something that necessitated it's temporary removal from the car, or as Bryan stated " a nice shipping crate for a really good engine". In any event the engine is destined for Bryan's red late model auto crossing coupe. Bryan theorizes that the engine dropped a valve seat and that is the reason for the engine dislocation. Two club experts on removing engines, due to their having to do it numerous times on various Corvairs, Daniel Goldberg and Darrin Hartzler, were on hand to see that the process went smoothly. Curt Shimp, also an expert when it comes to engine removal, was also on hand, as was your editor.

Removal of some top end equipment, positioning of the jack, and loosening the correct bolts and carefully removing the engine was accomplished in a leisurely

near record 60 minutes or so. That left time to discuss other issues.

Readers will remember from last month that Daniel was absent pursuing another German automobile acquisition. Although he didn't drive it to the meeting, having arrived in his Vair Fair award winning "Beater", he was proud to talk about his "new" 1982 VW Jetta diesel. From air-cooled to diesels, what a collection!

Later in this issue see information on Darrin and Ron Tumolo's new early model acquisitions. As an aficionado of the earlyies, you editor was glad to see the early model population increase. Both of these acquisitions were too good to pass up. Once Darrin's is road worthy, he opined that the 1982 LeBaron convertible might be history!

After all of the heavy lifting, er, dropping was done, the members adjourned into the air-conditioned confines of Bryan's house to discuss and work on setting up the club web site. Darrin volunteered to basically fill in the blanks with the home page. If you go to corsa.org/chapters and click on 220, you will see that we have uploaded a picture and placed June's HAM there. July's HAM will also be there. This is a work in process so be patient until we get it the way we want it.

Ron Tumolo is hosting a special 2007 Vair Fair planning meeting/picnic on 9 July 2006. This will be the July meeting. Make sure that you put it on your calendars, as it is the second week of the month vice our usual third week meeting date. As the convention is at the end of July there will be two great Corvair functions in July.

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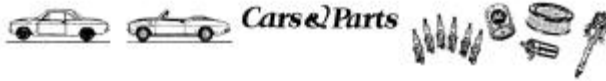
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer, 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 (04/06)

64 Convertible: 150 HP Turbo. New engine, extra engine and transmission. \$3500 OBO. Call Monk Fleming at (703) 339-7272. (04/06)

64 Monza Sedan: Excellent condition, garage kept, in dry storage since 1984, original interior. Asking \$4000.00, uncover this beauty in Palmyra, PA. Contact Ed after 7:00 PM at (717) 838-1209 or epylecompany@cs.com. (0405)

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. (1205)

Parts/Miscellaneous For Sale

Tires and parts: One C78/13WW.1LM shaded windshield. FREE Call L. D. Brent at (540) 347-9314 or ldbrent@aol.com. (8/05)

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)

Early Model Parts: Rear bumper, no dents or major pitting, \$50.00. Left rear steel floor panel (Clarks) \$40.00. Email Ron at rvtum@aol.com. (1/05)

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 kimpjason@juno.com or whitetiger@hereintown.net.

NVCC Calendar

9 July 2006, 1:00 PM: Special Vair Fair NVCC Planning meeting at the home of Ron Tumolo.
NOTE: This is the second weekend of the month.

25-29 July 2006: CORSA International Convention, Buffalo, New York
Host Hotel: Adam's Mark Buffalo Niagara. Call (800) 444-2326. For more information contact Chuck Facklam at cfacklam@adelphia.net.

19 August 2006: The regular NVCC meeting at the home of Ron Tumolo.

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

TBD October 2006: The NVCC Fall Tour conducted by Al Harris.

Next Meeting:

Sunday, 9 July 2006, 1:00 PM

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

Directions: Map/directions on the mailing cover.

Treasurer's Report:

Balance (5/22/06)	\$2,250.23
No Activity	0.00
Closing Balance (6/25/06)	\$2,250.23

Special to the NVCC Hot Air Mail
By Ron Tumolo, Special Automobile Correspondent

I recently acquired a 1964 coupe, 4 speed, from an elderly gentleman in Vienna, VA. It's has been sitting for about 20 years but the body is in very good condition and it's a complete car. For \$500.00, I couldn't pass it up! I'll guess we'll have plenty to do for the August meeting!



Special to the NVCC Hot Air Mail
By Darrin Hartzler, Special Automobile Correspondent

Not a really very good picture, but here is what I have on the 1961. I managed to finish the brakes and engine reinstall last evening [18 June 2006 – Ed.], so got to do a test drive around 11pm. Thanks again for lending me the brake line [left over from my 1964 – Ed.]...saved me from a week of wait and allowed me to finish last night. I will order a replacement in time for the July 9th meeting.

Again to summarize the 1961, it is a Texas car with about 76K miles on her. Almost entirely rust free and with original paint on all but the drivers front quarter, which was repainted long ago. It is an unusual car in that it is a Kansas City-built Monza sedan, but is almost devoid of other options.... no side mirrors, no radio, not even an AM. Bench cloth seat, etc., but had full tinted glass. It has a very strong (obviously not original) 1964 95HP motor in her, which I had out until Saturday when Daniel came over for the quick reinstall. I have the original 80HP motor in the garage as it came with the car, but cannot imagine doing much with it except storing it in case I ever sell the car and the buyer wants the original motor. I had the 95HP motor out because the clutch was slipping in an odd way (i.e. OK in first and second and then slipping in third but would pull up to real traction at higher RPMs). I had noted a hole the size of a 50-cent piece in the bell housing and was going to change that out when I pulled the motor to replace what I guessed was a bad or wet clutch plate. Well, when I got in there I found that two big chunks of aluminum (from the hole in the bottom of the bell housing.... apparently a very strong strike on a rock or a curb) had bounced up and lodged in the fingers of the pressure plate when the clutch was depressed...and which stayed in place when the clutch was released. Thus, the fingers near the lodged aluminum bits could not relax and the pressure plate could not squeeze the clutch plate uniformly.... and the slippage. New one to me. I just pried the chunks out of the pressure plate and resealed the motor. Test drive last night [18 June 2006, Ed.] confirmed excellent clutch action.

On the brakes I rebuilt all the cylinders including the master and replaced all the soft brake lines. I was able to bleed the brakes entirely on my own using Clark's horribly expensive spring loaded bleeder valves (see Clark's catalog page 144). They are spring loaded to allow some fluid to flow out when they are loosened a half turn or so, but they do not allow the fluid to flow back when the pedal is released, and therefore do not suck air back into the system. This means you can leave a single adjuster open slightly (with a tube from the bleeder to a can of fluid to catch the purged fluid and prevent air from reentering

the system) and pump numerous times to purge the system. You just have to be careful you do not pump the master cylinder dry. I would buy them again despite the almost \$40 cost, just because they worked so well. A soft brake pedal is pet peeve of mine and my 1961 Monza had a very solid, hard pedal, even better than when I have bled brakes with two people.

The real joy of these repairs has been working on a virtually rust free car.... fasteners come off without breaking, even the hard brake lines just unscrewed....a very good argument for others to import a rust free car rather than starting on a local car with lots of rust on every fastener!

Along the way, I resealed the transmission and transaxle and installed synthetic gear oil and I also put synthetic oil in the motor and synthetic fluid in the brakes. I also packed the wheel bearings front and rear as part of this revival. Last night [20 June 2006 - Ed.] I worked on the front end as steering had an odd motion...turns out the couple between the steering box and the steering shaft has its splines worn down and was not holding...thus the imprecise steering.... should have it fixed tonight...may try to register her tomorrow [21 June 2006 - Ed.]. A few small electrical glitches and some small work on the front end and this car should easily pass Maryland inspection. I have put a lot of work into reviving this car (oh yeah, I also pulled the gas tank and flushed and resealed that system as well) so that I can drive it a bit, though eventually, I may sell it. When I lived in Los Angeles several lifetimes ago, I drove a 1963 Spyder for about ten years.... nice to have an early model again! Who knows, I could be driving this one for awhile.

Editor: Glad to see that the population of the earlies in the club has increased by two! Keep up the good work.

