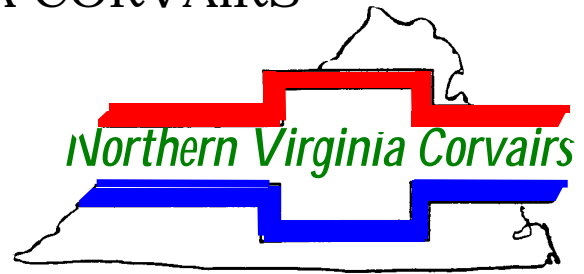


NORTHERN VIRGINIA CORVAIRS



HOT AIR MAIL



NVCC, CORSA Chapter 220

Volume XXV, Number 7

July 2008

CHAPTER CHATTER

By A. J. Paluska, Jr

At the August 2007 meeting, the club was able to get Oren Rose's early model running after it had been parked in a low lying area that was subsequently inundated with water. The project scheduled for this month was to replace the fuel tank. If you have never done this before it turned out to be a good learning experience.

There was a good turnout at the June meeting at Oren Rose' home in Manassas. The following members were in attendance:

Bryan Blackwell and his son, Ron Tumolo, Oren Rose, Greek Dunigan, our newer member, and Al and Joan Birks, who brought yummy Brownies.

An e-mail had warned members that Oren's engine may be frozen (rusted so it wouldn't turn). This information put an early damper on the meeting plans, however upon checking the engine all present were pleased to find that the motor turned freely. The early arrivals got right to work, removing the fuel tank. The car was raised with a hydraulic jack and safely supported by two stationary jack stands.

After loosening the strap supporting the tank and removing the fuel outlet hose and fuel gage assembly, Ron maneuvered the bulky tank from under the car. Two holes, the size of dimes, predicted the corroded condition of the tank. The gage assembly was coated

with a smelly, tar-like substance and the float was also in useless condition.

The fuel line was blown out from the fuel pump back toward the tank. It was discovered that the rubber tube connecting the line from the pump to the body fuel line had disintegrated. Since there were no replacements, Bryan suggested that the engine be checked out. A hose was used to connect to the fuel pump line to a bucket of gas and with a bit of priming, the engine fired off and ran well after adjusting the carburetors. The group decided to call it a day and left Oren with a list of parts needed to get the Vair back together again.

Several club members have offered to donate used parts, including a fuel tank and gauge assembly to the project.

All in all, it was a pretty productive session. Ron will probably set something up out of cycle to help Oren finish up. He needs the gas tank installed and he agreed to do the headliner in Ron's 1964 Monza coupe if he helped him get his tank in. Turns out he's a very knowledgeable upholstery guy!

Your editor was recovering from recent surgery so was unable to attend. Thanks to Al and Joan Birks and Ron Tumolo for their input.

For the July meeting a new blower bearing will be installed in your editor's "new" 1964 Monza. **This is location change.** Plan to attend and learn how to do it.

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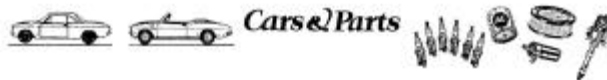
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer,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



NVCC Calendar

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 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)

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

19 July 2008, 9:00 AM: The regular meeting at the home of A. J. Paluska. **CHANGE**

1-3 August 2008, Das Awksch Fescht, Macungie, PA, Lehigh Valley Corvair Club. Contact Randy Kohler, (610) 398-3689 or rjkvair@aol.com.

16 August 2008, 9:00 AM: The regular meeting at the home of Steve MacLeod.

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

19 September 2008, 9:00 AM: The regular meeting at the home of Bill King. (TBR)

Next Regular Meeting:

Saturday, 19 July 2008, 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 (5/19/08)	\$2,963.35
No transactions noted for the month of June	
Closing Balance (6/19/08)	\$2,963.35

Reprinted from the March 2007 *Airhorn*, the newsletter of the Chicagoland Corvair Enthusiasts.

Tire Availability - Larry Claypool

Tires in the P185/80 R13 and P175/80 R13 sizes have long been standard replacement radials for the original Corvair 7.00 and 6.50 sizes. Until recently, these tires have been readily available, usually priced at well under \$50 each.

As we enter 2008, the last new car to have used the 185/80 size was a base model 1990 Chevy Cavalier; the 175/80 size was last used on a base model 87 Cavalier. Demand for these 'large' diameter 13" tires has diminished to point where most manufacturers have now discontinued them; Michelin ceased production of the 185/80 "X" tire well over 10 years ago. Major distributors such as Tire Rack and National Tire and Battery no longer carry these sizes in regular inventory, even in obscure private label brands.

It appears, at least to this author, availability of tires in the Corvair sizes is now limited to what is in dealer stock. At some point, a classic tire specialty company such as Coker may take on production of the larger 13" radial tires, likely with factory correct whitewalls, but there is no time frame for such a reproduction. Cost will also be a consideration with a set of four reproduction radials likely to cost over \$500.

If you are considering purchase of new tires for your Corvair within the next year, I would suggest you do so soon while there is still some inventory available at 'standard' tire pricing. Be sure the tires you choose have a P prefix, which stands for passenger use, as *trailer* tires are also available in the two popular Corvair sizes, but are not suitable for use on automobiles.

The tire store may try to sell you 185/70 size tires, which are readily available, but are too small (23.2" diameter); keep shopping for the correct 175/80 (24 ") or 185/80 (24.65").

Determining the Age of a Tire - Charley Biddle

After receiving Larry Claypool's article on the availability of tires for the Corvair, I asked him about the shelf-life of tires currently in the stores. His response is here, followed by an edited version of a tech article from the Tire Rack Internet site.

Chas, [Charley Biddle, Ed.]

Perhaps to go along with my article is this one at the tire rack site:

www.tirerack.com/tires/tiretech/techpage.jsp?techid=11

While nobody in the tire industry has gone on record to say tires are good for X years, everybody agrees that if your tires are 10 years old, it's time to replace them. Of course if cracks in the tread or sidewall are visible, it's time to replace them regardless of how old they are. Obviously operating conditions and the environment the tires are subject to affect their useful life span.

The biggest problem is the rubber gets hard (even when no cracks are apparent), and traction decreases. This is a gradual deterioration so like a shifter that is getting worn, you don't notice how bad it is until you drive with one that is fresh. The tire issue is especially a problem in the rain- old tires have poor grip and slide easily.

-lc [Larry Claypool, Ed.]

Determining the Age of a Tire

When it comes to determining the age of a tire, it is easy to identify when a tire was manufactured by reading its Tire Identification Code (serial number). Unlike vehicle identification numbers (VINs) and the serial numbers

used on many other consumer goods (which identify one specific item), Tire Identification Codes are really batch codes that identify which week and year the tire was produced.

The U.S. Department of Transportation (DOT) National Highway Traffic Safety Administration (NHTSA) requires that Tire Identification Code be a combination of eleven or twelve letters and numbers that identify the manufacturing location, tire size, manufacturer's code, and week and year the tire was manufactured.

Tires Manufactured Since 2000

Today, the week and year the tire was manufactured is contained in the last four digits of the serial number, with the 2 digits used to identify the week a tire was manufactured immediately preceding the 2 digits used to identify the year.

Examples of tires manufactured since 2000 with this Tire Identification Code format: XXXXXXXX 0600

06 - Manufactured during the 06th week of the year

00 - Manufactured during 2000 And: XXXXXXXX 0604

06 - manufactured during the 06th week of the year

04 - Manufactured during 2004

While the entire Tire Identification Code is required to be branded onto one sidewall of every tire; current rules also require the first digits of the Tire Identification Code (everything but the week and year) must also be branded onto the opposite sidewall. Therefore, it is possible to see a Tire Identification Code that appears incomplete and requires looking at the other sidewall to find the entire Tire Identification Code (the use of a partial Tire Identification Code on the one sidewall reduces the risk of injury to the mold technician that would have to install the weekly date code on the top sidewall portion of a hot tire mold).

Tires Manufactured Before 2000

The Tire Identification Code for tires produced prior to 2000 was based on the assumption that no tire would be in service for ten years. They were required to provide [sic] the same information, with the week and year the tire was built contained in the last three digits. The 2 digits used to identify the week a tire was manufactured immediately preceded a single digit used to identify the year.

For example, if the Tire Identification Code on a tire reads: XXXXXXXX 068

06 - Manufactured during the 06th week of the year

8 - Manufactured during the 8th year of the decade

While the previous serial number format identified that a tire was built in the 8th year of a decade, there was no universal identifier that confirmed which decade (tires produced in the 1990s may have a small triangle following the Tire Identification Code to identify the decade). The Tire Identification Code format used since 2000 accurately confirms the year.

And finally, hold on to your sales receipts. Most tire manufacturer's warranties cover their tires for four years from the date of purchase, or five years from the week the tires were manufactured. So if you purchase new tires that were manufactured exactly two years ago they will be covered for a total of six years (four years from the date of purchase) as long as you have your receipt. If you lose your receipt, your tires' warranty coverage will end five years from week the tire was produced (resulting in the tire manufacturer's warranty coverage ending only three years from the date of purchase in this example).