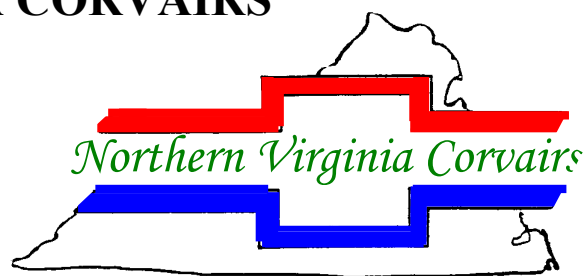


NORTHERN VIRGINIA CORVAIRS



**HOT
AIR
MAIL**



NVCC, CORSA Chapter 220

Volume XXX, Number 4

April 2013

CHAPTER CHATTER

By Doug Jones

Newsletter time again... The March meeting was held at A.J.'s brother's house to work on his 1964 coupe with his recurring fuel issue. We had worked on A.J.'s cars months back with a fuel pump failure. A.J. had a new fuel pump in stock that was the same type that he had acquired years back as a spare. It seems that the "new" old pump didn't have much life in itself.

Arriving at A.J.'s, we had a plan to determine if the fuel pump had died or if there was just an electrical problem or a fuel delivery issue. Jacking up the car and assessing the situation from under the car, we found a wire that was a little loose but that was not the culprit.

The ace mechanics that arrived at A.J.'s brother's decided to get a volt-o-meter to determine if the wires were getting juice to the pump. A good 12.5 volts was, indeed, flowing to the pump. This was the information that we needed to determine that the pump, itself, was dead. Luckily, A.J. had thought his "new" old pump had gone to fuel pump heaven. He had purchased a new pump from Advanced Auto Parts. The new pump was a little bigger than the old one. The old pump had been mounted on a plate that could not be used with the new pump due to the size restrictions. The fuel lines had to be cut

back and the new pump had to be fed through the frame rail to hold it up.

With the pump installed, the hot and ground wires were connected and the little red '64 coupe came to life. A.J. is back in business.

After we all got A.J.'s car up and running, we all had to check out the new member's, Mark Walters, late model. Nice car, Mark!

The talk at the meeting then revolved around alternator for generator swap that Justin is considering for his '60 coupe. Then everyone's car's engine lids were up to check out the difference between everyone's cars. Corvairs had turned out in force with Mark's, Bryan's late model, my early convertible and Justin's '60 coupe. There are a bunch of different ways to convert to an alternator. The important thing is that you have to change the delcatron adaptor to the alternator type that is found on late models.

It seems that the Vair Fair is on its way. We are holding the Vair Fair at the same hotel in Leesburg. Contact Bryan if you find yourself with some extra bandwidth and can offer some assistance with preparations. It should be a great weekend. Looking forward to seeing you there.

In the meantime, happy vairing!!

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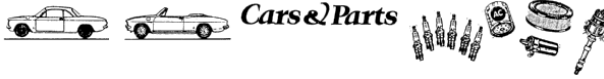
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer,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

65 Sedan: 110HP, Powerglide, new carpet. Contact former NVCC member Aaron Payne at aaronpayne@me.com. (6/11)

66 Convertible: 110 HP PG, Restored in 2007, Regal Red. \$18,000 invested. \$15,000 or Best Offer Call Jay at (910) 270-0785. (1/12)

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)

NEW LISTING: 40+ year collection of Corvair Parts. Please contact John Getz at jgetz@comcast.net or 301-717-9452 for a list of sale items. Parts located in Frederick, Md.

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

Early Model Bumper Guards: Good Condition: front and rear; best offer: Call Doug Jones 703-309-8705

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

NVCC Calendar

6 April 2013 – 11:00 a.m.
Central VA Corvair Club's April Meeting
Classis Car Center
3591 Lee Hill Drive, Fredericksburg, VA 22408
If planning to attend email Ray Davis @
Scout1977@hotmail.com
We will be touring the facility before lunch.
Roll-ups and drinks will be provided.
Please bring a covered dish.

20 April 2013 – 9:00 a.m.
Regular NVCC Meeting
Hosted by Richard Beathard
9015 Sowder Place, Nokesville, VA 20181-3101
703-987-5879

3 – 5 May 2013
Vair Fair
Best Western Leesburg Hotel and Conference Center
726 East Market Street
Leesburg, Virginia 20176-4401
703-777-9400

18 May 2013 – 9:00 a.m.
Regular NVCC Meeting
Tentatively Hosted by Bryan Blackwell

June 8 – 24th Annual Orphan Car Tour
www.orphancartour.org
"orphan" (discontinues make)
Jon Battle 540-364-1770

Treasurer's Report

Balance as of 2/28/13	\$2804.95
Dues Income	\$0.00
Interest Income	\$0.00
Balance as of 3/31/13	\$2804.95

When Oprah Met Smokey Between the Lines By: Mike McNessor

Like just about every other man in America, I breathed a sigh of relief after Oprah's Lance Armstrong interview, feeling secure in the knowledge that I'll never be famous enough to warrant emasculation on national television by one of the richest women in the world.

And even though I couldn't care less about bicycles, hormones or O Magazine, I'm smart enough to keep my big piehole shut about all of it, lest Oprah sic her estrogen-fueled army of fembot disciples on me.

Still, in the wake of it all, I couldn't help but wonder: Why is cheating on a bicycle so shameful, while cheating in an automobile qualifies you as a national treasure?

Um, let me back up. What I meant to write was "cheating the rules of an automobile based motorsport competition qualifies you as a national treasure." As we happily married types know, cheating in an automobile is deceitful, at worst, and laughable past a certain age, at best. Plus, if you are a celebrity, cheating in a car will wind you up on the business end of Oprah's verbal paddle. Just ask David Letterman.

So, can our heroes be trusted? Some of the greatest racing stories ever told revolve around a racer doing something so outside the rules that we just throw our arms in the air and call him an "Innovator."

Though it never made it into Oprah's Book Club, one of my favorite reads is *The Unfair Advantage*, by Mark Donohue – especially the chapters about the Trans-Am racing, the SCCA rulebook was treated like a collection of polite suggestions to be taken under advisement while building the most ridiculously illegal car possible.

It's well known that Penske Racing acid-dipped its Camaro race-car bodies to remove weight. But in his book, Donohue confesses that after SCCA inspectors got wise to the acid-dipped bodies, his team used the cars anyway, simply by changing the numbers as needed. For instance, they'd run a non-acid-dipped car through tech with the number fifteen on the doors. After it passed, they'd take it back to the pits, change the decals to number six and run it right through again, as if it were a different car. When it came time to qualify, they'd run the acid-dipped car around the track twice – first with the

number fifteen decals and again with the number six decals.

The greatest motorsports "innovator" in history had to be Smokey Yunick who could make Lance Armstrong look like Abe Lincoln in spandex biker shorts.

Watching Armstrong squirm on television, I imagine what it might look like if Oprah had interviewed Smokey about his interpretations of the rules, using more or less, the questions she leveled at disgraced bicycling champion.

Oprah – Did you ever modify a racecar in an effort to win the Daytona 500?

Smokey = Well, (expletive deleted), yeah, I did, woman!

Oprah – Were you a bully?

Smokey – A bully? What the (expletive deleted) are you talking about? If some (expletive deleted) is too much of a (expletive deleted) pantywaste to work around me then he should consider something more (expletive deleted) delicate like bicycle racing.

Oprah – How important was winning to you and would you do anything to win?

Smokey – Does a bear (expletive deleted) in the (expletive deleted) woods? Jumping (expletive deleted) on a (expletive deleted) with a jack hammer, lady! What the (expletive deleted) is the point of racing if you don't want to win the (expletive deleted) thing?

Oprah – When you look at that do you feel embarrassed, shamed, humbled.....tell me what you feel?

Smokey – Feel? I feel more shame if I got outsmarted by those (expletive deleted) morons in tech inspection.

Oprah – Was it a big deal to you? Did you feel wrong?

Smokey – Wrong? I'll tell you what would feel wrong is if someone took a (expletive deleted) poker and shoved it (expletive deleted, expletive deleted, expletive deleted).....

You get the idea. Racing can be dishonest business, maybe it's the public who decides who gets to be a hero and who gets to be a zero.

Just please don't tell Oprah and her army of fembots that I said that.