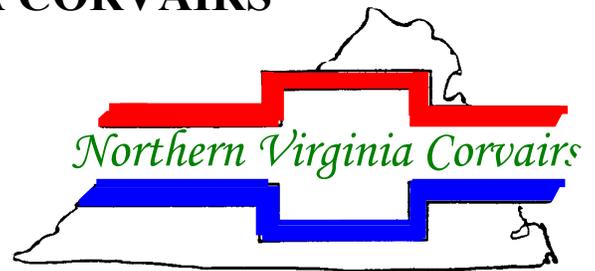


# NORTHERN VIRGINIA CORVAIRS



**HOT  
AIR  
MAIL**



NVCC, CORSA Chapter 220

Volume XXX, Number 5

May 2013

## CHAPTER CHATTER

By Doug Jones

Newsletter time again... the April meeting was held at Richard Bethard's house in Nokesville, Virginia. It was a beautiful day with just a little breeze in the air.

Richard's project was to repaint the trunk a.k.a. "the frunk." Richard was trying to get rid of some overspray and freshen up the appearance of the said frunk.

Not a lot of vairians showed up at the meeting. People are busy.

We have discussed in the past to RSVP to the host so that he or she will know how many vairians will be at the meeting so that refreshments will correspond to the need.

When the small group of participants showed up at Richard's, he had already taped up most of the frunk area. We spent most of the beginning of the meeting talking about Vair Fair plans and other Corvair topics such as generators and alternators.

Ron had taken a motorcycle class and was getting information on bikes from Mike who is an avid bike collector and all around expert. After a pretty good bull session, some coffee and bagels, it was time to

get working. As I had stated before, Richard had taped up a large majority of the frunk area. The small but diligent group finished the taping process and it was time to rough up the surface.

We also sprayed some primer on some bare metal spots. Richard had bought four cans of the spatter paint from Pro Finishes in Manassas which is the same paint that you can get from Clark's and some of the other suppliers. The paint must be shaken up very well for the spatter to look correct. I also showed Rich and the gang the fast way to take the top off a rattle can.

Ron and Rich took turns spraying the trunk which turned out wonderfully. After spraying the frunk, Mark had wanted someone to drive his car because he thought his steering was too loose. Ron and Rich volunteered to take the aqua late turbo for a spin. Both drivers were impressed by the power of the turbo but they did think that the steering was loose. The next step was to pull the little plug above the steering box so that the adjusting screw could be accessed. Adjustments were made, test drives were performed, and problems were solved. Mark seemed to be happy to have his steering in order.

See you in May at Bryan's house.

In the meantime, Happy Mother's Day and happy vairing!!

### 2013 NVCC Officers

**President:**

Bryan Blackwell  
6329 Hillside Road  
Springfield, VA 22152  
(703) 569-6908  
[bryan@skiblack.com](mailto:bryan@skiblack.com)

**Vice President:**

Ron Tumolo  
905 North Amelia Street  
Sterling, VA 20164  
(703) 430-6582  
[rvtum522@gmail.com](mailto:rvtum522@gmail.com)

**Treasurer:**

Darrin Hartzler  
8214 Beech Tree Drive  
Bethesda, MD 20817  
(301) 365-7332  
[dhartzler@ifc.org](mailto:dhartzler@ifc.org)

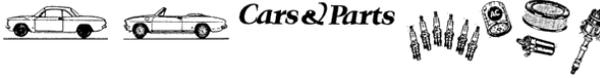
**Secretary:**

A. J. Paluska, Jr  
6839 Brimstone Lane  
Fairfax Station, VA 22039  
(703) 250-4455  
[ajjr13@earthlink.net](mailto:ajjr13@earthlink.net)

**Editor:**

Doug Jones  
3602 Lions Field Rd  
Triangle, VA 22172  
(703) 441-6863  
[dj2063@comcast.net](mailto:dj2063@comcast.net)

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](mailto: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](mailto: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](mailto:hyarnell1@earthlink.net)

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

**Corvair Vendors and**

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](http://www.corvairranch.com) Email:  
[corvairranchinc@earthlink.net](mailto:corvairranchinc@earthlink.net)

**NVCC Calendar**

**18 May 2013 – 9:00 a.m.**  
**Regular NVCC Meeting**  
*Hosted by Bryan Blackwell*  
6329 Hillside Road, Springfield, VA 22152  
703-569-6908  
[bryan@skiblack.com](mailto:bryan@skiblack.com)

**19 May 2013 – 9:00 a.m. - ?**  
**Corvair Ranch Open House**  
*Gettysburg, PA*  
*Sunday – Rain or Shine*  
*food, prizes with a \$100 ranch gift certificate as a grand prize, and lots of Corvairs*

**June 8 – 24<sup>th</sup> Annual Orphan Car Tour**  
[www.orphancartour.org](http://www.orphancartour.org)  
"orphan" (discontinues make)  
Jon Battle 540-364-1770

**15 June 2013 – 9:00 a.m.**  
**Regular NVCC Meeting**  
*Hosts are needed*

*If you are interested in hosting a regular NVCC meeting, please contact Doug Jones at [dj2063@comcast.net](mailto:dj2063@comcast.net)*

**Treasurer's Report**

to be updated with Vair Fair info for June

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

## The Original 4DSC

By: Dave Silvia

There have been dozens of articles written about the Corvairs technical attributes and many Corvair firsts. We have heard them... unibody, rear engine, turbo charging, full independent suspension, air cooling, etc. None of these were actually automobile firsts but the Corvair was actually the first successful implementation of many of these features, at least in the U.S. However, there is one think in which Corvair was first: it was the first four door sports car.

Nissan actually coined the term 4-door sports car back in the late eighties and applied it to the Maxima. In fact, they even had decals on the windows that said 4DSC with 4-door sports car written underneath. There is probably no single definition of what a sports car is but most people would agree that it usually has good handling, minimum weight, and good but not necessarily high performance. It must also be fun to drive! It would also be a smaller, nimble car that would include manual transmission and bucket seats. Today there are literally dozens of cars that could be considered 4 door sports cars: BMW, Saab, Mercedes-Benz, Volvo, Toyota, Nissan, Subaru, Buick, Cadillac, the list of manufacturers producing sporty cars with four doors is very long. Nearly every manufacturer has one in their automotive line-up. Even Porsche has thrown in its hat into the ring with the Panamera, which is essentially a four door 911. The four door sports car appeals to people that want a sporty, fun-to-drive car but require a four door sedan. They fill a unique niche and a lot of people buy them. Back in the 90's, I bought one for those reasons. This type of car seemed to spring up in the mid-80's but in fact, Chevrolet was building them years before.

Think back to the very early 60's, there were few automotive choices. Yes, there were a lot of different trim levels and lost of different

body styles but for the most part, they were all built on full sized automotive chassis. If you wanted a sports car, you bought a Corvette, an MG, a Jaguar, or a Porsche. If you wanted a sporty car that had four doors, you wound up in a big car. Yes, you could buy a Chevy Impala, four door sports sedan with a hard top, four speed, and a 409 V-8 under the hood but it wasn't exactly a sports car. The choices were nearly the same from all the manufacturers. In 1960, the first small cars from the big 3 arrived on the scene, the Falcon, the Valiant, and the Corvair. They were all aimed at the economy car market. Then something changed.

Late in 1960, Chevrolet added the Monza trim level to the Corvair. At first, it was only available on the coupe, but in 1961 the Monza trim level was available on the four door sedan, as well. Suddenly, you could get something you could not get on a lot of four door cars: bucket seats and four on the floor – the stuff sports cars are made of. A 1961 Corvair Monza sedan with a four speed and the optional 98 hp engine would be the ticket for someone wanting a 4-door sports car; it was nimble, peppy, and fun-to-drive. It even had bucket seats and multiple carburetors like a real sports car had in the 60's! Certainly, I don't know if people bought the early four door Monzas because they wanted a four door sports car but it is very interesting that it was the first one available.

People often look down on the early Corvair sedans. Most people want Monzas, Spyders, and Corsas both convertibles and coupes. Some people think they are ugly and undesirable, which actually makes them a bargain. I think back in the 1960's, I do not remember anyone who had a Spyder or a Corsa but I do remember lots of four door Corvairs. They're what people drove. They're what I remember riding in: four door sports cars.