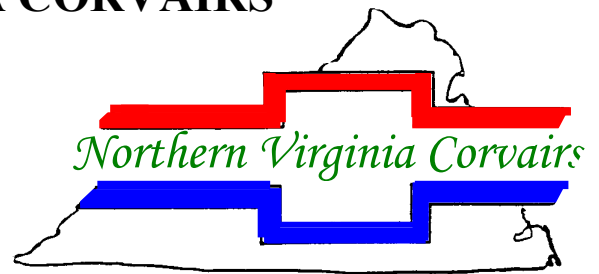


NORTHERN VIRGINIA CORVAIRS



**HOT
AIR
MAIL**



NVCC, CORSA Chapter 220

Volume XXXI, Number 1

January 2014

CHAPTER CHATTER

By Doug Jones

Newsletter time yet again. Well, it's the beginning of a new year, the holidays behind us. I hope that everybody had a joyous Christmas and a happy new year.

The club elections were not held at the Christmas party. The turnout for the party was a little sparse, to say the least. For those that missed it, we had a good time and good eats. The major office that seems to be up for consideration is the Vice President. Ron is giving up the position because he has other obligations, and has been doing it for a while. Ron has done an excellent job of being the Vice President, and we thank you for your service. Darrin is also dropping the Treasurer job because of other obligations. Thanks for your service Darrin. You have done an excellent job. A.J. has volunteered to be the new Treasurer, so he will be both the Secretary and the Treasurer. Thanks A.J.

Hopefully we will have some good events to take us through 2014. Maybe some tours, also a show or two, and maybe attend an autocross. We will also continue to have our monthly meetings to keep our Corvair's alive and functioning properly.

The January meeting will be held at my mother's house in Alexandria (Franconia). The project is to install a four-way flasher system so, if my car breaks down on the road, people will know. Now I just get beeped at and other drivers don't understand when you go to the back of the car (aka the Trunk) to look for the problem. The flasher system that I'm going to try to install is one in the tech guide that is not factory or aftermarket, but something in the guide.

Hope to see you all there and remember, spring is just around the corner! Happy vairing!

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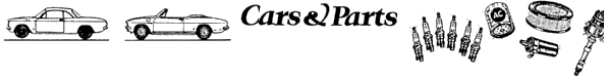
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer,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

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

Gas Tanks: Six or so good used gas tanks \$30 and YOU pick up; NE Maryland. Harry Yarnell hyarnell1@earthlink.net

NEW LISTING: For Sale – 1965 Corvair Parts

Interior:

- 2 Ivory sun visors with convert w/mount hardware, sprayed black, paint is removable
- 2 Black sun visors – excellent shape, one mount bracket
- Black left armrest
- Dash for automatic w/shifter – Not Corsa
 - Black crackle paint chipped, Gauges look OK
- Powerglide shifter

Engine:

- Two Carbs
- Alternator
- Rear engine casting – end with distributor mount
- Smog pipes and fuel lines – probably for 2 carb version
- 2 Distributors
- Engine Blower turbine, w/pulley
- Lower half valve cover – to adjust valves
- Many nuts, bolts and studs

Chassis:

- 2 transmission mounts, auto and manual
- Clutch and brake pedal arms
- Cross shaft (clutch?)
- 2 Rear axle shafts
- Pair of springs (rear?)
- Miscellaneous brackets and links, 2 gas caps

Body:

- 2 Headlight mounting buckets, with two bulbs

- 2 Headlight Bezels – pretty nice, some tarnish
- Tail light lens RB 66 w/backup – Good condition
- Tail light lens w/o backup – Useable, but has cracks/crazing
- Hood/trunk (?) support rod
- 2 Windshield wiper arms

Contact Phil Dickinson in Fairfax, pcdickinson@att.net, (703) 407-5014

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

18 January 2014 – 9:00 a.m.

Regular NVCC Meeting

Hosted by Doug Jones
5901 Montell Drive, Alexandria, VA 22310
(703) 309-8705

February 2014 – 9:00 a.m.

Regular NVCC Meeting

Host needed
Please email 1963.jones.d@gmail.com

March 2014 – 9:00 a.m.

Regular NVCC Meeting

Host needed
Please email 1963.jones.d@gmail.com

Treasurer's Report

Balance as of 12/1/13	\$2804.95
Dues Income	\$0.00
Interest Income	\$0.00
Balance as of 12/31/13	\$2804.95

Photographic Documentation

By: Richard Lentinello

This article originally appeared in the December 2013 issue of Hemmings Classic Car.

The Restoration Profiles that we feature in every issue are some of the most popular articles of this magazine. They are insightful stories that we can all learn from, because, as we all know, there's more than one way to do something. This is especially true with restoring old cars.

The single most important step during any restoration project actually has to take place before any specific restoration work begins, and that is the step of documenting the car's pre-restoration state. The more information you have about the car before it's taken apart, such as the condition of its body and all the ancillary parts and trim pieces, the smoother the project will go because you will know ahead of time just what type and amount of work needs to be done and what has to be replaced.

Having this information on hand will then allow you the opportunity to write up a work list for all that has to be rebuilt, repainted or restored and a parts list for everything that either needs to be rebuilt, replaced or replated. As the project proceeds, you can use those lists to mark off the jobs that have been completed, which will have the added benefit of providing you with a visual source of inspiration.

But, again, the single most important component of the documentation process is that of photography. All too often at car shows I have seen well-restored cars only to discover upon talking to the owner that no photographs were ever taken of the car while it was under restoration. And that's too bad. Having photographic proof that details just how your car was restored to a future prospective buyer is the best way to prove all the work that had been done, and how that work was performed.

The most significant reason for taking photos during your car's restoration is that you are documenting the work that was done to it. There's more than meets the eye when it comes to shiny new paint and freshly sewn upholstery. It's all the really important work that took place under all that superficial decorative cover-up which really

matters, and that's what serious enthusiasts and collectors in the know want to see.

If your car was restored correctly, future prospective buyers will want to see the quality of the work that was performed. They want to see how the sheetmetal was repaired, how much rust the body originally had and which body panels were replaced; they want to see the condition of the floor pans that are hidden below the carpeting; they want to see all the new parts that were installed in the engine and that it was even rebuilt in the first place; and they want to view the entire rebuilding process to ensure all was done correctly and professionally.

Thanks to digital cameras, it has never been easier, quicker and more affordable to take photographs of your car while it's either at the restorer's shop or while you yourself are doing the work in your own garage.

But documenting a car's restoration requires more than just taking photographs. It involves a paper trail that includes the car's original invoice or bill of sale, its build sheet if available, and all receipts showing work done to it by previous owners and undertaken during its restoration. Those include receipts for all the parts that you had to buy, supplies and tools, chemicals and paints, transportation, storage, and, of course, any work that had to be done by a specialist or shop, such as sandblasting, powdercoating, welding, body repair, painting, upholstery or mechanical work. These receipts are the proof needed to back up the documentation of work that was shown in the photographs that you took during the process.

Another source of worthwhile documentation is a car's maintenance log, but this is something that too few car owners actually kept. This log will show when the engine oil had been changed and at what mileage, what was greased, when the tires were rotated, and any other regular maintenance items, like tune-ups and filter changes. More than anything, a thoroughly documented maintenance log shows just how well the car has been cared for by those previous owners. A log such as this is something that you should consider starting when the restoration of your vehicle is completed.

The more information you have about the car before it's taken apart...the smoother the project will go.