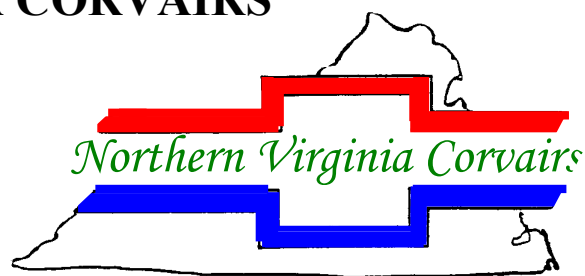


NORTHERN VIRGINIA CORVAIRS



**HOT
AIR
MAIL**



NVCC, CORSA Chapter 220

Volume XXXI, Number 6

June 2014

CHAPTER CHATTER

By Doug Jones

Newsletter time. The May meeting was held at Venice Cox's house in Nokesville. Venice is a former president of the Northern VA club and has been missal for a time. Welcome back Venice. The project was a transmission leak on Venice's Late model convertible power glide. Well, when the group got to the garage and uncovered the project car, we discovered the possible problems with the trans leak. I had talked with Venice before the meeting and told him about my trans troubles with the shift cable o-ring on the trans that often, after a few days, the fluid will leak out of the torque converter over the pan and out the shift cable o-ring if not sealing. Well, after some interesting discussion the time had come to get down and dirty. L.D. got under the car with a drop light to assess the problem and found that the transmission seemed to be pretty dry on the top by the shift cable linkage and everywhere else above the pan. Venice had installed an econo finned pan and had troubles with leaking and had used different pan gaskets (cork and rubber), with still the same leak that he was sure was not just the pan. L.D. had said through experience that the econo finned pan needs not cork or rubber, but the silicone gasket that Clarkes sells (part number C5793R at \$32.85). I guess the silicone gasket

makes up for the possible imperfections of the cast aluminum pan. So Venice's meeting became a learning experience more than a working experience. Hopefully the new gasket will solve the problem. Venice will keep in touch to tell us if the silicone gasket will do the job. Also at the meeting Brian decided to check the timing on his Late model ("green machine") because it had been getting bad gas mileage. Well, Brian got out his Snap-on advancing timing light. Well, the timing seemed to be a few degrees off. Luckily, I had my distributor wrenches to loosen up lock nut and adjustments were made and the car seemed to be running a lot better - hopefully better gas mileage also. That about wraps up the Corvair world for May. June meeting will be held at Mark Walters house in Woodbridge, VA. See everybody in June. Happy Vairing!

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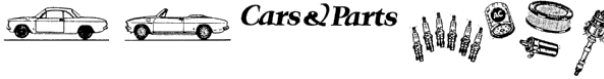
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer,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



NVCC Calendar

Parts/Miscellaneous For Sale

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.

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

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(717) 624-2805, www.corvairranch.com Email:
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<http://www.facebook.com/NVCCHOME>

ARE YOU IN?

The Corvair Society of America (CORSA) is the #1 Corvair group in the world, with over 4,800 members and 125 local chapters, including Northern Virginia Corvairs.

CORSA supports all sanctioned Corvair Clubs with a wealth of benefits, including event insurance, exclusive Classified Ad access, and their award-winning monthly newsletter "The Communique". Northern Virginia Corvairs encourages all members to join CORSA. Annual dues for active members are just \$45. For more information visit the CORSA website at www.Corvair.org

7 June 2014

Orphan Car Tour

25th annual Orphan Car Tour, Maryland Line, Md. to Havre de Grace. Open to all "orphan" (discontinued-make) antique vehicles. See website www.orphancartour.org. For further information contact Jon Battle, (540) 364-1770 or e-mail TourDirector@orphancartour.org.

15 June 2014

Father's Day Sully Plantation Show

Sully Plantation, Chantilly, VA

21 June 2014

Regular NVCC Meeting

Mark Walters
5707 Ridgedale Drive, Woodbridge, VA 22193
(703) 580-5230 (H) / (703) 220-8940 (Cell)

12 July 2014

Autocross – Hylton High School

More details to come

Treasurer's Report

Balance as of 5/1/14	\$2331.80
Dues Income	\$160.00
Expenditures	(\$52.11)
Balance as of 5/31/14	\$2439.69

What Were We Thinking

By: Pat Foster

This article originally appeared in the June 2014 issue of Hemmings Classic Car.

One thing that enthusiasts of independent car companies have never understood is why the cars we loved so well didn't sell better than they did when they were new. I have to admit, it's sometimes puzzling.

Why, for instance, didn't the 1952-'55 Willys Aero do better in the marketplace? I feel that overall, it was probably the best designed of the early-Fifties small cars--and I'm even including my beloved Nash Ramblers in that assessment. The Aero was good-looking, adequately sized, roomy, economical and one of the best-handling cars on the road. So, why wasn't it successful?

Other times, it's a little clearer why a brand didn't do well. Some people ask why the 1951-'53 Packards didn't sell in higher volume. Most historians say it's because, by that point, the Packard name no longer had the same magic that it once had. My own opinion is that, in light of the Packard nameplate, the car simply wasn't substantial or elegant enough. It doesn't look as rich as a luxury car should look.

And what about Kaiser? Just about every magazine that tested the big new Kaiser automobile in 1951 loved it, and many said it was flat-out the best-looking sedan on the road. The company racked up pretty good sales during that year, so why didn't it sell after that?

These thoughts came upon me while I was looking through some recently donated materials on the 1964-'69 Rambler American. I read several Product Reports published by American Motors that made some good points. Take 1967, for example. The top-selling small car in the world, hands down, was the Volkswagen Beetle. But why was that? Even in 1967, the little Bug was antiquated compared to most other small cars. Basically a 1930s design, it didn't offer nearly as much comfort or value as the Rambler American, yet it easily outsold the American and all its import competitors.

It makes you wonder what people were thinking back then. The Rambler, roomier both front and rear, was a full six-passenger automobile, whereas the Beetle held just four people, and in pretty cramped quarters at that. The Rambler had more leg, hip, shoulder and headroom than the Beetle. The Rambler also had a far better heater than the VW's, which couldn't even melt the snow off your shoes, and a better ventilating system, too.

Rambler's windshield defroster was powerful, whereas in the VW, the defroster was basically your own breath. Rambler's trunk was huge compared to the Beetle's tiny up-front stowage. And the Rambler's brakes were bigger, too. Weighing 2,669 pounds, the Rambler was 905 pounds heavier than the Beetle, so it wasn't affected much by crosswinds, unlike the VW, which if you've never driven one, you should know, becomes a white-

knuckler whenever a semi passes by.

The VW was also plagued with wide rear roof pillars and a small rear window, limiting visibility. The Rambler, by comparison, had a wide-open greenhouse with 3,780 square inches of glass area. Lastly, Rambler's dealer network was much larger, so obtaining service, parts or emergency repairs was easier, especially in out-of-the-way places.

It's true that the Beetle had some advantages. Its fuel economy was very good, with up to 35 MPG on the highway and around 21 MPG in town. But the American with a stick shift and optional overdrive was no slouch in the fuel economy department either, with up to 32 MPG over the road and 18 MPG in town. And although the Beetle boasted superior maneuverability, with a short 36-foot turning circle, the Rambler's was actually also 36-foot.

Price was always a big part of VW's advantage. In the early 1960s, when a Rambler American cost around \$1,900, the VW was priced at about \$1,600. By 1968, the basic Beetle had barely risen to \$1,639, while the American was \$2,073. But early in the year, AMC lowered the American's price to \$1,839, just \$200 more than the VW. And the Rambler offered a five-year/50,000-mile warranty on the drivetrain, compared to VW's six-month/6,000 miles. So, you'd think buyers would've rejected the Beetle and climbed on the American bandwagon, wouldn't you?

Nope. Although American sales shot up and the car proved quite popular, it seems that it mostly snagged sales from its U.S. competitors. VW sales actually grew by more than 90,000 units in 1968.

What were we thinking?