



Chapter Chatter
By Daniel Goldberg

Fun times at the March NVCC meeting. Fred Marx hosted at his home in Potomac, Maryland something he termed 'Corvair triage.' Since Fred will be the first to tell you his gutted '63 Spyder convertible has a somewhat checkered provenance, the idea was to go through his car and pick out things that may need attention.

Happily, Fred has a stand-alone two-car Garage Mahal with an in-ground lift. There's even an attic above the bays that he rents out to the Fonz.

Fred bought the Spyder already resprayed in Palomar Red, paint code 948. The body work and floors looked quite good, although the latter betrayed some obvious patchwork. At some point in the past the drivetrain had been liberated from the car as evidenced by the slots cut into the bolts that secure the bell housing to the engine. A set of rare-ish finned brake drums found their way onto the wheels, although Fred's Spyder did not appear to be optioned with metallic brakes. The car also retained the heavy-duty suspension components that were mandatory with the Spyder option package. Some suspension bushings were in need of

replacement, which is to be expected after 52 years. That being said, even in its gutted state it was evident the Spyder was not a high-mileage car.



Incredibly, the shrouds on Fred's Spyder aren't the least bit rusty or dented and they have all of their bolts. Also, little odds and ends that usually get lost over time were still present.

Up in Fonzie's apartment and down in Fred's basement was most of the rest of the Spyder. Interestingly, Fred used vinyl paint to change the color of the upholstery from white to black.

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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.

This, I think, was an inspired decision since a white interior probably looks ridiculous against a Palomar Red body. (However, if you own a Palomar Red Corvair with a white interior I'm sure it looks just fine.) Also waiting to be reunited with the rest of the car was all of the chrome, some of which recently had been replated.

Speaking of chrome, Doug Jones showed off with childlike glee his brand-new Kelsey-Hayes wire wheels, which were still in their boxes. And speaking of brand-new, Richard Bethard drove his smooth-shifting '63 convertible from Nokesville to Potomac and, presumably, back again. As you know, we spent parts of January and February replacing the clutch in Richard's Corvair. Richard reports no problems!

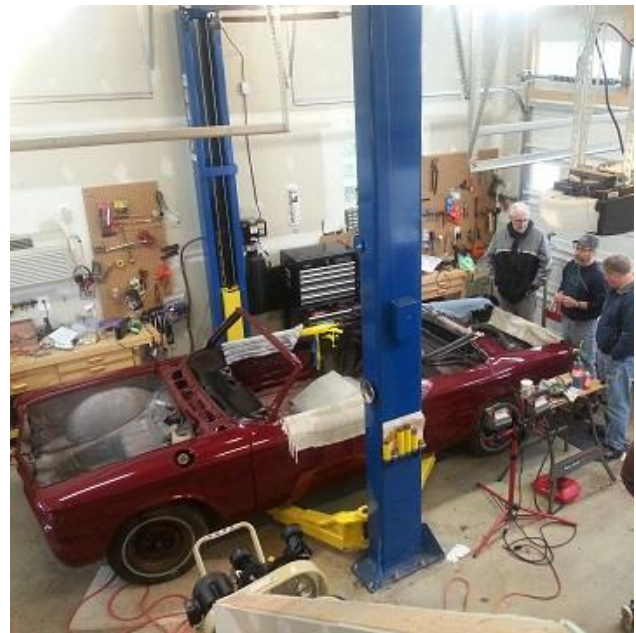
And speaking of problems, my Corvair's battery-to-alternator wire emancipated itself from its crimp connector, letting the battery completely drain while I was en route to Fred's. A dim bulb in the warning light prevented the dim bulb behind the wheel from realizing what was happening.



And speaking of me, in August I'll be moving down the road to Charlottesville, Virginia in order to undergo additional graduate training and continue my Army career. This means that July 2015 will be my very last Hot Air Mail. Back in December, when I graciously accepted the post of newsletter editor, I'm pretty sure I mentioned that there was a chance I would be moving away in the late summer. At the time I was toying with leaving active duty, but, like a gruesome car wreck on the side of the road, I just can't tear myself away from the grotesque kabuki of military justice. Alternately, I thought I would be continuing work on a voluminous and

thorny case that would have kept me in the DC area, but I was spared this fate.

In any event, the NVCC soon will need a replacement newsletter editor. Love Corvairs? Hate split infinitives? Then perhaps you're the person for the job!



GM AGL-4 takes Chevy Corvair drivetrain to new levels

(From AutoBlog, March 18, 2014)

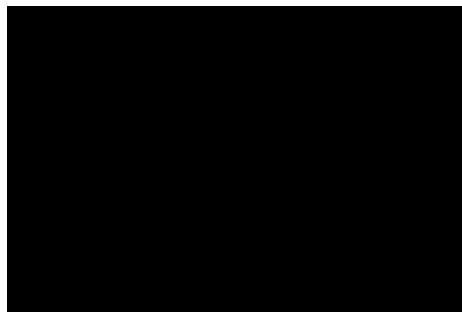
The Corvair may have been “unsafe at any speed” for some, but to many automotive enthusiasts, it was an engineering *tour de force* that exemplified everything that was right with General Motors—unconventional motor and suspension in an unconventional market niche for a thoroughly conventional America. This also was true for the Corvair 95 (aka *Corvan*), a forward-control vehicle that joined the Corvair passenger car in its second year. It also served as the springboard for the AGL-4, an experimental truck developed by General Motors in the early/mid-1960s.

The AGL-4 (Articulated General-Purpose Logistical Truck—think “agile”) video below was produced by General Motors Defense Research Laboratories in Santa Barbara, CA. A Marine Corp[s] air station, National Reserve center, Camp Cook, and Vandenberg Air Force Base were in the vicinity, so it stood to reason that this Corvair-powered all-terrain 4×4 was built for military plus agriculture use. Unlike the Corvair, its engine is in an unconventional place—it’s in the front, under the cab. Power was sent to Chevrolet’s two-speed Powerglide automatic and transmitted through a driveshaft that could be decoupled. Modular functionality allowed different beds to be interchanged, with an accessory dolly rig developed to support the cab when separated from the bed.

General Motors’ motivating objectives for the AGL-4 were utility, economy, and mobility. At 15 feet long, with 44-inch tires, and rated for a 1-1/4-ton payload, its versatility would have served itself well on both a farm and a military base, but GM decided to not pursue the AGL-4 for production. Like any experimental vehicle, the principles learned through this concept were likely applied later in subsequent vehicles that eventually reached production.

(Play the 9 minute video below – the HAM is now interactive!)

<https://www.youtube.com/watch?v=CeCkCrcso98>



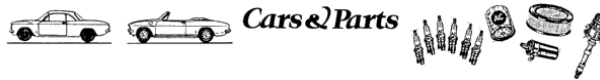


In the summer of 1966, French photographer J.P. Laffont snapped this photograph of boys playing on an abandoned car located on Fox Street in the Bronx, New York.

How many cars can you identify? Whoever gets back to me before the April meeting with the most correct responses will receive from Bryan Blackwell an authentic Chilton's Manual for the Chevrolet Corvair. I'm looking for year and make, but model names will be useful in order to break a tie. There's also one car (possibly two) where the make is definitely identifiable though not necessarily the exact year.

The following link will take you to a larger version:

<http://i.guim.co.uk/static/w-1430/h--/q-95/sys-images/Guardian/Pix/pictures/2014/9/19/1411141472023/6578dee8-7a52-4d33-9edf-ac0bc35afe9e-2060x1384.jpeg>



Miscellaneous For Sale

40+ year collection of Corvair Parts. Please contact John Getz at jggetz@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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Balance as of 2/28/15	\$656.69
Dues Income	\$20.00
Balance as of 3/31/15	\$2647.69

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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

Return To:

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February 2015 Meeting

Saturday, 18 April 2015, 9:00 AM

**Greg Walthour,
7025 Coventry Road,
Alexandria, Virginia 22306**

Take I-495 (Washington Beltway) East to US Route 1 (Richmond Highway) South. Turn left on Popkins Lane. Turn Left at Coventry Road