



Chapter Chatter  
By Daniel Goldberg

**NOTE THAT THE NEXT MEETING IS AT  
1:00 PM RATHER THAN OUR  
CUSTOMARY 9:00 AM!  
SEE BACK PANEL FOR DETAILS!**

What an absolutely fun convention!

Several NVCC'ers made it to the annual CORSA convention in Knoxville, TN, including Bryan & Ellie Blackwell, Greg Walthour, Doug Jones, Bob Marshall, and me. It was well worth the trip.

Bob and I departed from Virginia on June 23rd – Bob in his Subaru Forestback and me in my '65 Corsa. I'm happy to report that the trip was uneventful. Just prior to leaving I figured out why my car was drawing vacuum at idle and causing it to race. As some of you know, I installed a custom linkage kit consisting of machined bits and Heim joints. Turns out, I installed upsidedown the Heim joint connecting the butterfly on the right primary to the cross-shaft. I'm pretty sure this was keeping the right primary open at idle, thereby causing the engine to race a bit. For the longest time I've been secretly jealous of the rest of you, with

your Corvairs that quietly and rhythmically idle like sewing machines. And now, at last, I've finally achieved --Corvair godhead. (Let me tell you, when someone told me my Corvair sounded nice I was kvelling.)

Other fixes I made in the days before departure included installing seat extenders and XM radio. Both upgrades made the 900-mile roundtrip infinitely more pleasant. For whatever its worth, I still don't have a spare tire.

Anyway, the event itself was well-run and well-attended. Since the Knoxville Marriott has an extensive network of garages, it made perfect sense to put the swapmeet under one of the parking decks so we didn't have to bake out in the sun while perusing the vendors' wares. What's more, people usually were just milling about with their Corvairs, so there was always someone to talk to.

And there was also controversy. If you recall, back in 2013 hundreds of low-mileage cars hoarded by the proprietor of Lambrecht Chevrolet in Pierce, NE were auctioned off in an event drawing people from all over the world. Although many of the cars were left to molder in a confield, a select few were kept indoors at the Lambrecht dealership. One of the indoor

<b>NVCC OFFICERS</b>			
<b>President</b> Doug Jones 5176 Woodfield Drive Centreville, VA 20120 (703) 309-8705 1963.jones.d@gmail.com	<b>Vice President</b> Mark Walters 5707 Ridgedale Drive Woodbridge, VA 22193 (703) 220-8940 Mark.walters1@verizon.net	<b>Secretary/Treasurer</b> A.J. Paluska 6839 Brimstone Lane Fairfax Station, VA 22309 (703) 250-4455 Ajr13@earthlink.net	<b>Editor</b> Daniel Goldberg 43 Underwood Place Alexandria, VA 22304 (703) 868-4371 daniel@danielgoldberg.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.

cars was a white-on-red 1963 Monza coupe, 102/4, with exactly 17.2 miles on the odometer. It hammered down for \$40,000.

The new owners of the Lambrecht Corvair trailed it to the convention and attempted to enter it into the concours 'stock' class. However, the judges advised them that the car – perhaps the world's only factory-fresh 1963 Corvair – was considered 'modified' due to its new non-stock tires. Keep in mind that the original tires were 50 years old when they won the car at auction, although exact[ish] reproductions are currently available.

I'm no expert on CORSA judging, but it seems to me that the class into which a car is entered should be left to the owner's discretion. Accordingly, for cars entered into the 'stock' class, points can be deducted for deviations from original.

As for what should have been done with the Lambrecht Corvair under the rules as they stand now, probably the right decision was made. Despite the fact that the car's provenance cannot seriously be questioned (it still has the window sticker), the CORSA rules are available for anyone to examine. The other entrants who took their time to abide by the rules shouldn't have to compete with an unqualified car simply because it was an internet sensation. If rules are changed based on simple caprice, then what's the use of having rules at all? Although I haven't checked, I don't believe there's a provision that permits the judges to do equity. To be sure, feathers were ruffled, but that's life.

In other news, we ran into Curt Shimp! Curt, who moved to Silver City, NM back in the mid-2000s, drove the Regal Red 1965 Corsa coupe he's owned since the dawn of time. Actually, that's Curt's secret: better to maintain only one Corvair than to tend to a stable full of Corvairs in varying states of disrepair. Curt, who may very well be the finest shade-tree mechanic I've ever met, was confident enough to make his 1,600-mile journey with a bit of an oil leak.

I also got to autocross my Corvair for the first time ever and it was a kick in the pants! Needless to say there were faster cars, but they may have been just a little too aggressive for a smallish course set up in the parking lot of a public park. Some complained about the

course, but I had fun. Since I've finally debugged my 140 (for the next few minutes, anyway), I'm thinking about investing in a helmet and a set of quick steering arms.

I also spent an obscene amount of money on parts. One of the things I bought was a Clark's engine compartment insulation kit, with the hope that it would quiet things down on the open road. The insulation is made from a miracle substance that's impossible to bend but easy to tear. As I found out the hard way, installation requires a delicate touch. I also bought a repro mirror and '140' badge, as well as a Clark's keychain and a Corsa clock retrofitted with a quartz movement.

Happily, the drive home was also uneventful – the Corsa didn't miss a beat, even in the rain. Here's a shot of it somewhere close to Bristol, TN, right in the Cumberland Gap:



And here's a snapshot of the Lambrecht Corvair:



**Next meeting time is at 1:00 pm!  
See back panel for details!**

## **CORSA Convention 2015**

### **By Ellie Blackwell**

Our '62 Wagon, "Lily" carried us to this year's CORSA Convention in Knoxville, Tennessee. We had been looking forward to the trip for some time especially after learning that this convention location was chosen because the Knoxville Tourism group had originally contacted CORSA and asked to host the convention. CORSA, however, does not decide where the convention is hosted, the local clubs do. CORSA put them in touch with the local Knoxville clubs and they worked together to put on a fabulous convention for all of us.

Our trip had a slight delay at the start due to the arrival of the remnants of Hurricane Bill on Saturday. We decided waiting out the Tornado Watch would be a good idea, so we left home around 9:00 pm Saturday night. Unfortunately, we didn't miss all the rain, and with a leaky windshield it turned into a soggy trip to Lexington, Virginia for the first leg of our trip. We knew of a nice Howard Johnson's in Lexington, thanks to the Central Virginia Club's Vair Fair last month, so we stopped there for the night.

We were up early Sunday morning anxious to continue our trip. Our next destination would be Spring Hill, Tennessee to spend the night at a friend's house. Most of this leg of the trip was uneventful. We only had one minor hiccup when we were coming off the highway for a fuel stop and were stopped at the traffic light. Poor Lily, felt it was just too hot. She stalled and then refused to start for a short bit. I had to agree with her. It was too hot. We were all dripping, even with the windows and vents open. But she was a trooper and after a short rest she started up again and we made it to the gas station and after a refuel we were back onto the highway and headed to Spring Hill.

Our friends greeted us in Spring Hill on Sunday night with their wonderful Tennessee Hospitality that included a fresh homemade blueberry pie made with berries they had picked the weekend before. I still want to go back for another slice. On Monday, we had fresh blueberry pancakes for breakfast and then headed to The Lane Museum in Nashville.

At the Lane Museum, a local Corvair enthusiast Chris Nicholson who happens to work there greeted us! He was very welcoming and highlighted a few things the museum had on display. I highly recommend stopping by this unique collection if you're in the Nashville area. It's an excellent museum! We met up with another Corvair friend at the museum as well. Tim Schwartz had come originally from New Jersey, but like, us, had stopped at other friends' homes along the way. We all toured the museum, had a wonderful lunch at a local Thai restaurant, Ginger Thai, and then we said goodbye to our friend from Spring Hill. Tim was generous enough to let our son, Brenden ride in his much quieter, upholstered Greenbrier for the three-hour ride to Knoxville. Our car is still very much a work-in-progress and is lacking much of the interior still.

We arrived in Knoxville at the host hotel Monday evening just before dinner and after checking in and wandering around ended up joining several other Corvair owners for a ten person ride in the Dewald's Greenbrier to downtown Knoxville. It was a lovely start to the week with a delicious dinner at Café 4 and some wonderful conversation with old and new friends.

Tuesday was the Board of Director's meeting day. Bryan was just elected so he spent the day there while Brenden and I found the local mall. There were a couple of items we needed and we even found a Chocolate shop that custom made us a Chocolate Covered Apple! Chocolate Monkey is the place. I highly recommend it! Back at the hotel though, Bryan had a computer snafu and his machine stopped working. Fortunately, though, we had found the mall and the Apple store. Once the Director's meeting was over, we returned to the mall to learn the problem with Bryan's Mac was a known problem and wouldn't cost us anything to fix. The only downside was the fact that they couldn't fix it then. It needed to be shipped out, but again our luck was positive, the machine was shipped to our house and was waiting when we arrived home. We missed the Welcome Party and the Valve Cover races, but we weren't actually participating so it wasn't too bad.

Wednesday was a busy day of touring the Concours display, visiting with the numerous Corvair owners that came and of course, going through the Vendor Sales. Additionally, Bryan attended and or chaired multiple meetings in the afternoon and evening. Brenden and I decided to tour downtown Knoxville and

hopped on the convenient Trolley that picked up at the hotel entrance to get there. Of course, we wandered off our particular trolley's route and ended up on the wrong one, but eventually we made our way back to the hotel. It was our forced workout plan, yeah, that's our story and we're sticking to it.

I must say that the hospitality of the host hotel was impressive, and we also benefited from being Marriott Rewards members, as the hotel had complimentary breakfast, evening hors d'oeuvres, and dessert available to rewards members. This came in handy since we brought along our very active and hungry fifteen year old. The hotel also provided complimentary coffee in the lobby in the morning to all hotel guests, which was a nice little perk as well. The Convention Hosts were also all incredible. They struggled to keep us all hydrated and fed in the Hospitality suite, but overall I think they did a fine job and everyone I spoke with was warm and welcoming and more than happy to make sure we all had a wonderful time!

Thursday was the day of the Steam Engine Train tour, the Rally, and the River Boat tour. Bryan and Brenden were the fortunate recipients of a couple of spare tickets for the train and they enjoyed the excursion immensely. I made use of that free Trolley and went shopping downtown and enjoyed listening to a couple of live bands that were playing along the way. The Rally began at one o'clock, and while we had originally signed up under touring, our friend Tim Schwartz needed a Navigator and so Brenden joined him and we both ran in Primary Class. For those Rally Novices, this particular Rally required you to answer a variety questions as you followed route instructions. The answers to the questions are found along the route and it involves being observant and the ability to follow directions well. The Rally took us on a wonderful tour of Tennessee valleys and mountains and even included a stretch in the Smoky Mountain National Park that didn't have any questions so you could just relax and enjoy the drive and scenery. Though we must admit, it felt like déjà vu to the Rally with the Virginia Vair Fair. It was nearly identical, only with a stretch on the Smoky Mountains instead of the Blue Ridge Parkway.

Friday was another busy day that started early for the Autocross. Both Bryan and I were competing in Lily, just as we had at the Vair Fair. The course looked good and was pleasantly large. The organizers were wonderful to provide easy-up tents at the worker stations and coolers of bottled water. For those of you who might not know anything about an autocross, this is an event where you drive your Corvaire through a course of traffic cones as quickly as you can without knocking over the cones or going off course. There are timing lights at the start and finish lines that record how quickly you complete the course and the result is displayed immediately after the finish line. You actually get three runs so you can work on improving your time. A part of the price of admission though, is you need to be a course worker for another class of cars and you pick up any cones that are knocked down as the cars traverse the course.. Each car is put into classes so that the Early Stock car isn't competing directly with those racecars you see people bringing to these events and vice versa. Working the course before you run though can be an advantage. You get to see where the cars are having difficulty or where you need to slow down or maybe places you can go faster in. The organizers were on top of things and very receptive to tips and advice for issues as they presented themselves. We give huge kudos to every one of the people that helped to make the Autocross happen. We had a blast. It didn't hurt that we won First Place in our class either.

The event went well enough that there was even time to do a few fun runs and bring along passengers, as long as they were wearing a helmet. Bryan had hoped to take Brenden out in Lily, but after all our runs and the high heat of the afternoon, she was having none of that. She stalled and wouldn't start. Thankfully, the Dewald's had their Greenbrier, and they ran the course with nine people in their van! It was quite a sight! This was Brenden's first time at an Autocross and first time to ride a course! He's excited about getting to drive it himself in the not too distant future. Thankfully Brenden and I didn't have to stay and wait for Lily to cool off, as Tim once again came through and brought us back to the hotel in his Greenbrier while Bryan waited for Lily to cool off. We all decided the pool sounded like a wonderful idea and we made use of the facility until it was time to get ready for the Cocktail Social hour and the Banquet.

The Banquet was one of the best meals I have ever received at one of these events and I know I ate too much because of it, but it was delicious. We enjoyed the presentation that even included a bit of footage from a local news station that had come by earlier in the week and recorded some of cars and members and had run a piece on a local station. Though, I must admit, I didn't see much of it as I was too busy socializing with the people at our table. Some I knew from other conventions, some I had never met before,

which was how the whole week had been. I met many new people and made several new friends as well as reconnected with old friends that live in other parts of the country.

The presentation of awards was very nicely done with moments of seriousness and moments of levity sprinkled throughout. Additionally, I particularly liked how many different people presented. Each event had it's own presenter and they were usually the Chair or one of the main coordinators for that event. This allowed those of us that may not have entered all the events to learn a little about each of them from the coordinators and to put a face to the name. Though, I must also admit, I've only been to a couple of Convention Banquets so for all I know this is the way they do things all the time. We were pleased to place Second in the Primary Class for the Rally and to place First in the Autocross for Improved Stock One. Bryan won in the Men's Division and I won in the Ladies Division.

We particularly enjoyed seeing so many younger members not only attend the convention, but they competed and won many awards. The stories about no one under thirty having any interest in Corvairs are clearly a myth. We saw and know many people under thirty that are clearly just as interested in preserving the Corvair as those of us over thirty. We're looking forward to all the new things coming to CORSA in the future and especially the Convention next year in July in Springfield, Illinois. I hope you'll make it. We plan on being there!



### Miscellaneous For Sale

40+ year collection of Corvair Parts. Please contact John Getz at [jpgetz@comcast.net](mailto: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](mailto: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

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)

## **Our 41<sup>st</sup> Year!**

**Get the New 2013-2018 Catalog**  
**If you did not get our new catalog in 2013,**  
**you can get one free on your first \$50 order**  
**during 2014.** (Additional catalogs \$3 with an order)  
*The new Catalog includes parts from the last 5*  
*Supplements as well as 100's of improvements.*  
*This is our most major revision ever.*

Clark's Corvair Parts®  
400 Mohawk Trail, Shelburne Falls, MA 01370  
(413)625-9776 [www.corvair.com](http://www.corvair.com)

### Treasurer's Report

Balance as of 5/31/15	\$2686.69
Dues Income	0.00
Balance as of 6/30/15	\$2686.69

**Don't forget to visit our Facebook page!**

**Return To:**

Daniel Goldberg  
43 Underwood Place  
Alexandria, VA 22304

**Saturday July 18<sup>th</sup>, 1:00 pm -- NOTE THAT THE MEETING IS AT 1:00pm!!!**

**Suzy Thompson**

**6101 Florence Lane, Alexandria, VA 22310**

**Project: Getting Suzy's dormant '65 running again!**