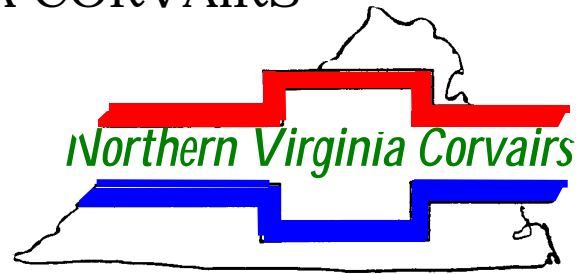


NORTHERN VIRGINIA CORVAIRS



**HOT
AIR
MAIL**



NVCC, CORSA Chapter 220

Volume XXVI, Number 8

August 2009

CHAPTER CHATTER

By A. J. Paluska, Jr

We can finally say that that your editor's 1964 Monza is on the road again. Well, it has always been on the road, especially for the last month or so sitting in front of the house, but not under its own motor power.

Due to the rehosting of the July meeting a multitude of expertise and muscle was on hand to diagnose and replace the faulty electric fuel pump. The muscle was needed to get the car into a repairable position and the expertise was needed to get the bolt holding the pump to the chassis off. A flathead bolt with a stuck nut does not make for a speedy removal. PB Blaster to the rescue?

Fresh after the 2009 CORSA International Convention eight members arrived early to attempt the needed repairs.

Fortunately, the pump installed on the car by the previous owner matched one of the two electric fuel pumps given to your editor by L. D. Brent while he was culling his Corvair parts inventory prior to his relocation to the Sunshine State. The pump was purchased from The Source and

looked brand new. We don't know if it was ever used, but if it was, it wasn't used for long. L. D. said that it was too noisy.

I hope that you enjoyed the preceding narrative because the actual fix was a lot easier than portrayed. Prior to the meeting your editor decided to trace the wiring for the fuel pump kill switch under the dash. While doing so a check of the inline fuse was conducted. Although the fuse looked good it was replaced on a hunch. After replacement, the ignition was turned on and the switch placed in the on position. That familiar hum of the fuel pump was heard. The engine was cranked and it started right up. It seems that the wrong fuse was replaced in another line that was thought to be the fuel pump kill switch! The meeting was used to adjust the fan belt to reduce a squealing noise and to reset the idle.

As it will be the NVCC's turn to host the Vair Fair next year planning was started at the meeting. It was decided to duplicate the Fredericksburg location. Coordination for the host hotel and the other Virginia clubs will start by the end of July.

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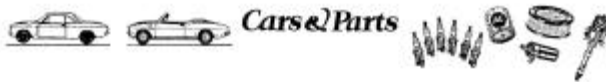
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer,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

AUTOMOTIVE CLASSIFIED

63 Convertible: Red with good body and nice paint. Asking \$6000.00, new engine, condition 3 to 4 on scale of 5. Contact Jim at (540) 465-5066. (6/08)

64 Monza Convertible: Red with white interior. 110HP with powerglide. Original, not running, worth restoring. Located in Gaithersburg, MD. Contact Woody Schwartz at (802) 375-6160. (10/08)

64 Coupe: F&A Auto Sales at (804) 224-0588. (9/07)

65 Convertible: 140 HP PG, 44K miles, maroon and black. \$15000 OBO. Call Bob at (304) 263-2763. (7/07)

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)

SOON TO BE GONE: 2007 Vair Fair T-shirts. Priced for quick sale. Another can't miss opportunity to own rare Corvair Memorabilia! **HURRY** as they went fast at the 2008 Vair Fair!

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

WHEELS NEEDED: Looking for a set of 14-inch steel rims and or 15-inch rally wheels. Also a set of 14-inch wire wheel covers. Don Lintvet: don@lintvet.com or (703) 4431801.

TECH SESSIONS: Venice Cox, 4th Saturday of each month, 10 AM to 2 PM. Any member is welcome to assist Venice during these sessions. (703) 791-6517

15 August 2009, 9:00 AM: The regular meeting at the home of Ron Tumolo.

12-13 September 2009, Corvair Days, Central Pennsylvania Corvair Club, Hershey, Pennsylvania. Contact Earl Holmes (717) 921-8124 or earlzgames@comcast.net

19 September 2009, 9:00 AM: The regular meeting at the home of Darrin Hartzler.

17 October 2009, 9:00 AM: We need a host for this meeting.

13 November 2009, 9:00 AM: We need a host for this meeting.

13 December 2009, 9:00 AM: Annual elections and Christmas party. We need a host for this meeting.

Next Regular Meeting:

Saturday, 15 August 2009, 9:00 AM

Ron Tumolo
905 North Amelia Street, Sterling, VA 20164
(703) 430-6582

Directions: Map/directions on the mailing cover.

Treasurer's Report:

Balance (6/29/09)	\$3,278.72
Dues	\$10.00
Interest	\$2.14
Closing Balance (7/27/09)	\$3,290.86

Reprinted from the July 2009 *Dryspot*, the newsletter of the Corvair Society of Baltimore

For those members that might want to give our membership in the NECC a try at the next racing event.

Shoulder Harness in a Stock Corvair

Al Lacki

From time to time, owners of stock Corvairs have shied away from time trials because of the shoulder harness requirement. I too, am an owner of a stock Corvair, and I have had to deal with this requirement.

In years past, I took the easy way out. I drove my Mazda instead of my Corvair at NECC time trials! And yes, you can run a non-Corvair at the NECC / SECC time trials at Roebing Road. You're not restricted to running a Corvair at the time trials. But with this event so close to the Convention, I'm sure most folks would prefer to bring your Corvair to the time trials. And it would be nice to see more stock or near-stock Corvairs on the track.

Here are some thoughts on how to contend with the shoulder harness requirement without butchering your stock Corvair.

Alternative 1.

This year, I drove my Corvair at BeaveRun. My Corvair is a stock 1966 Corvair Monza coupe. I met the shoulder harness requirement by installing a Schroth shoulder harness system - the kind that Rick Stansbury used to sell on his website. I anchored the Schroth lap belts to the original factory mounting holes for the factory lap belts. And I anchored the shoulder harness straps to the factory rear seat belt mounting holes, located in the floor, behind the bottom cushion of the rear seat. Then, to gain a better angle of attack for the shoulder harness straps, I ran the shoulder harness straps over the rear seat, with the rear seat in the folded-down position. The angle of attack is an important to prevent spinal compression in the event of a crash.

Tim Schwartz runs a similar setup in his stock 1965 Corvair. Of course, to make it work, it helps to have a Corvair that is equipped with rear seat belt anchors, pre-drilled and tapped by the factory. Pre-'65 Corvairs probably don't have factory anchor points for rear seat belts. An owner of an older Corvair would have to drill his own and then reinforce the holes with bar stock or very large washers.

Alternative 2.

Many guys mount their shoulder harnesses to the rear firewall. That's exactly what Tom Hughes did to his stock '63 Corvair coupe for BeaveRun. His Simpson shoulder belts are anchored to the rear firewall, right below the rear window. To do this, you would need to cut up the cardboard panel behind the rear seat, but Clark's will be happy to sell you a replacement cardboard panel if you decide to remove the harnesses at a later date. I have seen several other Corvairs set up this way, both earlies and lates.

Alternative 3.

Another alternative is to use the factory shoulder harness mounts, located in the roof of the car. To get at the mounting holes, you would have to go through the headliner, which may be a major heartache for guys who want to keep their Corvairs all-original. And pre-'66 Corvairs don't [have]the factory holes. The factory shoulder harnesses are uncomfortable but they should pass tech just fine.

Reprinted from the July 2009 *CORSA Communique*

Share Your Corvair

I wanted to let you all know that today on *The New York Times* website in the slide show "Readers Photos of G. M. Cars" there are two Corvairs featured (among 55 other fantastic G. M. vehicles). The first one is of another reader's pink 1962 Lakewood and the second is of my 1964 Monza coupe. The link to the slideshow is www.nytimes.com/slideshow/2009/06/01/automobiles/01_GM_USER_SLIDESHOW_46.html. And the link where readers may submit photos along with memories of their G. M. car is <http://submit.nytimes.com/gm-car-photos>.

I just wanted to share this information with you all over at CORSA so that everyone has an opportunity to submit great photos and memories of their Corvairs, and further get the word out about these special G .M. cars that we love so much!

Sarah Regnier
Salinas, California

Jay Leno Restores Rampside

Here is a link to a video episode on "Jay Leno's Garage" web site where he shows his 1961 Rampside, and the restoration of it. While the truck is not as stock as Jay might think, and he has a few details in the story wrong, it is still a great episode and it's obvious Jay really likes Corvairs. It's hard to beat positive publicity like that!

http://www.jaylenosgarage.com:80/video/video_player.shtml?vid=1115754

Larry Claypool
Frankfort, Illinois