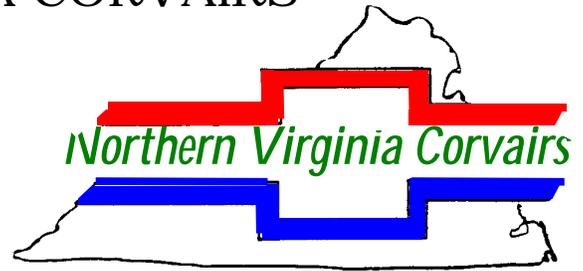


NORTHERN VIRGINIA CORVAIRS



**HOT
AIR
MAIL**



NVCC, CORSA Chapter 220

Volume XXVII, Number 8

August 2010

CHAPTER CHATTER

By A. J. Paluska, Jr

A new venue, but the same hot weather. Eight members braved the heat to help Bill Leeman diagnose and fix two problems with his original 1964 Monza sedan. The first problem was a generator light that remained on after the vehicle was started and running. The other was a rough running engine, when it was running. The generator issue was tackled first, but the experts were looking for a harder problem than the cause actually was. With the engine running and the light illuminated the trouble shooting began. Before it went too far it was noticed that the wire for the radio resistor condenser was disconnected. Then it was noticed that the retaining nut was very loose. In fact so loose that none of the wires that should have been attached were actually making contact with the generator. The stud was wire brushed and all of the wires tightly connected. *Viola*, the light was extinguished.

To check out the rough idle it was suggested that there may be an exhaust leak. While checking the suction of the carburetors, it was noticed that the passenger side carb had no

suction whatever. Tracing the vacuum lines it was discovered that the rubber connectors had a few chunks missing. A quick trip to the local Pep Boys to procure a length of hose remedied that problem and the car was running quite well.

While moving your editor's vehicle into position to lube the speedometer cable, the fan belt broke. Fortunately there were a few spares available so the belt was quickly changed and the cable lubed.

This month's meeting will also be at a first time venue, the home of Richard Bethard. Richard has a battery box that has to be replaced on his 1963 Monza Convertible. Does anyone have any welding experience? Drastic measures might have to be undertaken to fix the box. If no, the assembled expertise will have to be harnessed to come up with a more optimal solution. So think about it and bring your solutions to the meeting.

2010 NVCC Officers

President:

Bryan Blackwell
6329 Hillside Road
Springfield, VA 22152
(703) 569-6908
bryan@skiblack.com

Vice President:

Ron Tumolo
905 North Amelia Street
Sterling, VA 20164
(703) 430-6582
rvtum@verizon.net

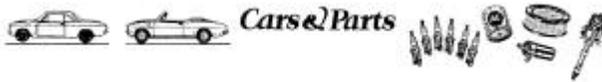
Treasurer:

Darrin Hartzler
8214 Beech Tree Drive
Bethesda, MD 20817
(301) 365-7332
dhartzler@ifc.org

Secretary/Editor:

A. J. Paluska, Jr
6839 Brimstone Lane
Fairfax Station, VA 22039
(703) 250-4455
ajjr13@earthlink.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.



*****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)

66 Convertible: 110 HP PG, Restored in 2007, Regal Red. \$15000 invested. Best Offer, Call Jay at (910) 270-0785. (4/10)

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: NVCC Club T-shirts. Priced for quick sale. Another can't miss opportunity to own rare Corvair Memorabilia! **HURRY** as they went fast! **Only 3 Extra Large Left!**

NEW ITEM: 31st Vair Fair T-shirts. Priced for quick sale. You don't want to miss this opportunity to own rare Corvair Memorabilia! **HURRY**, as they will go fast!

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

NVCC Calendar

6-8 August 2010, Das Awkscht Fescht, Macungie, PA, Lehigh Valley Corvair Club: Contact Randy Kohler (610) 398-3689 or rjkvair@aol.com.

21 August 2010, 9:00 AM: The regular NVCC meeting at the home of Richard Bethard.

18 September 2010, 9:00 AM: The regular NVCC meeting at the home of Darrin Hartzler.

16 October 2010, 9:00 AM: We need a host for this meeting.

20 November 2010, 9:00 AM: We need a host for this meeting.

11 December 2010, 1:00 PM: Annual Christmas Party and elections. We need a host for this meeting.

Next Regular Meeting:

Saturday, 21 August 2010, 9:00 AM

Richard Bethard
9015 Sowder Place Nokesville, VA 20181
(703) 791-4710

Directions: Map/directions on the mailing cover.

Treasurer's Report:

Balance (5/27/10)	\$2639.35
Interest	\$2.75
Closing Balance (7/31/10)	\$2642.10

Convention Report - Special to the HAM

Associate Editor Greg Walthour

From June 17th to the 26th, I went on a 10-day journey in my 1963 Greenbrier (which is actually RED!) to the Corvair Convention in Cedar Rapids, Iowa! Although Virginia and the kids were invited to come along, without the benefits of Air Conditioning, Air Bags, and a DVD Player, the ride was somewhat primitive! I spent a few weeks preparing for the convention by working on the following: installing a factory roof rack which used to reside on the roof of Allen Bristow's Senior Division BlueBrier, installing a factory camper kit with a new black and white check floor, installing a front air dam from a S-10 Chevy, greasing the front end, checking the differential fluid, getting together some spare parts and tools, and general cleaning and polishing.

I left after having lunch with my son, Mitchell, at his school midday on Thursday and drove about four hours to my sister-in-law's mom and step-dad's farm in Lake Lynn, Pennsylvania. It's about 45 minutes south of Pittsburgh, between Uniontown, PA, and Morgantown, West Virginia. Upon arrival there, it was obvious I was having an oil leak, since the back of the van was covered with fine droplets. I got up early the next morning, when it was cool in the mountains, and discovered the issue was just that the oil filter was loose! An easy fix! I also tightened up the fan belt a little while I was in there. It took me longer to clean the back of the van than it did to make the repairs. I had no other issues for the rest of the trip. From Lake Lynn I drove through Columbus and Dayton, Ohio, on my way to join the "Caravan to the Convention," in Indianapolis. Everyone driving his or her Corvairs from the East Coast was invited to meet in Indy.

On Saturday I actually drove about a ½ hour to see a Corvair for sale that I saw on eBay. It was a pale yellow '65 Monza coupe with a white interior from Arizona, i.e., NO RUST! The car looked great; however, it was not painted the original "factory" color, as indicated underhood and I think that was why the guy was having a hard time selling it. The A/C worked great; however, it definitely needed some fine-tuning to the idle. From here I joined the Circle City Corvair Club in their scheduled all day Corvair show which started as a Corvair display/lunch/music at the Ray Skillman Museum. Hands-down the most beautiful Corvair there was a '61 Corvan in dove gray which was absolutely spectacular with its wide whitewalls! The undercarriage was just as beautiful as the top. It was definitely a museum quality/trailer queen Corvair. Ray Skillman has done very well for himself as a new car dealer across all makes in the Indy area. He buys and sells cars at the televised auctions, particularly Mecum. His museum includes at least 200+ high-end collector cars focusing mostly on Muscle Cars. Unfortunately, there were no Corvairs on display in the museum; however, I did spot one of the neon Corvair signs along one of the walls.

At about 3PM, we moved the show over to a local BBQ place which is owned and operated by the local Old Car Club and is just opened on the weekends. Their specialty was tenderloins and shakes. In the evening, remember it stays light until 9:30PM at the western edge of the Eastern Time zone, I was invited over the Jean Allen's home to see her '63 Rampside she was selling. I approached Jean early in the day to say how much I have always admired her light green Greenbrier, and that if she was ever interested in selling it I might be interested. Well, she was not selling the GB; however, she was selling her Rampside, which was the same color and still sported its original paint! I made an offer, and she said she would consider it after trying to market the Rampside at the convention. Jean's Rampside had two very big positives for me. First, it was already a 4-speed manual, which I would like to convert mine to, and

second, it was already the color I will probably paint mine some day! We did notice a very threadbare throttle cable after I returned from a test drive. Jean purchased a new one from Clark's at the convention. A guy from the Chicago area ended up buying it from Jean for her full asking price. He is a lucky man!

About 30 Corvairs left Indy at 8AM Sunday morning for the all day drive through Peoria and the Quad Cities to Cedar Rapids. We stopped a few times, including the largest truck stop in the United States in Walcott, Iowa. Since we had so many Corvairs traveling such a long distance, it was recommended we pair up and stick together with our own team if anyone had any problems. My travelling Corvair companions were a team of brothers, Ed and Bill Clapper from the Pittsburgh area, driving Bill's black Corsa 140 coupe, and another friend, Charles Hamlin, a police officer from Raleigh, North Carolina, driving his '65 RedBrier. This was Charles' second trip to Iowa in two weeks, since he just finished the Hot Rod Power Tour with his '65 Impala convertible. We arrived in Cedar Rapids about 5pm, and I was wondering how long it would take to find my roommate for the week, NVCC member from afar, Curtis Shimp. Curt also drove his '66 Corsa 140 coupe, with a newly rebuilt engine, from Silver City, New Mexico, almost 3000 miles roundtrip! He arrived about five minutes before me and was still unloading his Corvair under the portico of the Marriott.

Monday we had a free day for swap meet parts shopping, plus a pizza/welcome party in the evening. They also hosted the valve cover races. I'm not too big on these; however, they were well attended and the track was certainly impressive with its Christmas Tree lights like a "real" dragstrip! Tuesday, was the Economy Run and Rally. Please see the article below [See September 2010 HAM], which should appear in an upcoming CORSA Communique. Early Thursday morning, Curt and I hosted an impromptu NVCC meeting in the parking lot of the host hotel to work on my CampBrier. The mission was two-fold, first, determine the slight drain on the battery. I've known about since I bought the van; however, never took the time out to see what was the cause. I just assumed it was the auxiliary in-line fuel pump; however, it turned out to be the tachometer, which was attached to one of the "always hot" fuses in the fuse block. Wow! That was easy! Now, on my drive out I had to listen to my iPod, 350 songs was enough to get me to Iowa; however, I would have had to listen to the same ones on the way home. I had time to paint and install the correct FC radio box (lifted from the Rampside!) and install a new Pioneer CD player; however, I just didn't have time before I left to hook up all the wiring to the four speakers, antennae, etc. Thanks a million for your help on the Curtis! I'm sure I'll appreciate it more with all the windows rolled up in the fall/winter/spring. Thursday was the Autocross at a local racetrack, Hawkeye Downs. The best thing about the event was the covered grandstand, which kept everyone out of the sun with an occasional breeze. There were many well-prepared Corvairs at the track, and the view from the grandstands made it easy to watch everyone's individual heat. Spinning out was the norm, and definitely a crowd pleaser! Most spinouts happened right at the end of the course.

I want to mention two young Corvair enthusiasts who need to be minted for CORSA's future. First, as ladies are always first, Alice Bischof. Alice and her Dad (I'm sorry, I don't recall his name) restored a now beautiful 1962 Monza coupe in Nassau Blue, I believe a one year only color. The Corvair was given to them for a very nominal cost, and Alice and her Dad made an agreement with each other that the Dad would only help work on the Corvair when Alice was working on the Corvair. What a great idea for a parent - son/daughter project! The before and after photos were amazing! They even replaced the entire taillight panel! I believe the Corvair did well enough to be elevated to Senior Division. The second Corvair nut I would like to mention is Brett Starostki, who is the president of the Show-Me Corvair Club from St. Louis, Missouri. Brett brought along his fantastic LM 500 four door with factory air! He painted it himself in a late model dark/burnt orange color, and the bodywork and paint were amazing! His energy and interest in both the Corvair people and the Corvairs themselves is tremendous!

I left for home early Friday morning with a 14-½ hour drive back to Lake Lynn that night. I did miss the Car Display and live music; however, I did see most of the Corvairs on display everyday in the parking lot. Hands down, the best part about going to the convention was reconnecting with friends, making some new friends, and just talking to everyone about their Corvairs!