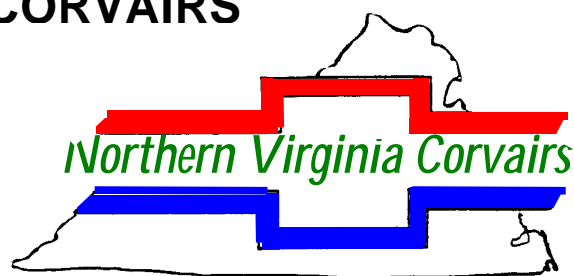


NORTHERN VIRGINIA CORVAIRS



**HOT
AIR
MAIL**



NVCC, CORSA Chapter 220

Volume XXIII, Number 12

December 2006

CHAPTER CHATTER

By A. J. Paluska, Jr

Darrin Hartzler drove his stock '61 Monza sedan and Brian Blackwell arrived in his deluxe '64 Greenbrier; while Steve McLeod, Ron Tumolo, and Howard Ghee arrived in their water pumpers to Greg's for the November meeting. The weather was just warm enough to work comfortably outside while they swapped the stock rear springs on Greg's early '63 Red Brier for newly refinished used ones from the '61 Rampside. The swap was to try to remove some of the camber, or tuck under. The Red Brier was a former fire department vehicle, so maybe the equipment carried in it required heavy-duty springs. After some measurements, the swap began. There was concern over the replacement springs being much thinner than the original stock units; however, they did have an extra coil or two. LD recently gave Greg a new set of replacement springs he ordered from Clark's; however, when he tried them, the camber was even worse. Placing one of these new springs next to the stock springs revealed they were about a 1/2" taller with the same diameter coils. The late '63 Yellow Brier parts van had similar thinner springs as were installed in the Red Brier. Greg is beginning to believe that maybe the original set were HEAVY DUTY, while the replacements were stock (?). In order to accomplish the swap they had to remove each of the rear shocks which were replaced by LD when he owned the van; however, there was quite a bit of bounce with these, so Greg will look into replacements. They also had to remove the rear drums to access the nuts holding

in the rear axles, which had to slide out of the differential in order to lower the rear A-arms enough to replace the springs. A fairly straightforward swap. The concern was not to overextend the brake hoses, so the brake system would not require bleeding. They replaced just one side then lowered and rolled it back and forth a few times to settle the suspension, and it looked better, so they decided to continue with the other side. After completing both sides, measurements were taken again with a full 1/2" - 5/8" drop. Visually it looked much better and a test drive was performed. After replacing the rear shocks, Greg has front and rear anti-sway bars to install. The goal is to be able to drive the Red Brier a little quicker through sweeping corners such as on and off ramps. (He currently has this fear of tipping over!) One item they did learn about the Red Brier was that it has a posi rear.

December is Christmas Party and election month. If you desire to run for any office, please inform any of the current officers of your desires. Also, the editorship of this authoritative automotive publication can still be wrested from your editor. Just throw your hat, or rather word processor, even typewriter, into the ring. Also December completes our dues year so please pay your dues for the 2007 calendar year.

For the party, members should bring a side dish and/or a dessert. Call Ron or Karen Tumolo to coordinate your contribution so that there will be a variety of dishes. We have traditionally had a voluntary gift exchange at the December meeting. If you desire to participate, bring a wrapped package containing a Corvair or automotive related item. Expense limit is up to you (Usually not more than \$10.00).

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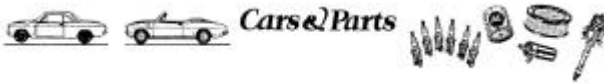
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer, 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 Greenbrier: Powerglide, white/blue exterior with blue interior. 115, 000 miles, runs well, good condition, no rust through, a few rust spots. Manuals included. \$2500.00. Call Jeremy at (703) 964-6999 (4/06)

63 Convertible: Red with good body and nice paint. Asking \$2500.00, condition 3 to 4 on scale of 5. Contact Jim at (540) 465-5066. (9/06)

64 Convertible: 150 HP Turbo. New engine, extra engine and transmission. \$3500 OBO. Call Monk Fleming at (703) 339-7272. (4/06)

65 Monza: 110 HP, 4 speed needs, some work, body not too bad, rockers have some bondo, trunk is solid, battery tray and rear quarters not too bad. Asking \$1,950 or best offer. Located in Highland Springs (near Richmond, Virginia). Call Stewart: (804) 326-0919 or Cell 690-9000. (12/05)

66 Sedan: 110 HP, 4 speed, professionally restored in 2004, Winchester, VA. 51K miles, \$5500. Call Bill at (540) 665-1837. (9/06)

Parts/Miscellaneous For Sale

Late Model Parts: 1, new 195/15-50H BF Goodrich Euro Radial T/A: \$25. Free 65 front cross member. Call Curt Shimp at (540) 955-1516. (2/06)

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)

Parts: Darrin Hartzler has parts to clear out this spring. Does anybody need either a transaxle or a complete PG with transaxle? How about a late model 3 speed manual transmission? If so, let him know. Very cheap. (301) 365-7332 (2/06)

RARE HISTORICAL ARTIFACTS LOCATED!

Take this unusual opportunity to purchase a piece of Corvair history. Available for a limited time. Genuine 2003 Virginia Vair Fair T-shirts. A steal at \$8.00, two for \$15, in sizes S, M, L, XL. Hurry, this rare find won't last for long! Call Curt at (540) 955-1516.

Corvair Parts: Large parts lot available. Will not be sold separately. For information contact Kim at kimpjasonp@juno.com or whitetiger@hereintown.net.

9 December 2006: The regular NVCC meeting, elections, and Christmas party at the home of Ron Tumolo.

20 January 2007: The regular NVCC meeting at the home of TBD.

17/18 February 2007: The regular NVCC meeting at the home of TBD.

17/18 March 2007, 9:00 AM: The regular NVCC meeting at the home of TBD.

21/22 April 2007, 9:00 AM: The regular NVCC meeting at the home of TBD.

4-6 May 2007: 28th Annual Virginia Vair Fair, Northern Virginia Corvair Club. Best Western, Leesburg, VA. Contact Darrin Hartzler, (301) 365-7332 or dhartzler@ifc.org. Mention Corvair for special \$99+ tax room rate.

16/17 June 2007, 9:00 AM: The regular NVCC meeting at the home of TBD.

24-28 July 2007, CORSA International Convention, Detroit Area Corvair Club: Detroit, MI. Best Western Sterling Inn (800) 953-1400 or (586) 979-1400. Contact Bill Jabs (503) 684-6595 or www.sterlinginn.com. Mention Corvair for special \$99+ tax room rate.

Next Meeting:

Saturday, 9 December 2006, 1:00 PM

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

Directions: Map/directions on the mailing cover.

Treasurer's Report:

Balance (10/25/06)	\$2,050.23
Fall Tour Food	72.41
Closing Balance (11/25/06)	\$1,977.92

Special to the Hot Air Mail by senior automotive editor Curt Shimp

2006 NC/FALL AFFAIR

The weekend of October 20 was the 30 Annual Fall Affair, which this year was held in Charlotte, NC. To the best of my memory no one from our club has attended this show.

This year Greg Walthour and I attended and I thought I would give you a report. I may go into more detail than normal but since we are about to host our own event next spring I thought there maybe something to learn from this event.

Greg and I drove down separately, him in his '63 Greenbrier and I in my '66 coupe. The drive was about 6 ½ hours for me and a little longer for Greg. Well, it should have been 6 ½ hours but driving into any major city on Friday afternoon one can run into traffic. So I had an hour delay but Greg very little. On the plus side I did arrive in time for the host's free barbecue dinner. They served about 200 people a free, hot meal.

This event is similar to most of the regional meets in the area except for the size. It is more like a mini-convention. There were about 350 registered participants and 85 Corvairs. The '69 Corvair Owners group decided to make this event their reunion and so there were more than the normal number of '69's including number 5999. If I recall correctly the award for the longest distance for a Corvair driven to the event was from northern Wisconsin. Clark's was there, Lon Walls made a cameo appearance, and there were plenty of outside vendors.

The meet was centered at the Airport Sheraton Hotel off of I-85. The rooms (\$75) set aside for the Fall Affair sold out early and so Greg and I stayed at a motel across the interstate. The weather was nice there on Friday and Saturday, clear and in the 60's. Sunday arrived wet but cleared up by mid morning. This worked out well for the schedule of events, which had the Concours and People's Choice on Saturday morning, the auto cross on Saturday afternoon, and the Rally on Sunday morning. Running the weekend events through noon on Sunday seems to be a trend among regional events.

The Concours had more people than the host club anticipated and so they had to press more judges into service to complete the event in a timely manner. I was very surprised by how many high scores (93+) were awarded. Remember this was a CORSA sanctioned event and so the Concours points go toward yearly awards. There were many fine cars and FC's there. The auto cross was run on a large parking lot section of a sports coliseum complex. Recently at our regional meets there has been a decrease in auto cross events as locations on which to hold the event are getting harder to find. So it was nice to sit on Saturday afternoon and be entertained by the cars and drivers. We almost saw an 8 door Greenbrier roll. He came to a stop sideways between the timing lights and just missed wiping out one light.

Greg entered the Rally and I was his navigator. I have done this before for him and he still has not learned. Like the Rally in Buffalo there were two main groups, a Touring Group and a Primary Group. The Primary Group has two adults and a Corvair. The Touring Group is all the rest, such as more than two people, a non Corvair, or just relaxed people out to see the country side. We were told days later that we did come in 3rd but we are not sure if it was for the Primary Group in which we ran or for the

FC section of the Primary Group. This Rally had an unintended twist to it. The hosts mistakenly collated the instruction out of sequence. Page three was placed ahead of page two. You should have seen the number of Corvairs driving back and forth and sitting on the side of the road, including ours, with their driver's rubbing their heads.

I can't leave out mentioning the hospitality room and the raffles. There was so much food in the hospitality room and good stuff, like sandwiches and hot food and a great variety. You did not have to buy a meal for the whole weekend. I see that as a benefit to Corvair clubs in which women are activity involved. The host club also did an outstanding job on the raffle prizes. They had two categories of prizes, red tickets for the car enthusiast and blue tickets for the non enthusiast. Greg and I noted that many of the prizes were purchased and donated by the club members. Most prizes had a card with the donors named printed on it. As usual Greg did well in raffle drawings while I got my usual nothing or next to nothing. I console myself by saying it was for a good cause.

Finally, I would like to mention the Saturday night banquet. The number of people attending gave one the feeling that you were at a national convention and not a local event. They had all the techno-gadgets like automatically changing photos on the big screen. All the photos were from the weekend participants. In fact, to enter an event you had to have your car's picture taken and the awards that were given out had the photo of the winner's car on the award. The banquet cost was \$27 for preregistered and \$30 when registering on site. The higher than expected dinner buffet cost surprised me as costs, such as hotel rooms, in the Charlotte area are measurably lower than in northern Virginia. During the Rally, Greg and I saw nice, new homes starting at \$160,000. I know the last time we had the Vair Fair we subsidized the cost of the banquet to keep it in the low \$20's.

I think I will go next year. Oh, by the way, Greg broke a fan belt on the way home. He drove down with no spare belt but did buy one while he was there. I am surprised he did not win one at the raffle.

ATTENTION

PRESTIGIOUS POSITIONS AVAILABLE IN JANUARY

BENEFITS COMMENSURATE WITH EXPERIENCE

Four positions available in dynamic enterprise: President, Vice-President, Secretary/Editor, and Treasurer. Only cheerful, friendly, car-crazy persons need to apply. Must have working knowledge of Corvair automobiles, vans and trucks. Helpful if applicants also understand Corvair race cars. Must like people. E-mail helpful but not necessary. Stellar office hours: about four per month. Additional time required as circumstances dictate. May be called upon to evaluate party sites and communicate with others with like interests and goals. Current office holders cite perks such as contact with a wide range of similar-minded people throughout America, being greatly appreciated and supported by the group you lead, and enjoying delicious food at each office session. Also included is interesting conversation in many settings. Salary includes hundreds of happy hours with others that love Corvairs. Amount determined by applicant. Interested parties may contact a current office-holder, listed at the front of this newsletter, because there is no committee set up for interviews at this time.