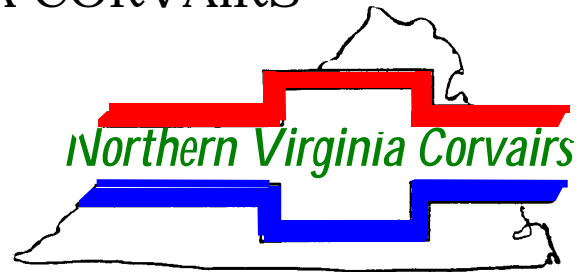


NORTHERN VIRGINIA CORVAIRS



**HOT
AIR
MAIL**



NVCC, CORSA Chapter 220

Volume XXVI, Number 12

December 2009

CHAPTER CHATTER

By A. J. Paluska, Jr

The November meeting was dedicated to 2010 Vair Fair planning. Many of the details were finalized, but there are still some activities that need personnel support, the main one being the Hospitality Suite. The club needs a member to volunteer to supervise and run the suite.

There was also some discussion about using the Vair Fair as a CORSA mini convention. President Bryan Blackwell will check to see what the specific requirements are for CORSA sanctioning and what the events are required. This will be discussed at the December meeting and a final decision will be made at that time.

Luke Duddridge's home was used as a stage in the movement of a late model Corvair from Florida to New Jersey. The car is in excellent shape. It is being delivered in this manner because the recipient cannot afford to have it professionally delivered. NVCC's Bryan Blackwell was to drive the car to Frederick, MD on the next stage before it was to be trailered to its final destination.

There is a new Chevy magazine available: *Chevy Enthusiast*. The editor is a Corvair owner. You can register for a free online subscription and three free print additions at <http://www.tinyurl.com/CEOffer/>. Also try: <http://amosautomotive.com/members/ChevyRegister.asp>
[x](#)

December is also 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. **NO** experience necessary! Training will provided to any volunteer. Also December completes our dues year so please pay your dues for the 2010 calendar year.

This year the club is trying something different for the December meeting. It will be held at the Silver Diner in Reston. See cover sheet for directions. No need to bring a dish. Members will order off the menu. Please RSVP to Ron Tumolo NLT 5 December 2009 so that he can provide the diner a head count.

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).

Word is getting around that the NCVV is the place to be on the third weekend of the month. We have gained several new members in the last few months and two Group Corvair guests have attended the last three meetings

2009 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

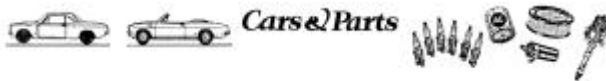
Treasurer:

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)

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 NVCC 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! **NO Mediums Left!**

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

12 December 2009, 2:00 PM: Annual elections and Christmas party. Silver Diner, Reston.

30 April-2 May 2010: 31st Annual Virginia Vair Fair, Leesburg, VA Northern Virginia Corvair Club. Best Western Leesburg-Dulles, 726 E Market Street, Leesburg, VA 20176. Telephone (703) 777-9400. Reservations: (800) 780-7234

21-25 June 2010, CORSA International Convention, Cedar Rapids, IA Iowa Corvair Enthusiasts

Next Regular Meeting:

Saturday, 12 December 2009, 2:00 PM

Silver Diner
11951 Killingsworth Avenue
Reston, VA 20194
(703) 742-0801

Directions: Map/directions on the mailing cover.

Treasurer's Report:

Balance (10/29/09)	\$3,305.29
Interest	\$4.40
Dues	\$15.00
CORSA Chapter Report	(\$50.00)
Closing Balance (11/25/09)	\$3274.69

Reprinted from the November, 2009 *VairForce*, the newsletter of the Bay State Corvair Club

Making the Unsafe a Little Safer

By Dave Silvia

Last month the Insurance Institute for Highway Safety celebrated its 50th anniversary and in doing so staged a crash test demonstration to show how vehicle safety has progressed over the past 50 years. They took a 2009 Chevrolet Malibu and a very nice 1959 Chevrolet BelAir and staged an offset, head-on collision between the two vehicles. It was complete with test dummies, external multi-angle cameras, and in-car cameras. The speed of the cars was only 40 MPH, but the results were mind boggling. The driver of the 2009 Malibu would probably be able to walk away and the driver of the 1959 BelAir would be likely [sic] severely injured or dead. It is especially important to note that the 1959 BelAir has the roughly same safety design and technology as our beloved Corvairs.

While I am sure we will all agree that the Corvair is not quite as unsafe as Ralph Nader claimed, by today's standards it is a very unsafe car. Certainly, later Corvairs are a little safer as more safety equipment was added, but even a '69 is unsafe when compared to a modern car. Corvairs do not have sophisticated restraint systems, do not have air bags, and do not have crush zones built-in. We cannot change the engineering of the car and add crush zones. We cannot install airbags and the complex sensors and computer to control them. In fact, adding safety equipment to [a] car it was not designed for without extensive testing could actually be more dangerous. However, there are a few things that can be done to make the Corvair, in addition to good maintenance, a little safer.

Seatbelts.

If your car does not have them, you should install and use them. If your car has the original seat belts, consider replacing them. Not only are 50 year-old belts sun-dried and stiff; it is likely that they may not be able to perform as well in an accident due to age deterioration. Any after market seat belt sold today must conform to today's safety standards.

Shoulder Harnesses.

1968-'69 had them but many of the '65-'67 cars had a boss in the roof where they can be added. GM probably knew that shoulder harnesses were coming and made sure the late Corvair design took this into consideration. This installation is a little more problematic but 3-point belts are available in the after market for retrofitting older cars.

Padded Dash.

If you have an early car consider adding a padded dash. If you have a '65-'66 car consider installing a later '67 and up padded dash as it has additional padding and protrudes over the lip of the dashboard surrounds, unlike the '65-'66 ones.

Rearview Mirror.

Switch to a modern rearview mirror that will breakaway in an accident. These glue on to the windshield with special glue and a little metal pad. After market mirrors are available at most auto parts stores. In addition, the mirrors are also larger than an original Corvair mirror, providing better rear visibility.

Steering Wheel.

If you do not mind using an after market wheel. It may not be a bad idea to switch to one. They often come padded and are designed to meet today's safety standards and will collapse in an accident. If you don't think this is important pick up a wheel from a Greenbrier and feel its weight.

Daytime Running Lights.

All cars have them now for increased visibility. Motorcycles have been driving around for years with their headlights on. Any competent mechanic can hook these up for you or you can buy a kit online to do it yourself.

Side Marker Lights.

You can add side marker lights to make your Corvair more visible at night, especially when backing out of parking spaces. You can add '68-'69 marker lights to any year Corvair.

Dash Knobs.

You can switch the dash knobs on your early Corvair to the later style '67-'69 style that have a larger area and do not stick out as much.

Radial Tires.

Switch to modern steel-belted radial tires. They greatly improve overall handling and braking.

Dual Master Cylinder.

It is possible to add a dual master cylinder to any '62-'66 Corvair ('67-'69 already have them). Kits are available to do the conversion and they are very easy to do. The dual master cylinder prevents loss of all braking in the event of a broken brake line by providing partial braking capability.

Disc Brakes.

An expensive undertaking but probably well worth it. I have personally performed all the other modifications to Corvairs in the past but I have no experience with this particular conversion (though I am considering it for my own car).

I'm sure people can think of other simple changes that can be made to make our Corvairs safe. Our Corvairs are not immune to accidents and most cars built today can easily outperform and out brake a Corvair. The newest Corvair you can buy today is 40 years old; nothing can change that. But, if you are not concerned with keeping your Corvair completely original, it is possible to make it a little safer. For me a Corvair was the first car I ever rode in; I don't want it to [be] the last car I ride in!

In case you have not seen the video, it is available at the Insurance Institute for Highway Safety website under web videos or you can use this link: [http:// www.iihs.org/webvideo_index.html](http://www.iihs.org/webvideo_index.html) .

(Be sure to note [that] the '59 has fuzzy dice hanging from the mirror!)