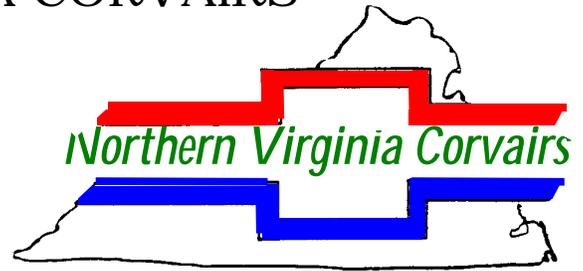


NORTHERN VIRGINIA CORVAIRS



**HOT
AIR
MAIL**



NVCC, CORSA Chapter 220

Volume XXV, Number 1

January 2008

CHAPTER CHATTER

By A. J. Paluska, Jr

Happy New Year! As you can tell from the officer listing at the bottom of this page, the NVCC has reelected its current slate of officers for 2008 with the exception of departing Treasurer Curt Shimp. Your editor was again unsuccessful (for the 6th time!) in his attempt to step down and was reelected, as was President Bryan Blackwell and Vice President Ron Tumolo. As you can also tell from this issue, the club has fleshed out the meeting schedule through June 2008. With the New Year and an incomplete calendar, now is the time for the membership to address any events they would like to recommend for club participation. It is your club so don't be bashful in making your thoughts and desires known to the officers. I'm sure that we'll be able to add a few more firm dates as the weather gets warmer.

If you didn't attend the December meeting, you missed a good party with a really nice gift exchange. The food was good and abundant and there was plenty of talk about topics other than cars and Corvairs!

Nine members with their families attended the December meeting; no doubt the threatening weather report for snow, sleet, and/or freezing rain deterred a few.

To help out your editor, it was emphasized that meeting hosts would provide "minutes" of their meetings. By doing this, the HAM will be provided with additional views and opinions on the monthly meetings. This action was largely ignored last year! Also, this will enable your editor to focus on more stimulating, in-depth automotive investigation and testing articles. If you are interested in participating in this activity, just throw your hat, or rather word processor, even typewriter, into the ring. We will welcome any and all of your automotive endeavors.

Don't forget to pay your dues for 2008. As the treasury is flush, your annual dues will again be \$10.00 for the year.

At the business meeting, it was suggested that the club make a donation to the Corvair Preservation Fund and the CORSA Scholarship Fund. Additionally, a motion was made to provide a donation to the host club for the 2008 Virginia Vair Fair. The new Treasurer was asked to study the recommendations and provide a report at a future meeting.

Darrin stated that he had received tickets for the 2008 Vair Fair Raffle car and that he would bring them to sell at the next meeting.

2006 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

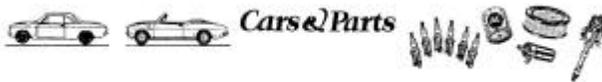
Treasurer:

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 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 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

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)

WANT A "NEW" CORVAIR FOR \$5.00?

If you do, now is the opportunity to try your luck by trying to win the 2008 Vair Fair Raffle Car currently being prepared by the Tidewater Corvair Club. Tickets are \$5.00 each, Call Darrin Hartzler at (301) 365-7332 or dhartzler@ifc.org.

COMING SOON: 2007 Vair Fair T-shirts. To be priced for quick sale. Another can't miss opportunity to own rare Corvair Memorabilia!

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

NVCC Calendar

18 January 2008, 9:00 AM: The regular NVCC meeting at the home of Greg Walthour.

TBD February 2008: The regular NVCC meeting at the home of Al Harris.

15 March 2007, 9:00 AM: The regular NVCC meeting at the home of Ron Tumolo.

19 April 2007, 9:00 AM: The regular NVCC meeting at the home of Darrin Hartzler.

2-4 May 2008: 29th Annual Virginia Vair Fair, Tidewater Corvair Club. Williamsburg Ramada Inn, Virginia Beach, VA.

17 May 2007, 9:00 AM: The regular NVCC meeting at the home of Mike Puglisi.

21 June 2007, 9:00 AM: The regular meeting at the home of Ron Tumolo.

23-27 July 2008, CORSA International Convention, CORSA West of Los Angeles: Ventura, CA.

Next Regular Meeting:

Saturday, 19 January 2008, 9:00 AM

Greg Walthour
7025 Coventry Road, Alexandria, VA
(703) 768-6040

Directions: Map/directions on the mailing cover.

Treasurer's Report:

Balance (11/25/07)	\$3,248.19
No Transactions	(\$0.00)
Closing Balance (12/15/07)	\$3,248.19

Reprinted from the December 2007 *Vairifiable News*, the newsletter of the Central Virginia Corvair Club.

More Antique Registration News - by Fred Fann, Car Club Council of Central Virginia

I attended a meeting on October 9th in Lynchburg. It was called by car hobbyists in the area to get answers about the new antique registration law from two members of the General Assembly (Delegate Danny Marshall, sponsor of the bill, and Delegate Kathy Byron), DMV head of vehicle services Jim Gurney and representatives of the State Police and local police and sheriff departments.

I learned some interesting things; have been going on with the new antique law. Antique vehicle registrations are down 90% so the new law is working - only "real" antiques that are treated as antiques are being registered. There were 118,000 letters sent out to antique owners. Over 8,000 were returned because the person had sold the vehicle or the owner was deceased. DMV found there were 3700 antique vehicles with two or more sets of plates registered to those vehicles. Apparently when registration was only \$10 people registered black and white plates and year plates to the same vehicle. As a result of this DMV now estimates there are only 80 to 90,000 antique vehicles in Virginia. There are 6 million vehicles registered in Virginia.

DMV has discovered "fake" antique plates. If you have looked through automotive magazines you may have seen ads for reproduction year of manufacture plates. I've seen some of them on vehicles. These plates sell for much less than actual antique plates. DMV must inspect any year of manufacture plates before registering them to your vehicle. There can only be one set of plates with a set of unique characters. In other words you can't have an antique plate and a daily driver plate with the same set of characters. To make sure you don't buy a year of manufacture plate with characters that are already taken. Go to the DMV website and put that set of characters into the DMV vanity plate check. If those characters are already being used it will show up.

There were a lot of questions at the meeting about changing some of the language of the antique vehicle registration bill. Some people are worried that if they have a taillight out then the police will take the tags off the car and the owner will have to pay a big fine, etc. The police representatives stated that they are after the real lawbreakers and not out to hassle true hobbyists. Some were also worried about other parts of the bill. When the bill was in the Assembly I was informed that they wanted to give the law five years to see if it would work. Apparently it is working and doing what it was intended to do. The problem with introducing this legislation again is that anything can happen with it. We found out how easily the bill was amended last session.

Delegate Marshall still wants to do away with the 250 miles of pleasure driving - just the 250 mile part. I agree with everyone else that it is unenforceable and if the vehicle is safe what difference does it make to drive 250 miles or 251 miles or even 1 mile. The real fear is that changes could be made to the law that would hurt the hobby and we car hobbyists.

Everyone who owns a vehicle registered as an antique in Virginia should have sent to Virginia DMV a completed certification form by December 3, 2007. You should fill out the information with the exception of your signature, then take it to a notary. You will need to sign and date the form in the presence of a notary who will notarize the form. If you had registered the vehicle as an antique before July 1, 2007 the \$50 application does not apply. DMV has stated they would cancel the vehicle registration if you did not submit the form by December 31. In this case you will have to re-register it and pay the \$50 fee per vehicle. You can print out the form by going to <http://www.dmv.state.va.us/webdoc/forms/index.asp> then select VSA 10B. The form should be mailed to DMV, Special Plates Group, PO Box 26668, Richmond V A 23261-6668.

You should keep a copy of the completed form for your records. You may wish to send the form by certified mail to ensure it was received by DMV. DMV is supposed to send out a new registration card marked "Limited Use". It may take some time as DMV has 80-90,000 forms to process and only about six people working on this project.

Reprinted from *Live Journal* on the Internet.

Rebel yell. (Continued from December 2007)

The initial production engine displaced 140 cubic inches (2.3 liters). It had a single camshaft actuating the valves through pushrods and hydraulic lifters, with a single-venturi carburetor for each cylinder head. Despite the extensive (and expensive) use of aluminum, it ended up weighing more than 360 pounds, nearly 80 pounds over its target weight. (To put that figure in perspective, the Ford Falcon's cast-iron, 144 cu. in. six weighed 345 pounds, while the modern Honda Civic's B-series four weighs about 320 pounds.) It was rated at 80 gross horsepower at 4,400 rpm, with a maximum of 120 lb-ft of torque at 2,400 rpm. It was the only air-cooled, aluminum passenger car engine made in America at that time.

While the VW offered only a four-speed manual transmission, Chevrolet initially planned to offer only automatic. It would be more expensive, but Chevy felt it would seem like better value to the average buyer. For the sake of production economy, the two speed automatic transaxle shared many of its components with the Powerglide used in big Chevy models. A conventional three-speed manual was added to the roster quite late in the development process, with the automatic optional.

The Corvair's engineering may have been unique, at least in America, but the motivations behind its development were not. Ford and Chrysler were concerned about the small-car market, as well, and they each had their own responses -- the Falcon and the Valiant. Both were about the same size as the Corvair, both were set to go on sale at the same time, and both were clearly aimed at the same market.

This presented a problem, because it meant that the Corvair would have stiff competition in a very price-sensitive segment of the marketplace. The Corvair was at a disadvantage in a price war because its *sui generis* engineering made it expensive to produce, compared to the much more conventional Falcon and Valiant. To keep the price down, Chevy was forced into an aggressive cost-cutting program, which would have some serious consequences.

(To be continued next month)