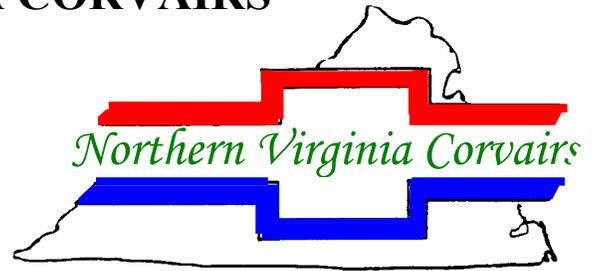


# NORTHERN VIRGINIA CORVAIRS



**HOT  
AIR  
MAIL**



NVCC, CORSA Chapter 220

Volume XXIV, Number 1

January 2012

## CHAPTER CHATTER

By Doug Jones

It's been a good year for the chapter as we have completed a number of projects, enjoyed the Vair Fair and met some new enthusiasts. It was nice to see that the people who showed up for the annual Christmas party enjoyed themselves. We changed our location and met at the Sully Station Community Center in Centreville. We hope to hold our 2012 Christmas party there as well.

One of the agenda items from our December meeting was the election of officers. As you can see by the officers listed below there has been a change in the newsletter editor. Doug Jones is now your humble editor. A. J. Paluska, Jr has remained the Secretary. The editorship of this authoritative automotive journal has been separated from the duties of the club secretary. All other officers have remained in their official capacity.

For those of you who have not yet paid your 2012 dues, please send your check to Darrin at the address listed below.

Being the new editor, I would like to add a new column to the HAM. I thought that it would be interesting to highlight various club members and how they became interested in corvairs .

I initially became interested in Corvairs through my brother, Don. A number of his college roommates drove Corvairs in the mid 1960's. When he returned home, he decided to save up money for his first car. And, yes, you guessed it, he purchased a 1963 hard top Monza. And that's where it all began. He eventually had a burnt valve problem with the car that wasn't worth repairing. That's when he fell in love with a 1966 Monza convertible on a Chevy OK used car lot...one owner, low mileage, cream puff. It was quite reasonably priced as it had been sitting on that corner lot for quite some time thanks to Ralph Nader. So, what's your story? I'd like to feature one club member in each of the newsletters to share your love affair with the Corvair.

If anyone has any other suggestions for articles in the Hot Air Mail, pass them along. I'll be at the Tucker Museum in Alexandria on Saturday, December 31, along with other club members. I hope that you are able to join us. It's an amazing collection of car memorabilia .

For those of you who won't be attending the get together at the Tucker museum, hopefully you will make the January meeting at A.J.'s house, directions are enclosed.

Whether it be Winter Solstice, Kwanzaa, Hanukah, or Christmas, I hope you all had a safe and happy holiday.

### 2012 NVCC Officers

**President:**

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

**Vice President:**

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

**Treasurer:**

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

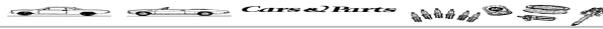
**Secretary:**

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

**Editor:**

Doug Jones  
3602 Lions Field Rd  
Triangle, VA 22172  
(703) 441-6863  
[dj2063@comcast.net](mailto:dj2063@comcast.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\*\*\***

**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)

**65 Sedan:** 110HP, Powerglide, new carpet. Contact former NVCC member Aaron Payne at [aaronpayne@me.com](mailto:aaronpayne@me.com). (6/11)

**65 Monza Sedan,** 110 HP, PG, 71K original miles. Needs work. \$1500 or best offer. Kristian Hoffland. (202) 714-1292 or [kristianhoffland@gmail.com](mailto:kristianhoffland@gmail.com). (7/11)

**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:** 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!**

**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!

**Gas Tanks:** Six or so good used gas tanks \$30 and YOU pick up; NE Maryland. Harry Yarnell [hyarnell1@earthlink.net](mailto:hyarnell1@earthlink.net)

**Corvair Vendors and Services**

Clark's Corvair Parts, Inc. 882  
Route 2, 400 Mohawk Trail, Shelburne Falls, MA VA  
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](http://www.corvairranch.com) Email:  
[corvairranchinc@earthlink.net](mailto: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](mailto:don@lintvet.com) or (703) 4431801.

**NVCC Calendar**

**21 January 2012, 9:00AM:** The regular NVCC meeting hosted by A. J. Paluska, Jr.

**18 February 2012, 9:00AM:** The regular NVCC meeting hosted by Trey Nelson.

**9-11 March 2012, Spring Warm-Up, Central Carolina CORSA.** Contact Carol Harris (803) 795-9434, [frogetta1150@gmail.com](mailto:frogetta1150@gmail.com) or Georgia Allsbrook, (803) 847-1608 or [centralcarolinacorsa@hotmail.com](mailto:centralcarolinacorsa@hotmail.com).

**17 March 2012, 9:00AM:** The regular NVCC meeting hosted by Ron Tumolo.

**21 April 2012, 9:00AM:** The regular NVCC meeting hosted by Bryan Blackwell.

**19 May 2012, 9:00AM:** The regular NVCC meeting hosted by Dan Weiss.

**18-20 May 2012, Virginia Vair Fair, CVCC:** Lexington, VA. Wade Lanning at [wblanning@comcast.net](mailto:wblanning@comcast.net) or (804) 861-5748

**25-28 July 2012, CORSA Convention, Northeast Corvair Council:** Sturbridge, MA.

**Next Regular Meeting:**

**Saturday, 21 January 2012, 9:00 AM**

A. J. Paluska, Jr  
6809 Old Stone Fence Road, Fairfax Station,  
VA 20120  
(703) 250-4455

**Directions:** Map/directions on the mailing cover.

**Treasurer's Report:**

Balance (12/31/11) \$2,836.33  
Closing Balance (1/31/12) \$2,836.33

Reprinted from the December, 2011 *Vairifiable News*, the newsletter of Central Virginia Corvair Club

December 2011 Car Hobbyist News from the Council by Fred Fann

A new problem has surfaced for electric vehicles. Along with range anxiety {fear of going somewhere and not being able to make it back because the batteries will go dead) there is the fear of a very hot fire. Last spring the National Highway Traffic Safety Administration {your tax dollars at work) conducted a side impact test on the electric Chevy Volt. In May - three weeks later - the car was just sitting in a parking lot when it burst into flames. The fire was so hot it damaged the vehicles parked next to it.

Apparently lithium-ion batteries react with iron or steel to produce a very hot fire -hot enough to melt metal. Depending on the amount of iron or steel that penetrates the battery it may be weeks or months before the reaction goes far enough to produce a fire. I'm assuming that some part of the crashed tested Chevy Volt penetrated the battery and three weeks later a reaction took place that caused the fire.

This lithium-ion/electric car flaw was hidden from us for too long. It was finally leaked to the media months after that spring fire. As you know the government has a lot of money invested in GM and the Chevy Volt. President Obama has set a goal of one million electric cars on the road by 2015. This could be why the government wasn't very forth coming on this fire.

Just about all electric cars and hybrids either use a lithium-ion battery or are switching over to them. LG of South Korea, maker of the Chevy Volt batteries, GM and the government are investigating the fire. If electric cars have this serious flaw something will have to be done about it and first responders will have to be trained how to handle accidents involving electric and hybrid vehicles.

One has to wonder where the electricity is going to come from to charge up these electric cars. The EPA is pursuing more regulations for coal fired electric plants and those plants produce over half our electricity. The House of Representatives passed a bill to delay a couple of new EPA rules but a similar measure in the US Senate failed. This means the cost of producing electricity will go up along with electric bills to consumers. Plus no one is even considering building nuclear power plants to produce electricity.

Consider that just the EPA Cross-State Rule would close 53 power plants and cost thousands of jobs. This rule is meant to reduce pollution from power plants across state lines. It is currently being challenged in court. I don't know the exact amount the Obama administration has lent to car companies to produce electric and electric hybrid vehicles. If you include the money lent to GM it is in the billions.

Here's some shocking news -the output of carbon dioxide reached an all time high in 2010. During the years of 2008 and 2009 carbon dioxide emissions decreased due to the poor economic conditions. Surprisingly they bounced back big time in 2010. The United States -though still not fully recovered from the recession -increased carbon emissions by 4%. Electric power generation accounts for about 40% of carbon emissions. Vehicles account for about 15%. That electric power generation is needed to charge up those electric cars that Obama administration wants on the road.

Carbon dioxide is accused of trapping the sun's infrared radiation causing temperatures to rise. This has been used to label carbon dioxide a greenhouse gas. It is important to note that carbon dioxide is needed to continue life on earth. This makes it difficult to determine the amount of carbon dioxide that should be in our atmosphere and is one reason why the EPA has struggled with carbon dioxide regulations. In early September President Obama told the EPA to suspend possible carbon dioxide regulations until 2013 -after the coming national election. Carbon dioxide regulations most likely would create higher energy prices and put more people out of work.

Despite the increase, European countries and Russia actually had lower carbon emissions than in previous years. The Kyoto Protocol requires a reduction in carbon emissions by 5.3% from 1990 levels. China increased carbon emissions by 10% in 2010 and India by 9%. The decreases were in countries that still have troubled economies.

You may have heard that in October TSA agents (those people from the Homeland Security Department that search people getting on planes) were searching vehicles on the roads of Tennessee. The official TSA blog site states this is not true. Below is a quote from that website titled: "Myth Buster: TSA Not Setting Up Checkpoints On Tennessee Highways"

Here is the quote: "As part of an ongoing terrorism prevention and response program, the Tennessee Department of Safety and Homeland Security hosted a statewide exercise on October 18-20, 2011. TSA participated through its Visible Intermodal Prevention and Response program. The exercise focused on improving the communications and operating relationships of state, local, and federal agencies when responding to any type of homeland security situation.

TSA VIPR personnel participated at multiple locations in the Tennessee exercise, supporting state and local personnel as they inspected vehicles to identify potential security threats. In addition, Transportation Security officers were in attendance to provide information including a leaflet to truck drivers at weigh stations about TSA's First Observer program that encourages drivers to report potentially suspicious activity or items they see on the road. TSA officers did not physically screen drivers during this exercise as erroneously reported. The actual vehicle inspections were conducted by the Tennessee State Highway Patrol just the same as they are done every day."

Okay, they didn't set up the checkpoints but it sure appears the TSA was deeply involved in this "exercise". I know a lot of people who say they won't travel by air due to the increased security and invasion of privacy. Apparently the TSA is conducting at least an experiment in looking for terrorism on US roads. You have to wonder if this will go any further.

#### Corvair Sightings by David Robertson

The November 2011 issue of *Automobile* features 'The Chevrolet 100' as the cover story. To celebrate Chevy's 100th anniversary, the authors collected "The 100 Most Significant Cars, People, Technologies, and Milestones - Both Good and Bad - of Chevrolet's first Century".

The Corvair comes in at #45 (*the good!*). A GM publicity photo of a '62 Monza coupe and a few paragraphs of basic history are provided. The '62 Spyder being the "First turbo production car" is mentioned as #46. Actually, I believe the 01ds Jet Fire 215 V-8 turbo narrowly beat the Spyder to market, but don't have time to research that right now. 01' Nader gets a mention as #47 (*the bad!!!*). The write-ups on Ed Cole #37 and Bill Mitchell #48 (*the best X 2!*) also mention the Corvair.