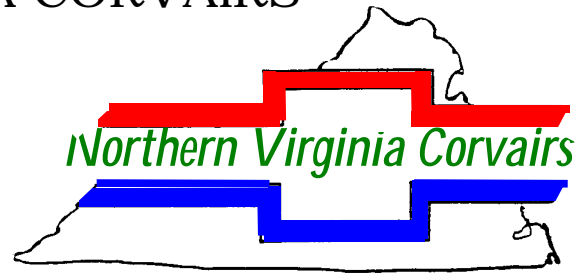


NORTHERN VIRGINIA CORVAIRS



**HOT
AIR
MAIL**



NVCC, CORSA Chapter 220

Volume XXIV, Number 6

June 2007

CHAPTER CHATTER

By A. J. Paluska, Jr

Well, the 2007 Vair Fair has finally arrived and passed into history. The weather ran the gamut from nice on Friday for the Valve Cover races, to overcast, cloudy and rainy on Saturday for the People's Choice Show and the Rally, to sunny and windy for the Funkhana on Sunday. Overall, the accommodations were good, the events solid, and the enjoyment level high. A certain MC was the hit of the banquet. The Hospitality Room had plenty of food and drinks and was open for the entire length of the Vair Fair. There were numerous raffle prizes available and raffles were conducted throughout both days. Our thanks go to Joan Birks for all of her hard work. A special pat on the back also goes to Darrin Hartzler for his skill and hard work conducting and running the registration process.

There were 41 Corvairs present, to include both early open and closed, late open and closed, and forward controls. There was even one Corvair powered VW bus camper! There were 43 Corvairs actually present if you count the derelict Greenbrier and Loadside hauled up from Crew, VA on a wrecker and trailer by two "good ole boys". I guess they thought they could make a killing selling them at the Vair Fair. To be honest, there was some interest in the Greenbrier as it had the original engine in it, but both "vehicles" looked like they had been parked in the weeds for 30 plus years.

As an added plus, we signed up three new members with the possibility of a fourth joining in the near future, Bill

King, a former member, was present on Saturday with L. D. Brent's former yellow late model 500 coupe. Bill added some new wheels and some neat stripes and the car looked quite nice. Also First Lieutenant, soon to be Captain Goldberg was in attendance with his late model convertible. He even won second place in the Beater, er, "Work in Progress" class.

We had some nice models in the Model Concours and a few participants in the video racing competition. The video event was won by seven year old Brendan Blackwell. He beat all older comers!

The decision to make the personalized award plaques was a good one. They were well received. Nothing like getting an award with a picture of your car on it. We learned a lot about planning and running the various events. Lessons Learned are being compiled so that the next time we sponsor the event, we'll have a good start point.

The Tidewater club will be sponsoring the 2008 Vair Fair. They are planning to offer an early convertible as a raffle car. Tickets should be available in mid July 2007.

The few 2006 members that have not paid their 2007 dues have been notified. They promised to pay soon so they won't miss getting their monthly copy of this authoritative automobile publication.
(Continued on Page 3)

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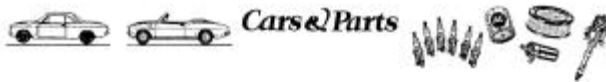
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer, 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.



*****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)

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.

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.

NVCC Calendar

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

17 June 2007, 12:00 PM, Corvair Show, CPCC: York Pennsylvania Agricultural and Industrial Museum. For information contact Joe Darinsig at (717) 845-9347 or email joedarinsig@yahoo.com.

21 July 2007, 9:00 AM: The regular NVCC meeting at the home of Greg Walthour.

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.

29 September 2007, 9:00 AM, 2d Annual Super Kids Car Show: Prince George High School, 7801 Laurel Spring Road, Prince George, VA. For information contact Morris Hudgins at (804) 919-4246/458-8216 or Sally Sparks at (804) 458-6840.

Next Regular Meeting:

Saturday, 16 June 2007, 9:00 AM

Mike Puglisi
5016 Flanders Avenue, Kensington, MD
(301) 942-2395

Directions: Map/directions on the mailing cover.

Treasurer's Report:

Balance (4/26/07)	\$3,050.77
Dues	30.00
Vair Fair Income	2,941.08
Vair Fair Expenses	(2,604.71)
Closing Balance (5/30/07)	\$3,417.14

(Continued from Page 1)

The May meeting was held at Darrin's and he wanted to see a full block of Corvairs and another Corvair traffic jam, but alas only three were available, your editor's 1964 Monza, Mike Puglisi's 1961 500, and Greg Walthour's Greenbrier! As far as work went, Darrin had several things planned. First we put the rear of his 1966 convertible (yellow car) up in the air and removed the shocks and springs. He then cut one coil from the rear springs and adjusted the Koni shocks from the current stiff setting to full soft. We also had time to swap out the front shocks in his 1961 Monza Sedan (red car). As a bonus, Greg Walthour and new member Jason Matthys switched out the front headlights for halogen models.

Curt Shimp and Darrin also did some preliminary trouble shooting on Darrin's gas gauge in the '61, but there was no resolution to the problem. There was not enough time to go to work on the fuel line on the yellow car. It is perforated where it exits from the tunnel. Darrin has the "cheesy" [His characterization, not mine – Ed.] Clark's patch kit and a full new fuel line as well as a fuel return line. He would have liked to put those parts put in, but that was not to be. He may have to wait until he puts the turbo motor back in later this summer. In addition to those already mentioned, Ron Tumolo and prospective new member Bill Leeman were also in attendance. This month, we will get to repeat the shock switch on Mike Puglisi's 1961!

Reprinted from the May 2007 *Vair Heels*, the newsletter of CORSA/NC.

Where Have All the Corvairs Gone?!

By Jeff Barrett

We live a mere six miles from I-40. If we access I-40 and head east for 368 miles, I-40 comes to an end in Wilmington. Another twenty miles puts us at Carolina Beach. Less than four hundred miles and only about six hours driving time from the mountains to the seashore. An easy drive, but a very boring drive.

Thus, on a recent trip to the coast, the plan was hatched to make the journey on "roads less traveled" as Charles Kurault would have phrased it. We decided that we would not use the Interstate system at all and that we would only enter a four-lane highway when there was no other option. It was a great journey, even if we did cover 1,044 miles instead of 394 miles; even if we did spend four days getting there instead of six hours.

We saw a lot of nice countryside as well as a number of interesting roadside attractions. We toured several historic small towns, visited a number of wineries, strolled through state parks and wandered aimlessly down a number of scenic trails. Of all the things we saw, one thing that we did not see much of at all was our beloved Corvairs! During the entire journey, we saw only three Corvairs! What has happened to all of the Corvairs that we use to see?

We saw our first Corvair in Anderson, SC---yes, that did entail driving south when our final destination was due east. We went to have lunch with Shirley Sweeny "on the way" and saw her precious '60 Corvair resting proudly in the garage. We covered about 700 more miles before we saw the next Corvair. It was '66 Monza four door parked outside a junkyard in Goldsboro. Next to it was a '76 AMC Pacer. The two made an interesting photographic contrast with the sedateness of the Corvair reflected in the glass of the space ship looking Pacer. Finally, after we got to the coast, we saw a '67 Monza convertible rusting away. It was parked at an ocean-front cottage not far from the one that we had rented. It had a "For Sale" sign in the window, but there was no telephone number on the sign and the house stayed empty the entire time we were there. It really did not matter as the car was too rusty to salvage and did not have any redeeming features that would have made it a worthy parts car candidate. Three Corvairs in over a thousand miles of back roads---where have they all gone?!?

It seems that not too long ago, Corvairs could be found in abundance along the back roads. Rusting in peace in a field. Forgotten behind an old gas station or garage. Peeking out of sheds. Covered in dust and pollen under a carport. Occasionally, even at a used car lot. Many times, I would stop and ask about the Corvairs that I would see while driving through the countryside. A lot of times, the owner was glad to give the car away to get rid of it. Sometimes, I was allowed to strip the "good stuff" off of the car and leave derelict remains behind. Some owners would feel that they just had to get a few bucks out of the car. Twenty-five or fifty dollars would buy a good parts car and help clean up rural America. Once, for thirty-five dollars and the time that it took to replace a fuel pump, I ended up with a Monza coupe that served me faithfully for over two years. It seems like they were everywhere, but where are they all at now?!?

As we traveled about, we noticed that most of the automotive clutter now scattered about is from the late eighties or early nineties. There were an untold number of Ford Tauruses (Tauri?)---many no doubt parked due to the weak transmissions that plagued them. There were a lot of the throwaway type imports like Sentras and Corollas and Mazda 323's. Escorts in abundance, a Pulsar, several Grand Ams, even a Yugo, but no Corvairs. While trying to rationalize the lack of Corvairs, we realized that there was actually a lack of all vehicles from the Corvair era. It appears that the current average age of motorized litter is about seventeen years. We rarely saw a dilapidated or abandoned vehicle over about twenty-five years old. Actually, we only saw one contemporary of the Corvair. We saw a '63 Impala SS convertible beside a barn just begging to be saved.

We did find one minor Corvair treasure at an antique store in a small town near Sanford. Mixed in among all of the memories that the store held was a set of early model wire wheel covers. They are only a decent driver quality, but for twenty dollars, I could not leave them behind. Too bad I could not find a Corvair to put them on! Where have all the Corvairs gone that used to be sitting forlorn beside the road? Hopefully, they are in your garage or in the basement of a fellow club member waiting their turn on the restoration list!