

NORTHERN VIRGINIA CORVAIRS



**HOT
AIR
MAIL**



NVCC, CORSA Chapter 220

Volume XXIV, Number 3

March 2007

CHAPTER CHATTER

By A. J. Paluska, Jr

How to begin. Well, I guess that I can always start with my old standby, the weather, but the February meeting was held in a spacious and climatically controlled, i.e. heated garage. Six members were present to help host Ron Tumolo deflash the heads and replace the "O" rings on his 1963 or maybe 1962 102 HP engine, recently removed from Ron's 1964 Monza Coupe.

Ron had the car up on jackstands and had accomplished quite a lot of work on it. He has replaced the trunk floor, filled in the passenger side radio antenna hole and sanded away all of the minor surface rust. The car is "almost" ready for painting!

As the engine was out of the car and torn down, all that had to be done was to remove the push tubes, clean them up and replace the "O" rings. Work proceeded and good progress was made. The deflashing of the heads proceeded at a slower pace with several members taking their turns with the "deflashing tool".

Al Harris was also on hand to discuss details for the Vair Fair Rally. He and Curt Shimp, not present due to a trip to Florida, will handle the planning. It will be a regular question and answer rally to be completed in three hours.

February was a unique month for the NVCC in that we had two meetings, the first being on 10 February 2007 to continue Vair Fair planning. The meeting started at Ron Tumolo's and then went to the host hotel to view the

facilities and to visualize and plan where the various activities would be conducted. Before leaving for the host hotel, Ron provided the Vair Fair t-shirts for inspection. They came out great and really look good. They will be gone before we know it.

The host hotel, the Best Western, in Leesburg has plenty of room for parking, all of which will be reserved for the club. We have permission from the owner of the adjoining property to utilize that lot for overflow parking. The hospitality room is nice, as is the banquet facility. The menu has yet to be finalized and we still have to keep the cost down. The Sunday event still has to be finalized. There is adequate room to have a mechanical competition or a Funkhana. We could still use a few more volunteers to assist with some of the events.

For those of you that have your Corvairs registered as antique vehicles, I have added an article on the latest legislation in Virginia concerning the use of antique plates. Looks like there will be additional requirements but no inspections or annual fees. The legislation is an attempt to stop the misuse of antique plates by non-old car hobbyists.

Don't forget to pay your dues for 2007. This will be your last issue of the HAM unless your dues are received before the end of the month. YOU don't want to miss an issue, so send in your dues TODAY.

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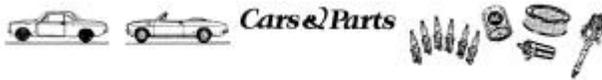
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer,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

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.

NVCC Calendar

17 March 2007, 9:00 AM: The regular NVCC meeting at the home of Al Harris.

21 April 2007, 9:00 AM: The regular NVCC meeting at the home of A. J. Paluska, Jr.

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.

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

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

21 July 2007, 9:00 AM: The regular NVCC meeting. We need a host for this meeting.

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 Regular Meeting:
Saturday, 17 March 2007, 9:00 AM**

Al and Peggy Harris
7900 Carrie Lane, Manassas, VA
(703) 369-1433

Directions: Map/directions on the mailing cover.

Treasurer's Report:

Balance (1/16/07)	\$2,067.82
Dues	20.00
Vair Fair T-shirts	(664.05)
Closing Balance (2/16/07)	\$1,423.77

Reprinted from the February 2007 *VAIRifiable News*, the newsletter of the Central Virginia Corvair Club.

Update on Antique License Plate Changes
By Fred Fann, President, Car Club Council of Central Virginia

This is what I have heard: the transportation committee has studied the three antique vehicle registration bills. HB 1927 (the bill that we asked House Majority Leader Morgan Griffith to sponsor) is going to be replaced by a substitute bill. The other two bills will not move forward. The bill sponsored by Danny Marshall that included annual fees and inspections back to 1932 will not be considered. The transportation committee is in agreement on the HB 1927 substitute.

The new bill will increase the one time registration fee to \$50. You will not be able to use a vehicle registered as an antique for general transportation or commercial purposes, but you will be able to use it for occasional pleasure driving. In order to register a vehicle as an antique you will need to own another vehicle registered as a daily driver and fill out a form that states you understand the antique vehicle registration law and that your antique vehicle has properly working safety equipment for the year of manufacture of the vehicle. Those who already have vehicles registered as an antique will get a notice from DMV. You will have to sign a certification that you understand the antique vehicle registration law and that your antique vehicle has properly working safety equipment for the year of manufacture of the vehicle, have your signature notarized and return the form to DMV.

This bill will hopefully end the misuse of antique plates. It brings Virginia in line with many other states on antique vehicle registration. **THERE WILL NOT BE ANY ANNUAL FEES OR INSPECTIONS.** If you wish to read the bill I have it posted at this URL:
<http://www.vaacc.org/hb1927.html>.

Steering Box Shopping List by David Robertson

...Here are the Clark's part numbers:

If you just want to reseat the box, C702 will include the pitman shaft seal (C6859), the steering shaft seal (C6858), and the cover gasket (C6857). These parts fit all 1960-69 Corvair cars (not FC).

For a complete rebuild, the early and late kits are different.

Early cars (60-64) use C10881 (best kit with new bearing units) or C10881B (\$\$ Saver kit with just new ball bearings, not whole bearing units).

Late cars (65-69) use C10882 (best kit with new bearing units) or C10882B (\$\$ Saver kit with just new ball bearings, not whole bearing units).

If you can afford it, it is better to get the kit with the whole bearing units. ... Clean up the steering box you want to rebuild. Usually there is a layer of dirt and grease on the housing that needs to be scraped, brushed and washed off with solvent.

Reprinted from Volume 35 - Issue 1 *VAIR Heels*, the newsletter of the CORSA/NC.

THE FORGOTTEN CORVAIRS...submitted by Charlie West

After attending literally dozens of Corvair events during the past thirty years, I have come to the conclusion that five of the ten production year models have been largely ignored. Those years are 1961, 1962, 1963, 1967 and 1968.

The 1960 models are of interest (and thus desirable) not due to any particular virtues but simply because they were the first of the breed. The only memorable features of the 1961 models were the hand-operated carburetor choke system (not successful enough to be carried over in following models) and the convex shape of the front body panel instead of the concave form of the 1961 models - a significant improvement in my opinion. Also, it was the first year of the Forward Control models.

Lack of a higher level of interest in the 1962 models is more difficult to understand. This year marked a number of "first" and "only" and a "largest" and "least." It marked the first year of the convertible and the turbocharged engine and the only year of production of the Monza station wagon and the Loadside truck. The Loadside was the least produced model of all Corvairs at just 369 units, yet the 1962 Monza coupe was the most produced at 151,738 units.

What can be said about the 1963 models? Basically, they showed only minor changes. The 1964 models saw the introduction of the 164 cubic-inch engine and the transverse rear spring. Of course, this engine continued through the remainder of Corvair production, but the spring had no place in the coming redesign of the suspension system. Many Corvair enthusiasts, including the writer, consider the 1964 the best model of all.

The introduction of the 1965 models showed a complete redesign of the body and suspension system and was widely acclaimed for its styling and handling improvements over previous year models.

The 1966 models saw refinement of the 1965 version, are highly sought after, and considered by many as the best of all.

When did you last see a 1967 or 1968 model at a Corvair event? Or, when did you last see one, period? The 1967 marked the last year of the four-door sedans and introduced safety features such as lane change-signaling turn signals, hazard flashers, collapsible steering columns, dished steering wheels and the end of the three-bar spinners on the optional wire wheel covers. Apparently, those features did not translate into "desirability".

The 1968s showed minor changes from the previous year. The 1969 models are desirable due to being last of the breed and the low production numbers; total production of 6,000 including only 521 convertibles, possibly the most sought after of all Corvairs. Now, don't you want to charge out and find a pristine 1962 Monza Spyder convertible or fully optioned 1967 Monza Sport Sedan?