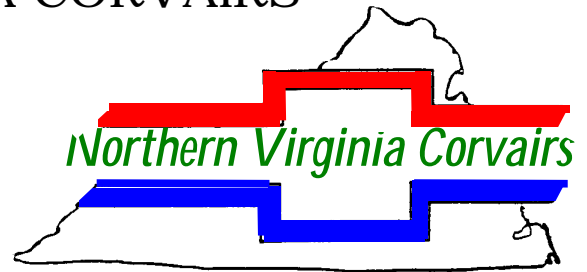


NORTHERN VIRGINIA CORVAIRS



**HOT
AIR
MAIL**



NVCC, CORSA Chapter 220

Volume XXVII, Number 3

March 2010

CHAPTER CHATTER

By A. J. Paluska, Jr

BRRRR...! Wait, that was how I started last month's column. Well, it could have been used this month, but it wasn't really as cold as last month, even though there was a slight wind. Fortunately, host Doug Jones had a commodious garage with two, not one, but two space heaters cranking out the BTUs!

On one side of the garage was his factory air-conditioned 1963 Monza convertible and on the other side was a 1969 Ford Mustang. Wow, another Ford /Chevy man, your humble editor owning a 1985 Thunderbird Turbo Coupe, which shares a garage with, no, not the Corvair, but his daily driver Civic SI. I was expecting many snide comments, but none were heard while I was there.

Doug has been experiencing an oil leak, so the project of the day was to diagnose the problem and then take remedial action to replace the gaskets and O rings and whatever other work was necessary. Seven members and two guests were available to get the work done. With the car up in the air several members tackled both sides of the engine. Work was progressing quite nicely with the expectation that all of the work would be accomplished by the end of the meeting. Your editor had to leave after a

couple of hours so the final outcome is not finalized in these pages.

Some Vair Fair planning was also accomplished. Ron Tumolo suggested some ideas for a banquet alternative as the several Leesburg restaurants contacted for the a la carte format were hesitant to tie up their dining rooms for such a large group during the prime dining hours. The plan now is to have all interested attendees dine on their own and to have an awards session later in the evening. More attention to this idea will be necessary.

Don't forget that your 2010 dues are due. Please forward payment to Treasurer Darrin Hartzler as soon as possible. As the treasury is still flush, your annual dues will again only be \$10.00 for the year. If you receive the HAM by mail, your expiration date is in the upper right hand corner of the address label. If you receive your HAM via email, please see the list attached to the email.

If you haven't paid your dues by the end of this month, this will be your **LAST ISSUE** of the HAM. You cannot afford to be without your monthly installment of this fine authoritative automotive journal, so send your dues **TODAY**.

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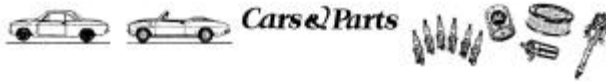
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer, 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 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: NVCC Club T-shirts. Priced for quick sale. Another can't miss opportunity to own rare Corvair Memorabilia! **HURRY** as they go fast! **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

20 March 2010, 9:00 AM: The regular NVCC meeting at the home of Ron Tumolo. **NOTE:** This is a **changed location**.

17 April 2010, 9:00 AM: The regular NVCC meeting at the home of Greg Walthour.

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

15 May 2010, 9:00 AM: The regular NVCC meeting at the home of A. J. Paluska, Jr.

19 June 2010, 9:00 AM: The regular meeting at the home of Bryan Blackwell.

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

17 July 2010, 9:00 AM: The regular NVCC meeting at the home of Bill Leeman.

Next Regular Meeting:

Saturday, 20 March 2010, 9:00 AM

Ron Tumolo
905 North Amelia Street Sterling, VA 20164
(703) 430-6582

Directions: Map/directions on the mailing cover.

Treasurer's Report:

Balance (1/27/10)	\$3439.12
Interest	\$2.30
Dues	\$70.00
Vair Fair Registrations	\$187.00
VF Web Site Renewal	(\$40.00)
Closing Balance (2/25/10)	\$3658.42

Reprinted from the February, 2010 *AIRHORN*, the newsletter of the Chicagoland Corvair Enthusiasts

What CORSA Means to Me

Charley Biddle

CORSA, as you know, is the Corvair Society of America, the international organization incorporated to satisfy the common needs of individuals interested in the preservation, restoration and operation of the Corvair, and to promote the reproduction of parts, render technical assistance, and to further the general public's appreciation of the car. CCE is one of about 125 chapters of CORSA.

With CORSA's membership on a slow decline and with a corresponding reduction in its revenue, there has been another series of discussions in and around CORSA about looking into a requirement that all members of all CORSA chapters also be members of CORSA. This has commonly been called the 100% rule. The idea is to tap into the pool of chapter members who are not CORSA members, bring in their membership dues, and improve CORSA's bottom line.

Although a number of chapters have instituted rules within themselves that all of their respective chapter members also be CORSA members, there are a number of chapters, CCE included, that have not instituted such a rule. Chapters that do not have 100% of their members join CORSA are assessed a yearly fee by CORSA, to cover some of the costs of providing services that all chapters can take advantage of.

I would like to take a few minutes to explain why I think all members of chapters *should* be CORSA members and why I think all members of all chapters *won't ever* be CORSA members. "What are the benefits of CORSA" you ask. "What's in it for me?"

The most tangible benefit of CORSA membership, some- thing you can hold in your hand, is the monthly CORSA *Communique*. The *Communique* brings news of what is happening in CORSA on a national basis, what events are coming up, results of events that have recently happened, tech articles, historical pieces; and news of the local chapters. There are also ads from the various Corvair parts vendors, as well as a classified ads section.

The value you associate with the *Communique* depends on how you value the material contained within it.

I think the next most significant benefit of CORSA is the yearly International Conventions. These are held in different locations each year, with the choice of locations rotating among three national divisions, so that at least once every three years there will be a CORSA convention sort of near you. There are events for enthusiasts of all tastes, from an autocross, an economy run, a rally thru [sic] the local countryside, to a Concours d' Elegance with rules, classes, and national recognition. There are also tours, a convention-long swap meet, special interest group meetings and an awards banquet at the end of the convention.

However, the most prominent benefit of CORSA is some- thing you can't really hold in your hand. It is the all-pervasive unity of having a national organization that ties the individual chapters together and promotes the Corvair automobile on a scale not possible on a local chapter basis.

This sense of association is what makes the CORSA Conventions possible, makes the *Communique* effective, presents a united front for Corvair appreciation and promotion, and provides a community for parts vendors to address. CORSA provides the common thread among all Corvair enthusiasts across the nation and around the world.

Another benefit of CORSA, one that CCE takes advantage of, is the event insurance policy that CORSA holds. Under this policy, individual CORSA chapters are covered for liability for events that the individual chapters

hold. There is no cost to the individual chapters for this policy, and it covers all events of a chapter. CCE uses this insurance, for example, to assure the Kendall County Fairgrounds that they will not be held liable for damage to the fairgrounds property, or its attendees, for our annual Orphan Auto Picnic. If CCE had to purchase this insurance on its own, for this one event, we would have to have either a significant dues increase, or a per-person admissions fee to the picnic. I understand the value of this insurance is greater than what we spend on beer for the event.

“All politics is local,” is a quote from the late Speaker of the House, Tip O'Neill (Dem-Mass.). This is true also in CORSA chapters. One of the reasons I hear that chapter members will not join CORSA is that they feel that CORSA is trying to tell the local chapters how to run their business. There are some undercurrents of this in CCE, since CCE has been around longer than CORSA, and there were a number of issues back in CORSA's formative years concerning rules for chapters. From e-mails I have seen from other CORSA chapters (interestingly enough, on an Internet list server provided by CORSA), CCE is not alone in this. The chapter business items most complained about in terms of CORSA trying to run the business of local chapters is the idea that chapters should require all chapter members to also be members of CORSA. Within CCE, the local political issues over "CORSA rules" and "CCE rules" for concours judging have long ago evaporated, although some hard feelings may still remain.

Another complaint I have heard about CORSA is that, "I send all this money to CORSA for dues and all I get is this magazine:" referring to the *Communique*.

True, if all you do with CORSA is just pay dues, all you get is the *Communique*. If you don't value the content of the *Communique*, then you may feel the dues are not worth what they cost.

However, if you buy parts from Corvair vendors, have an interest in the history of the Corvair, or attend conventions, even occasionally, you are taking advantage of the overall cohesiveness of having a national organization like CORSA. Those vendors would probably not have built up their businesses to the extent that they have, were there not an organization like CORSA where they could advertise on a national basis. The conventions would not exist, at least not in the form we know them in, if it were not for CORSA. Isolated regional Corvair clubs may have held events of their own, but they would not have had the advertising channel or the power, to advertise their event much more than a couple of hundred miles around their locale.

You may say, "Well, I'll just advertise my Corvair for sale on Craig's List, and buy my parts on eBay. I don't need CORSA and its *Communique*." That may be a viable way to conduct business, now that the Internet exists, but because there was a thirty year gap between the time the Corvair went out of production and the general introduction of the Internet, without CORSA there would have been no real way to provide continuity for all Corvair enthusiasts during that time. Without a sense of community and common interest, the hobby of collecting and preserving Corvairs would not have happened to the degree we see today, and there would be far fewer Corvairs around today for us to appreciate.

In conclusion, I think all members of all chapters of CORSA should voluntarily join CORSA. If you love your Corvair (like the bumper sticker says), you should support the organization that is supporting you in your appreciation of our waterless wonders. However, I also recognize that some Corvair enthusiasts will assert their Politics is Local independence, and resist CORSA's efforts to force or require all members to join CORSA. For this reason, I don't believe that all chapter members will ever become CORSA members. Hopefully, the number of hold-outs [sic] will be few.

As an interesting side point, I updated the CORSA membership database with the names of all of the CCE members, as of the last week of December 2009. As of that time, 57% of CCE members are also members of CORSA. And, as always, the *Airhorn* is available to all for the submission of articles, contesting or supporting the opinions and observations I have put forth in this article.