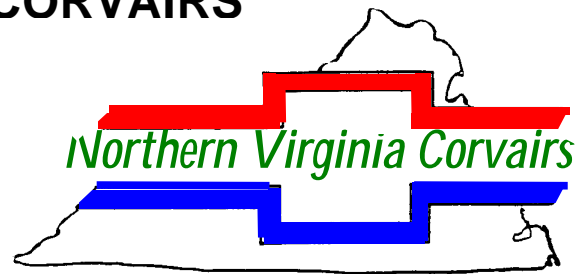


NORTHERN VIRGINIA CORVAIRS



HOT
AIR
MAIL



NVCC, CORSA Chapter 220

Volume XXIV, Number 5

May 2007

CHAPTER CHATTER

By A. J. Paluska, Jr

Finally we had the first nice weekend in this spring season. As it turned out it was the last regular NYCC meeting before the Vair Fair so much of the meeting was used to go over and try to finalize some last minute details for the event. The schedule was revised to move the afternoon technical session to start after the completion of the rally so that rally participants would be able to attend. Persons were assigned to cover events where needed.

Based on registrations received to date, the club met its minimum for the room discount, thereby getting the banquet room for a reduced price.

A backup plan for the valve cover race was approved and it was agreed to get the track set up as early in the day as possible. At least six individuals indicated that they would be at the host hotel early on the afternoon of 4 May 2007 to attend to last minute details, especially registration.

After these details were discussed, those present, Curt Shimp, Ron Tumolo, Steve MacLeod, Al Harris, Darrin Hartzler, Al and Joan Birks, and your editor adjourned to the garage to check out the gas gauge problem in your editor's 1964 Monza. Symptom would indicate a bad ground as the gauge gets buried on the full side when the tank is full and gradually moves down to about one half full before disappearing again. The multimeter was brought out and

various points checked. Then we moved into the fuse box. One of the fuse block didn't show any reading, but that was not conclusive. The bottom line is that the problem remains undiagnosed and unfixed. We'll have to allocate some more time in the future to try to find the cause.

By the time you get this newsletter, the 2007 Virginia Vair Fair will be a few days away. The club has put a lot effort into this event and I hope that all members will support it by bringing out their Corvairs. You can't blame the weather as it is getting nice now and your Corvairs should be on the road.

We still have some members that haven't paid their 2007 dues. They will be contacted separately. If you don't renew for 2007, you will be placed on the inactive list and not receive any more issues of the HAM. YOU can't afford to miss a single issue of this valuable publication!

As mentioned last month, check out the Corvair information contained on wikipedia. The link is [HTTP://en.wikipedia.org/wiki/Corvair](http://en.wikipedia.org/wiki/Corvair). Add or correct the data that is there, or add your own insight into the collected knowledge displayed there. It's just right for Corvair enthusiasts, it's FREE!

That is about it for this month. I'll see you all at the Vair Fair at the Best western in Leesburg on 4-6 May 2007.

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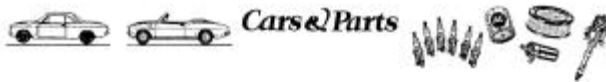
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer,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

NVCC Calendar

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. See [HTTP://www.vairfair.com/](http://www.vairfair.com/) for additional information

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 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.

Next Regular Meeting:

Saturday, 19 May 2007, 9:00 AM

Darrin Hartzler
8214 Beech Tree Drive, Bethesda, MD
(301) 365-7332

Directions: Map/directions on the mailing cover.

Treasurer's Report:

Balance (3/15/07)	\$1,423.77
Dues	40.00
Vair Fair Registration	1699.00
Vair Fair Awards	(98.00)
Bank Checks	(14.00)
Closing Balance (4/26/07)	\$3,050.77

Reprinted from the April 2007 *The Dryspot*, the newsletter of the Corvair Society of Baltimore.

Things You See on the Road

Rob Szymanski

This story has nothing to do with Corvairs. Although, air-cooled engines are involved. It's just something I saw when I was driving one day that I thought our members might enjoy. So there I was north bound on route 10, (Glen Burnie Bypass for us old-timers), cruise locked on 63 mph. For some reason my quarter million mile Corsica gets almost 30 mpg at precisely that speed. Anyway, coming up fast in my rear view mirror was of all things an old Escort Station Wagon occupied by 4 good Ole boys. The posted speed limit is 55 and I was only doing 63, so I though nothing of it as this rust bucket whizzed by me. As it did I noticed a very long Harley Chopper hanging out of the back with its rear wheel on the ground and turning. Not only that, the bike was running. Now I've heard about Corvairs being towed with the engine idling to keep the PG cool, but this bike wasn't idling. It was roaring! I've been driving for over 31 years. Nothing much on the road surprises me anymore or warrents [sic] a second glance for that matter, but this was interesting. So gas prices be damned, I mashed down on the accelerator and caught up to them at nearly 80 mph. The bike was secured with at least 100 bungee [sic] cords, but the real curiosity was the length of twine wrapped around the bike's throttle grip. You see, the other end disappeared into the car and was being held rather tightly by the driver.

It suddenly dawned on me. They weren't towing the Chopper at all, they were using it to push the car! At 80 mph! I never did figure out how they shifted it or applied the clutch. Apparently, Corvair owners no longer have a lock on mechanical ingenuity.

A Corvair Sampling from Wikipedia

The Chevrolet Corvair was an automobile produced by the Chevrolet division of General Motors from 1960 to 1969. The Corvair was offered in a wide range of body styles, including four-door sedans and hardtops, two-door sedans and hardtops, convertible, and station wagon. In addition, it was built as a compact van similar to the Volkswagen bus, with styles including a pickup, panel van, and a passenger van called the Greenbrier. The cargo floor was raised above the rear engine, and the pickup featured an unusual side-loading ramp. The Corvair -like the Ford Falcon, Studebaker Lark, Nash Rambler, and the Plymouth Valiant was created in response to the small, sporty and fuel-efficient automobiles being imported from Europe by Volkswagen, Renault and others.

The Corvair was part of GM's innovative A-body ("Z"-Body from 1965-on) line of cars, but this was by far the most unusual, due to the location and design of its engine. It was an air-cooled flat / opposed rear engined vehicle inspired by the Volkswagen Beetle and the Porsche 356 Speedster. This was quite radical for American cars at the time, in contrast to later compact Chevy II / Nova and subcompact Vega. But instead of an iron 4-cylinder engine common to imported cars, the Corvair had an aluminum, air cooled 140 in³ (2.3 L) flat-6 engine. The first Chevrolet Corvair engine produced as little as 80 hp (60 kW), but later developed as much as 180 hp (134 kW). The Corvair's innovative flat 6 engine left room for the spare tire, creating even more room in the forward trunk.

The Corvair name originated as a fastback show car in 1954, which, like many Chevrolet concept cars of the period, including the Chevrolet Nomad and Chevrolet Impala, was based on the Corvette. The design was championed by Ed Cole, Chevrolet's chief engineer in the early 1950s and general manager in the late 1950s, as an answer to the growing popularity of small, lightweight imported cars.

Design began in 1956 under the auspices of Ed Cole, and the first vehicles rolled off the assembly line in late 1959 as part of the 1960 model year (in which it was named *Motor Trend* magazine's Car of the Year). For 24 hours, two Corvairs were tested at the Riverside International Raceway in Riverside, California. One car rolled over, but the other completed the drive, only losing a quart (1L) of oil (Source: *Riverside Raceway Palace of Speed* by Dick Wallen).

The Corvair enjoyed a ten-model year run, and was finally discontinued in May 1969 due to plummeting sales. A variety of factors contributed to the model's 96% drop in sales from 1965 to the last 1969 models. The Corvair faced increasing competition from the Ford Mustang and other 'pony cars' - ironically, a market pioneered by the 1960 Corvair Monza. Safety issues were raised, especially by Ralph Nader's 1965 book *Unsafe at Any Speed*. The car's design was costly to produce and did not command a premium price on the showroom floor. Engineers experienced difficulties adapting the basic engine design to the tighter emissions standards proposed for 1972. Lastly, a general lack of interest at General Motors, including an almost complete lack of advertising from 1967 onwards (the company's "by-request-only" 1969 Corvair brochure was a mere 4 pages long, and the 500 Sport Coupe wasn't even illustrated) contributed to the model's demise.

The Corvair was a successful model for Chevrolet, with annual unit sales exceeding 200,000 for many years. Chevrolet deliberately designed the Corvair as a radical departure from the conventional Chevrolet. The rear engine offered enormous packaging and economy advantages, providing the car with a lower silhouette, flattening passenger compartment floor, obviating the need for power assists, reducing the need for air conditioning (due to the absence of engine heat blowing over the passenger compartment), and offering dramatic improvements in ride comfort, traction and braking balance. The radically different design also attracted customers from other makes, primarily imports. This was an important, and often under-emphasized, driver for the Corvair's success.

Unlike the Falcon and Valiant nameplates, whose conventional designs tended to poach customers from the cheaper but profit-driving full-size models from their respective manufacturers, the Corvair siphoned customers from makes such as Volvo or VW. Because such customers had not been likely to contemplate a larger Chevrolet Biscayne (which cost only slightly more), each Corvair sold did not translate into a Biscayne that was lost. This was in direct contrast to the situation at Ford, where the Falcon nearly ate its maker alive by stealing sales from the basic large Ford sedan. Corvair sales were almost entirely "extra business" for Chevrolet.

The early 1960 models were conceived as economy cars, and had boxy styling, basic trim, and few amenities to keep prices down, despite the relatively expensive and unique power train. A novel feature available for certain higher-level two-door models was a fold-down rear seat. Passenger compartment heat was supplied by a gasoline heater mounted next to the spare tire in the luggage compartment. The line quickly grew from plain, four-door sedans with bench seats (the base 500 and slightly more upscale 700) to the Monza 900, a two-door coupe with bucket seats and plush trim, introduced late in the model year. An available option was a more powerful engine, rated at 95 horsepower thanks to a more radical camshaft and low-restriction exhaust. Despite its late introduction, the Monza sold 12,000 copies, making it one of the most popular Corvairs.