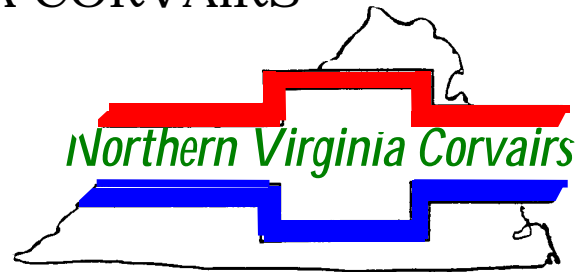


NORTHERN VIRGINIA CORVAIRS



**HOT
AIR
MAIL**



NVCC, CORSA Chapter 220

Volume XXV, Number 11

November 2008

CHAPTER CHATTER

By A. J. Paluska, Jr

I don't know whether it was the cool, crisp fall day, the low sun angle, the location, or whatever reason because there were nine Corvairs at the October monthly meeting. Not only that, but the club gained another new member - Don Lintvet with his maroon 1965 Corsa. "Greek" Dunigan came with his 1964 white Spyder. Ron Tumolo's old 1962 sedan made its return to its old home with new member Jake McCahn and his daughter Cadence. Filling out the assemblage were Jason Mathys with his Greenbrier, Nathan Smith with his 1965 Sedan, Bill King with his 500 Coupe, Bryan Blackwell with his 1966 Corsa, you humble editor's new 1964 Coupe, and Ron's 1964 Monza, which is up and running and looking good. Only a few more items to complete and some engine/clutch tweaking and it will be ready for the road on a full time basis.

After much socializing, used parts distribution, and Corvair conversation, the group got down to some serious work to trouble shoot why Nathan's driver side brake light failed to work. He and Bryan had done some previous work i.e. testing the circuits with a multimeter and replacing the socket with a replacement unit. Bryan surmised that the problem lay in the switch. So, out came the steering wheel puller. After testing the lines with a meter again, replacing the bulb and every other guess, without success, the group consensus affirmed Bryan's diagnosis of a bad switch. Now it is up to Nathan to procure a new switch to complete the fix. This step is critical because the vehicle must pass a

safety inspection for Nathan to retitle the car. That was about it for the meeting.

Greg Walthour reported that his and Darrin's presence at the Rockville show on the NVCC meeting day made the show a great success. Jim Simpson, Group Corvair, reported that there were over 500 cars at the show with quite a large contingent of Corvairs.

This month's meeting is to be hosted by Steve MacLeod so come and enjoy his large garage. Jake McCahn has volunteered to host the December meeting for the Christmas party and annual elections. Four positions are available in our dynamic enterprise: President, Vice-President, Secretary/Editor, and Treasurer. Only cheerful, friendly, car-crazy persons need to apply. Must have working knowledge of Corvair automobiles, vans and trucks. Helpful if applicants also understand Corvair race cars. Must like people. E-mail helpful but not necessary. Stellar office hours: about four per month. Additional time required as circumstances dictate. May be called upon to evaluate party sites and communicate with others with like interests and goals. Current office holders cite perks such as contact with a wide range of similar-minded people throughout America, being greatly appreciated and supported by the group you lead, and enjoying delicious food at each office session. Also included is interesting conversation in many settings. Salary includes hundreds of happy hours with others that love Corvairs. Amount determined by applicant. Interested parties may contact a current office-holder, listed below, because there is no committee set up for interviews at this time.

Hint: the editorship of this fine authoritative automotive journal is up for grabs, AGAIN!

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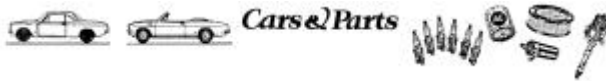
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer,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

Parts: Darrin Hartzler has parts to clear out this summer. 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)

STILL AVAILABLE: 2007 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!

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

NVCC Calendar

15 November 2008, 9:00 AM: The regular meeting at the home of Steve MacLeod.

15-16 November 2008, Drive the Tail of the Dragon, CORSA South Carolina: Fontana Village, North Carolina. Contact Bruce Schug, 3 South Del Norte Road, Greenville, SC 29615, (864) 268-2884, bwschug@charter.net.

13 December 2008, 1:00 PM: The regular meeting, Christmas party and annual elections at the home of Jake McCahn.

13-17 July 2008, CORSA International Convention, Florida Corvair Clubs, Jacksonville, FL.

Next Regular Meeting:

Saturday, 15 November 2008, 9:00 AM

Steve MacLeod
8820 Fort Hunt Road, Alexandria, VA
(703) 360-2436

Directions: Map/directions on the mailing cover.

Treasurer's Report:

Balance (9/11/08)	\$3,016.21
Dues/Donation	\$50.00
Interest	\$1.85
Closing Balance (10/15/08)	\$3,068.06

Here are the views of the other Virginia Clubs regarding hosting the Virginia Vair Fair

Reprinted from the August 2008 *The Spyderys Breath Gazette*, the newsletter of the Central Tidewater Corvair Club.

From the News Desk

By George Jones

Well, if you attended the business meeting this past week, you're already aware of the push to start consolidating the four Virginia Clubs into a single entity for the future Vair Fair's [sic]. The reason for this push is multi-fold, but can easily be boiled down to two significant issues. The first issue is that of the generally declining membership in all of the local clubs. The Roanoke Valley Corvair Club (RVCC) continues to be an active club, but the declining membership numbers would make hosting the Vair Fair extremely difficult for them. I believe Northern Virginia Corvair Club (NVCC) is in a similar situation with their dwindling membership [Not true. Ed.], but I couldn't tell that from the Leesburg show. They put together a very nice show. The Central Virginia Corvair Club (CVCC) has a different problem (although their membership is dwindling as well). The weekend of the Vair Fair happens to fall on the same weekend as the NASCAR race, and finding a hotel that is willing to provide *reasonable* rates is like finding a blind trapeze artist.

So, the solution may be to organize the Virginia clubs in a manner similar to the North Carolina clubs, at least as far as hosting the Vair Fair is concerned. While this would lessen the amount of work that anyone club is responsible for, it would make it an annual requirement, as opposed to an every four year requirement. The way I see it, if we (Tidewater) don't support this approach, it will only be a matter of time before we are hosting the event on a bi-annual or annual basis anyway, so I consider this as a preemptive measure.

Enough about the background, now for the issues. The way I see it is that there are three main issues to this approach, and they are:

1. Location
2. Work split
3. Profit/cost split

Location - Well, on the up side, I believe driving to a Vair Fair is 1/2 the fun. I know, it's easy for me to say that since I've driven a water pumper to every Vair Fair since I blew the engine in my 68 convertible on the way to the Vair Fair in 1988. In spite of that, I had fun up until the engine blew! The current thought among the other clubs is to have an annual show in Waynesboro, VA. [NVCC has not committed to this yet. Ed.] While this would work well for RVCC and CVCC, it would put TCC and NVCC at the greatest disadvantage in that we would have the longest distance to drive to the event. There has also been some discussion about rotating the location, but I believe we found out that hotel rates aren't getting cheaper around the Tidewater area either. With that thought in mind, lets move on to issue number two.

Work Split -Obviously, with the location issue in mind, there are some tasks which will have to be accomplished by the club located closest to the host hotel (i.e. hotel negotiations, rally, banquet planning, etc.), however, some of the events can be accomplished from a distance. Probably the best way to approach this would be to first identify the individual tasks associated with Vair Fair planning. I've broken them out by two categories, events and administrative tasks:

- A. Events:
 1. Car Show (People's Choice, Concourse or Both)

2. Rally
3. Gyrnkhana
4. Autocross
5. Valve Cover Races
6. Banquet & Friday Night Reception

B. Administrative Tasks

1. Hotel negotiations
2. Registration
3. Promotions/Publications
4. Trophies & Awards
5. Door prizes
6. Hospitality

While I believe this is a complete listing, I may have missed one or two items. We'll need to ensure we capture all of these items before we proceed with the work split. This brings us to the third issue.

Profit/Cost Split -This can be a real sticking point, but I believe that if the work split is fair and equitable, the Profit/Cost Split should be 25% for each club. Along the same lines, the communications of budgets is going to be paramount in cost control, and establishing the budgets will have to be something done by all clubs in order to prevent infighting among the clubs.

In summary, we've got a lot of decisions to make about the future of the Corvair Clubs in Virginia, so don't stand by and watch things happen, Get involved. I'm just tossing out the issues as I see them, and allowing you to form your own thoughts on what is best for our clubs.

Reprinted from the September 2008 *VAIRifiable News*, the newsletter of the Central Virginia Corvair Club.

We have positive feedback from the other Virginia Corvair clubs with regard to helping each other running the Vair Fair every year. The concept that seems to be favorable to all clubs is that the host club would still handle most of the tasks and select the location. Support from other clubs would be for such activities as running the People's Choice Show, Valve Cover Race, Corvair Games or any other activities that can be set up upon their arrival at the site.

We plan to investigate a couple locations in the Waynesboro area where we have several members, as well as other CORSA members. These facilities are very nice and appear to meet our needs. However, if you have any other suggestions for a host facility, it's not too late to let us know. The basic criteria are as follows:

About 20 rooms needed on Friday night and 40 on Saturday night.

Meeting room to use as a hospitality room that holds about 60 people comfortably. Easy access from interstates, but not congested. Close to country roads for the rally.

Plenty of parking space for concours and vendors.

Possible indoor vendor space (Clark's Corvair does not plan to come). Banquet space for about 100-120 people, with reasonable prices. Other nearby restaurants and attractions.

Essentially we need a small convention center.