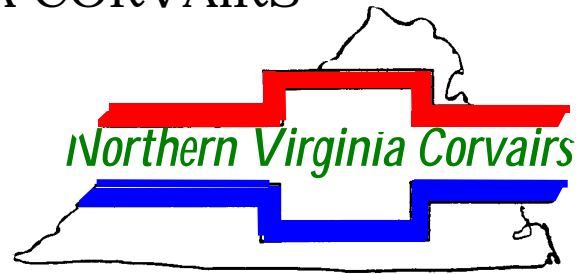


NORTHERN VIRGINIA CORVAIRS



**HOT
AIR
MAIL**



NVCC, CORSA Chapter 220

Volume XXVI, Number 10

October 2009

CHAPTER CHATTER

By A. J. Paluska, Jr

There are several items of note in the September issue of the *CORSA Communicue*, the annual convention edition. First off, NVCC's own Curt Shimp appears on the front-page collage in the mid right hand margin. Additionally, Greg Walthour is listed as the third place winner of the Early Closed Car Display with his 1960 Cascade Greed 700 Sedan. He also placed third in the Automatic Transmission Division of the Economy Run with 26.60 mpg in the same car. Congratulations to Greg for his fine achievements.

October 2d marks the 50th Anniversary of the introduction of the Corvair. I remember that time quite well as a young child just getting interested in cars. Back then every fall was a big deal for new car dealers with the new models coming out. Even if there were only minor changes in the previous year's model it was billed as a big celebration with great secrecy until the official release date. The 1960 models, premiering in the fall of 1959, were greeted with great anticipation because the Big Three were introducing the new compact cars, the Ford Falcon, the Plymouth

Valiant, and the Chevrolet Corvair. When they came out did we think were small. They don't seem so by today's standards, but they were small for their time.

As we all know only the Corvair was radically different from the other two, and all of them were to be economy cars, the competition for the imports like the Volkswagen and other import models. The low end Corvair was to start at about \$1810, but that was for a 500 stripper model. A nicely equipped model would go for a lot more, too much some said for an economy model!

There is nothing new under the sun. The project for the September meeting was to switch out the engine in Darrin's early sedan, but the original engine, after a rebuild was going back in with a rebuilt 4 speed transmission. Seven members plus two guests were on hand to do the work, including new member Kristi Wilson, recent new member Jack Smith plus Jack Dempsey and Lee Cramp from Group Corvair. All went well and the project was well advanced when your editor had to leave. Surprise, a picture was taken with someone standing in the open engine bay!

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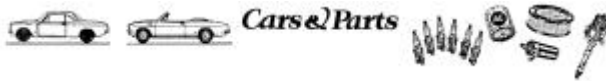
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer,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

2-4 October 2009, 50th Anniversary Celebration, New Jersey Association of Corvair Enthusiasts, Cape May NJ. See www.corvair.org/chapters/njace or call (201) 707-1677.

24 October 2009, 8:30 AM: The regular meeting at the home of Greg Walthour. **NOTE date and time change. Meeting is the fourth weekend instead of the third weekend of the month.**

21 November 2009, 9:00 AM: The regular meeting at the home of Luke Duddridge.

13 December 2009, 9:00 AM: Annual elections and Christmas party. We need a host for this meeting.

30 April-2 May 2010: 31st Annual Virginia Vair Fair, Leesburg, VA Northern Virginia Corvair Club

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

Next Regular Meeting:

Saturday, 24/25 October 2009, 9:00 AM

Greg Walthour
7025 Coventry Road, Alexandria, VA 22306
(703) 768-6040

Directions: Map/directions on the mailing cover.

Treasurer's Report:

Balance (6/29/09)	\$3,290.86
Interest	\$4.43
Dues	\$10.00
Closing Balance (9/23/09)	\$3,305.29

Clarabell Goes to Florida

Special to the HAM by Corvair Roving Correspondent Greg Walthour

Since I missed last year's convention in California, I was going to make it a point to go to this year's in Florida. Since my family has gone with me to Detroit (trailing the RedBrier) and Buffalo (trailing Clarabell), my original plan was to go with my family again and get Clarabell ready for next year's convention in Iowa since this year's convention focused on '69's, and next year's will focus on '60's, due to the '60's 50th anniversary. LD offered to lend me his '63 Monza Coupe to use for the convention. Great! Now we can drive down in the Suburban in air-conditioned comfort, TV for the kids and plenty of airbags for my in-laws! Plus, I'll have a Corvair waiting for me when I get there! Work tells me that I will be going to Florida again a month later for a conference. I still cannot quite understand why work schedules a conference in Florida during the hottest month of the year, but that's another story. While eating lunch and perusing Virtual Vairs Digest, I keep seeing posts by my friend, Tim Shortle, of Durango, Colorado, who is planning on driving his '69 Convertible to Jacksonville. Tim and I have met many times at previous conventions, mainly when our kids are at the swimming pool. Anyway, I figured that if Tim can drive more than ½ way across the United States in his '69, there is no reason I cannot drive down to Florida in either the RedBrier or Clarabell. Tim won the long distance award with over 4000 miles roundtrip! Congratulations, Tim!

I decided to take Clarabell mostly because with the 3.89 rearend in the RedBrier it is not happy (screaming!) at prolonged highway speeds, plus I do not care for getting sucked in then blown out by 18-wheelers when they pass me driving the RedBrier on the highway. Clarabell with her 3.55 rearend and Power Glide just might make for a better extended drive. Now I had to get Clarabell ready for the trip this year! When I recovered the front seat a few years ago, I bolted it back in 2 ¼" further back to give me a little more legroom. What a difference! But for this trip, two major things had to be done first. One, complete restoring and replace the current gas tank with one that was given to me by Dave Robertson from the Richmond Corvair Club. It was sandblasted, Oxi-Solved, and painted with Cold Galvanizing Compound on the outside, and shaken-out with a couple handfuls of rocks, then Oxi-Solved, and recoated on the inside. While I had the old tank out, I also cleaned and POR-15'd the area where the gas tank resides. The second project was to install a stereo with a CD player, plus some speakers for the long drive. I went with a basic Sony unit, plus some surround sound speakers I had laying around. A more permanent solution for the speakers are forthcoming; however, I want to install them in such a way that they can be removed easily and Clarabell would appear stock. I also had to rebuild one carb, which was just not giving me a good squirt!

So, I hit the road late morning Saturday. The plan is to drive to Richmond and visit with and stay overnight with my brother-in-law, and sister-in-law, and niece in Midlothian. Knowing I95S is probably a mess, I drove down Route 1, and when I got into Woodbridge, there's a yellow LM convertible in great shape on a trailer in the other lane! In all the other conventions I have been to, I have only ever seen one Corvair on the way, and that was at a Rest Stop getting gas somewhere in the Midwest. Now, I'm 15 miles from home and I see my first Corvair (photo 1). I catch up with the guy, and we ride side-by-side through a number of lights getting to know one another. The guy's name is Phil, and he is from the Philadelphia club, and is also heading to the convention. He is driving an early 70's Chevy pickup with over 300,000 miles on it! We both try to get on I95 near Potomac Mills.

MISTAKE! Back to Route 1, and finally get on I95 near the Stafford Airport. It takes me three hours to get to Midlothian, usually a two-hour trip!

Sunday morning, I'm up early, and on the road by 6 AM. Extremely light traffic this time of day. It really doesn't start to get too hot in Clarabell until about 11 AM. My plan is to get to Roebing Road by mid-afternoon to watch the tail end of the Corvair Races. I get there about 2-2:30 PM. It's less than 3 hours to Jacksonville from Savannah, so Sunday was definitely my long day of driving. I have to wait outside the gate for about a ½ hour until the next session starts. Not a problem, because I have a great view of the track and I'm in the shade! I meet CORSA President Tim Mahler, and see Dave Edsinger there with his beautiful Stinger (Photo 2); I also met Bob Quincy, a former Corvair owner who is taking lots of photos, which can be seen on his website, SuzieandboB.com. I stay overnight near Savannah. Clarabell is running great, and my only problem on the entire 1,758-mile trip was that I ran out of gas once. It was my fault, and not Clarabell's! I thought I could make it to the next exit; however, she demanded a roadside drink from the extra gallon I had in her trunk.

A week or so after the Convention, I receive a unexpected package. It's from Curtis. I thought maybe I left a part behind; however, no I (or we!) won a plaque! Not one, but two! The first was for the Car Display, and reads, "One of the Top Three - Early Closed." To be honest, there were only four cars in the class. Mike "Slinky" Slotwinski's sharp dark blue/white '61 Lakewood & Clarabell (Photo 3), a white '63 Spyder coupe, and a medium blue '64 Monza coupe, which I believe raced at Roebing Road. It is kind of sad, but there were only three early four doors at the convention; Clarabell, Bill Hubell's '64 sedan, and #406 also in Cascade Green on display in the indoor parts hall (Photo 4). There was only two '60's in the entire show: Clarabell in the Car Display, and competing in the Concours, a recently restored red 700 coupe that was spectacular! Hopefully, for next year's convention in Iowa, the turn out for '60's will be much greater!!!

The best thing about the annual conventions is to see friends and acquaintances you have not seen in a year! Thanks for coming Curtis! Since my family ended up not coming with me, I had six days of Corvair Heaven, without having to worry about helping take care of the kids. THANKS A MILLION, VIRGINIA! The second best thing, is being able to acquire some parts! I get a lot of enjoyment out of routing through milk crates full of spare Corvair parts! The evening meetings are also great! I went to all that I could; the Caveman Meeting, hosted by Pete "Mr. Caveman" Koehler, the V-8 Registry, etc. I spoke with Pete at length during the convention, and he graciously agreed to check out Clarabell with me! He was surprised to see that there was no month and week code on the Fisher Body tag. This code would be in the most left upper corner. Consultation with both Pete and Dave "Corvair Historian" Newell indicated that Clarabell was built somewhere in mid-October of 1959. The production number from the VIN for Clarabell is 24,490, and the Fisher Body Tag indicates she was the 19,731st 1960 Sedan built by Fisher Body. Slightly over the first 1% of Corvairs built in the U.S. (1,786,243 Total U.S. Production) The best "meeting" this year was the CPF (Corvair Preservation Foundation) meeting hosted by Mr. Newell. He truly had some interesting, never before seen photos of early Corvair production. Hopefully, next year they will not schedule meetings on top of one another, so you can go to all of them if you would like. The worst thing about this particular convention was, without a doubt, the HEAT! I could not understand why it was somewhat nice at 8-9 o'clock in the evening; however, already brutal at 7 o'clock in the morning?

The second plaque was for the Economy Run in which Curtis was back as my Navigator. Thanks again, Curt! We manage a 3rd place in the Automatic class with a 26.60 MPG finish. I'm curious to know how well we would have done if the gas pump didn't overflow three times when I was filling Clarabell up! It was extremely frustrating to have to squeeze the very temperamental handle to get it to start, then the gas would come out so fast I could not stop it in time! It was kind of odd that the Rally Masters were letting the participants fill their own tanks...

(Photos 1, 2&4 used with permission from Bob Quincy, Photo 3 from AREA 51 mims, fl. - Corvair Center.)



Photo 1



Photo 2



Photo 3



Photo 4