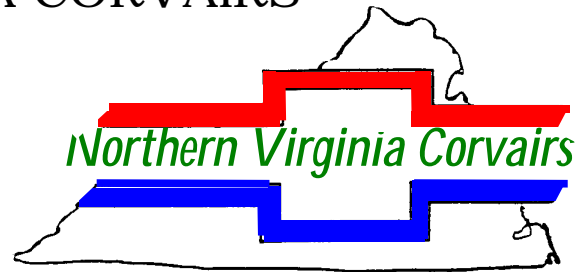


NORTHERN VIRGINIA CORVAIRS



**HOT
AIR
MAIL**



NVCC, CORSA Chapter 220

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October 2010

CHAPTER CHATTER

By A. J. Paluska, Jr

Now the rest of the story. If you remember from last month, your editor had a really long fun filled Corvair day returning from the September meeting. His running Corvair was turned into a 2300-pound paperweight sitting in front of his house. Well, the guess about the coil turned out to be right. A replacement was procured and put on and the car started right up. A short drive and some idling to see if the fix was good and the car was parked in its home space on the side of the driveway. A short, but satisfying Corvair day!

As you know, I was having ignition problems for the last few meetings. I changed out the coil and the car was running fine. On the way to the meeting on Saturday, it sputtered and stopped running so I pulled over. She would start, but not run for long. Since my gas gauge is erratic, and I haven't put any gas in for awhile, I thought that I would hike up to the gas station at Tyson's and procure some fuel. That must have been the time that the cavalry arrived. I got back with the gas, put it in and the car started and ran great. Since it was now about 10:15, I figured that I would rather try to make it home than go on to the meeting. I made it home OK. When I filled the tank, it took 13.373 gallons. The tank only holds 14 gallons! I drove it again on Sunday with no problems, so I guess that my problem on Saturday was excessive air in the fuel lines! Another full fun day with a Corvair, two months in a row!

Both Greg and Ron showed up before 9:00 AM at the October meeting to get a head start on what was supposed to be a time consuming project, which was replacing a broken windshield on Darrin's '63 Spyder. It actually went quite quickly since Darrin decided to reuse the existing weather-strip. The replacement windshield that he acquired from Bryan slipped easily into the existing weather-strip channel as did the chrome trim. Since the windshield was wrapped up by 9:30 AM, Gregg and Ron worked on troubleshooting a lighting problem with the Spyder. It was about this time that Bill Lehman showed up and reported that A.J.'s '64 Coupe was sitting on the beltway and that there was no sign of A.J. Gregg and Ron then set out to locate A.J. and car in Darrin's truck, complete with tow strap and spare parts. A.J.'s car was located, but no A.J. They then returned to Darrin's assuming A.J. had been rescued by AAA. [See above]

Darrin, Jack, Al and a few others turned their attention to Darrin's '65 Monza convertible to correct an excessive tow out problem. Darrin may have additional info on this issue but from all accounts the problem was corrected and Darrin now has the '65 road ready again. Jack and Darrin were also performing some engine tweaks.

By 1130 AM most members had departed, with the exception of Ron, Jack, Lee and Jerry. Ron successfully got the headlights working on the '63 by removing the corrosion on the connector on the high beam switch and Greg had replaced the headlights with original T3 bulbs that Darrin had on hand.

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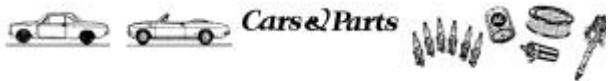
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer, 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 CORSA Coupe: 140 HP, price is flexible to the right buyer. Great running, solid, no rust highly optioned original car with all numbers matching. Russ Moorhouse @ corvair65@verizon.net. (9/10)

66 Convertible: 110 HP PG, Restored in 2007, Regal Red. \$15000 invested. Best Offer, Call Jay at (910) 270-0785. (4/10)

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 went fast! **Only 3 Extra Large Left!**

NEW ITEM: 31st Vair Fair T-shirts. Priced for quick sale. You don't want to miss this opportunity to own rare Corvair Memorabilia! **HURRY**, as they will go fast!

Gas Tanks: Six or so good used gas tanks \$30 and YOU pick up; NE Maryland. Harry Yarnell hyarnell1@earthlink.net

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

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

20 November 2010, 9:00 AM: The regular NVCC meeting at the home of Steve MacLeod.

11 December 2010, 1:00 PM: Annual Christmas Party and elections. We need a host for this meeting.

Next Regular Meeting:

Saturday, 16 October 2010, 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 (8/31/10)	\$2,598.19
T-shirts	\$47.00
Closing Balance (9/30/10)	\$2,645.19

Reprinted from the August/September, 2010 Keystone Corvair Club Newsletter

American Cars are Poised for a Comeback

Article NBC Community Team

After decades of dormancy, American automotive engineering, design and technology are back on the bleeding [sic] edge. Jay Leno thinks it's finally time for the resurgence of the Great American Car, not in the form of boring hybrids, but with groundbreaking electrics. We lost our way with American cars, and I'm not sure where. I do know that the U.S. led the world in automotive technology for many decades. People rave about the French 1937 Citroen Traction Avant. But it was a four-cylinder that could barely do 70 mph. My 1937 Cord 812, with its supercharged V8, cruises at 75. Its preselector gearbox has a fourth-gear overdrive. I drive my 812 just like I drive any modern car.

I would argue that, at one point, the 1949 Cadillac was the most advanced car in the world. At a time when Rolls Royce had an F-head six-cylinder with a stick shift, the Cadillac had an OHV V8 with a four-speed Hydra-matic, air conditioning and power windows-options people could only dream about on European cars. My '67 Chrysler Imperial has a 350-hp 440-cid V8, front and rear air conditioners, electric seats and power windows, for less money than a '67 six-cylinder Mercedes-Benz 250 SE with manual windows and few options.

Looking back, I think that where we really started to lose it was with the Chevrolet Corvair. Introduced in 1959 by Chevy general manager Ed Cole, the rear-engine Corvair was built to mimic the best of Europe: Porsche, VW and Tatra. They even called it the "American Porsche." It had an air-cooled turbocharged 180-hp flat Six and a four-speed stick. Was it as good as a Porsche? No. But at half the price, it was a real bargain.

When consumer advocate Ralph Nader went after the Corvair with Unsafe at Any Speed, he also went after all American cars. The Corvair was just one chapter. But in a classic case of the denial being worse than the crime, General Motors was so incensed about this upstart young lawyer that they hired investigators to follow him and tried to entrap him with prostitutes. After a Senate subcommittee looked into it, the whole thing blew up. GM chairman James M. Roche had to apologize to Nader, and all that bad publicity caused the Corvair's demise. [Not true, the Mustang killed the Corvair. Because of Nader, the Corvair remained in production until 1969! Ed.]

When the National Highway Traffic Safety Administration did a study in 1971, the Corvair was deemed as safe as its contemporaries, particularly 1965 and later models, which had four-link rear suspension instead of spooky swing axles. The damage, however, had been done. From then on, the Big Three played it safe. It was, don't try to make anything different-put the engine in the front and a live axle at the back. And that's pretty much where it stayed.

There were a few exceptions, like the '66 Olds Toronado, the first American full-size front-wheel-drive car since the Cord. It was a 385-hp sport coupe with sensational styling. The drilled wheels of the Toronado mimicked the hubcaps on the Cord. There was nothing like the Toro except for the Cadillac Eldorado, but the innovative versions only lasted a few years, and then Detroit built a lot of boring, safe, unexciting models. But that's changing. I've driven the new Chevy Volt. It's different from the Prius in that it's a fully electric car with an electric generator powered by a 1.4-liter gas engine. But unlike the Nissan Leaf, the Mini E and some of the other electrics, this is a car you could

drive from L.A. to San Francisco, with the gas engine kicking in when needed. I think that's a real breakthrough. And I applaud GM for taking a risk with such new technology. It's fun to see engineers running car companies again, rather than accountants. GM has real engineers in place now, like Mark Reuss, its new U.S. president, and Tom Stephens, who's in charge of GM's global product operations. These gearheads are now calling the shots. That'll help the turnaround.

And there are already imitators, like the upscale Fisker, which essentially uses a Volt- style powertrain but in a fancy body style. That sort of technology will be the way to go. In the 1900s, people believed electricity was the best way to power an automobile. It was quiet; there was no pollution compared to horses dumping manure; you could park one indoors without suffocating anybody. You just couldn't go very far.

The other thing that killed the electric car the first time around-and most people don't know this-is that women loved them. You could just get in it; there was no hand- cranking. You simply stepped on the pedal and away you went. Clara Ford, Henry Ford's wife, wouldn't drive a Model T. She drove a Baker Electric. So, EVs had fancy interiors with cut-glass flower vases. And, like today, you can't sell a man a woman's car. Hybrids have a similar image: "You got a speeding ticket in a Prius-what's funnier than that?" That was the big joke when those cars first came out. But the Tesla Roadster, which can hit 125 mph, helps to dispel that.

The last days of old technology will always beat the first days of new technology. At the Isle of Man TT races, where they've raced motorcycles for over 100 years, they now have electric bike races. Instead of doing 128-mph laps, the e-bikes lap at 85 mph. Of course, some of them drain the batteries in one lap, but they're getting there. Vintage Hemi 'Cudas and GTOs that get, like, 9 mpg will become the motorized toys of the new millennium. You'll have fun with them on weekends. But during the week, you'll drive your little electric whatever-it-is to and from wherever you work or shop. In Hollywood, I knew things had changed when I went to the Academy Awards and everybody started pulling up in Toyota Priuses and other hybrids. Nobody wanted to arrive in a big Rolls Royce or a Maybach anymore.

We'll always have luxury cars, but that big Lexus LS 600h hybrid seems redundant to me. There's really no need for that car other than to clear people's consciences. We Americans want everyone to know about the good work we're doing anonymously. So you show up in a huge limo, but ohhh, seeeeee, it's a hybrid. And "hybrid" will come to be like the word "turbo." You go to Costco, pick up a men's hair dryer, and it's a turbo model. Hybrid will become just another word that people use to describe whatever: "Oh, it's a new TV hybrid." It lets you combine anything. When I was a kid, a hybrid meant an Iso or a Monteverdi with European styling and suspension and Borrani wire wheels along with a big American V8 powerplant. With hybrids and other new technology, the automobile has changed more from 1986 until now than it did from 1900 to 1986. It's funny when kids come over to my garage and I take out a box of Weber carburetor needles and they go, "What's thaaaat?" Then they take out a laptop and plug it in, and they're actually tuning the fuel-injection system and ignition.

Then it's my turn to say, "What the heck is thaaaat?" I guess that's progress.

By Jay Leno via the April 2010 issue of *Popular Mechanics*.