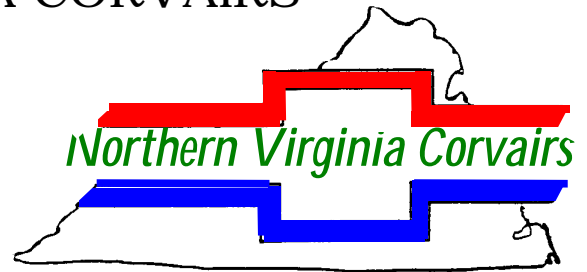


NORTHERN VIRGINIA CORVAIRS



**HOT
AIR
MAIL**



NVCC, CORSA Chapter 220

Volume XXIV, Number 9

September 2007

CHAPTER CHATTER

By A. J. Paluska, Jr

A seasoned traveler once said: "I've been to 43 states, 15 foreign countries, and two state fairs, but I've never seen an air-cooled Corvair water pumper" What has that got to do with the August NVCC meeting? A lot. Read on and you will get as Paul Harvey used to say the rest of the story.

The objective of the meeting was to bring Oren Rose's 1963 700 Coupe back to life after a prolonged slumber of three or four years. To complicate matters, the car was partially submerged in water high enough to get the interior wet. Curt Shimp made a preliminary visit to judge the magnitude of the effort needed and provided some details such as the car was in a low lying area, was incapable of being moved as the wheels were frozen, and may have some bent push rods. Needless to say, many more hours might be necessary to achieve success than would be available during one club meeting.

Well, the discouraging report did not deter the NVCC. As a matter of fact, the word had gone out that an interesting time could be had at the August meeting. The word even spread to Bolivia where Richard Widman lives and works. He was present at the meeting to lend a hand with his son in law David Hall. Actually, he was visiting his daughter

and was to make several Corvair related stops to gather information and parts for the 1960 sedan he is restoring in Bolivia.

The first thing done was to install a new battery box and battery. Next, the universal tool was put into play to free the wheels. A few careful hits with the sledge accomplished that task. A new, well, new to Oren's car, fuel pump was added. The engine was turned by hand to make sure it was not seized and then Oren cranked it up. It turned quite well. The intention was not to start it but to see if it would turn over.

Next it was decided to change the oil. Upon removing the drain plug, the liquid that came out resembled dirty water rather than oil. At least there was not grit in it! It was decided on the spot to remove the oil pan and see what was lurking inside. The pan came off and it was covered in a murky, gunky, nasty looking sludge. A look into the engine revealed a nastier looking mess. Well, the only alternative was to try to get it as clean as possible, add oil, and hope for the best. A speedy courier was dispatched to get brake cleaner, the oil pickup was removed and soaked in gas and reinstalled. The underside of the engine was cleaned as best as possible and buttoned back up.

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2006 NVCC Officers

President:

Bryan Blackwell
6329 Hillside Road
Springfield, VA 22152
(703) 569-6908
bryan@skiblack.com

Vice President:

Ron Tumolo
905 North Amelia Street
Sterling, VA 20164
(703) 430-6582
rvtum@verizon.net

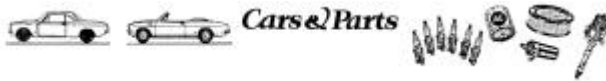
Treasurer:

Curtis Shimp
776 Annfield Road
Berryville, VA 22611
(540) 955-1516
clshimp@juno.com

Secretary/Editor:

A. J. Paluska, Jr
6839 Brimstone Lane
Fairfax Station, VA 22039
(703) 250-4455
ajjr13@earthlink.net

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 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)

66 Corsa: 180 HP Turbo, dark blue, surface rust, 62K miles. Asking \$2000. Located in Mount Jackson, Virginia. Call (540) 984-3549. (7/07)

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.

COMING SOON: 2007 Vair Fair T-shirts. To be priced for quick sale. Another can't miss opportunity to own rare Corvair Memorabilia!

Corvair Parts: Large parts lot available. Will not be sold separately. For information contact Kim at kimpjasonp@juno.com or whitetiger@hereintown.net.

NVCC Calendar

8-9 September 2007, Corvair Days, Hershey PA, Central Pennsylvania Corvair Club: Concours, swap meet, funkhana, tech sessions, and banquet. Contact Earl Holmes, (717) 921-8124 or w061772@comcast.net.

15 September 2007, 9:00 AM: The regular NVCC meeting at the home of Ron and Karen Tumolo.

29 September 2007, 9:00 AM, 2d Annual Super Kids Car Show: Prince George High School, 7801 Laurel Spring Road, Prince George, VA. For information contact Morris Hudgins at (804) 919-4246/458-8216 or Sally Sparks at (804) 458-6840.

20 October 2007, 9:00 AM: The regular NVCC meeting at the home of Mike Puglisi.

17 November 2007, 9:00 AM: The regular NVCC meeting at the home of Darren Hartzler.

23-27 July 2008, CORSA International Convention, CORSA West of Los Angeles: Ventura, CA.

Next Regular Meeting:

Saturday, 15 September 2007, 9:00 AM

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

Directions: Map/directions on the mailing cover.

Treasurer's Report:

Balance (7/18/07)	\$3,263.19
No Transactions	0.00
Closing Balance (6/22/07)	\$3,263.19

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

The Last Convertible?

Recently there was a '69 convertible listed for sale on eBay. There was some debate as to if it was the last Corvair Convertible ever produced. We know what 6000 was we know where 5999 is but we don't know much about 5998. Here is the story of 5997.

The following message was written by Dave Newell.

Thanks for your interest in this '69 convertible on eBay. It may possibly be the last Corvair convertible, but it hasn't been proven to be, to my knowledge.

I know this car well and I was the first to photograph it. I went to see it shortly after the second owner, Laurie Bissig, called Mark Ellis. This was after we had published the second edition of our "1969 Corvair Fingertip Facts" book, and although we didn't write up this car in our 2003 '69 Roster & Update Supplement, Mark did write about it in his Sixty-Niner newsletter for the '69 Corvair Group.

When Laurie called Mark, she didn't know what she had. It was just a nice '69 Corvair convertible that she had bought from the original owner in Berkeley. When she gave Mark the serial number, he was blown away. And so was Laurie, now that she knew she owned a special Corvair.

Yes, it's number 5997. And your memory is pretty good about 5988. I also went over to that car "museum" in St Louis, where it was for sale along with everything else they had in there. It was Glacier Blue, and they were hyping it as the last Corvair convertible. Even though we didn't know about 5997 at the time, Mark and I knew the owner had no basis for that claim other than hearsay. I think that the local Chevy Zone Office may have told him it was the last Vair convert they got, and it probably was. But since there were thirteen Corvairs built after it, one of them almost had to be a convertible.

When 5997 turned up, Mark ended up breaking the news to 5988's owner that his was definitely not the last Corvair ragtop. Needless to say he wasn't too thrilled.

Eventually, Dave Trull of Stockton bought 5997 from Laurie, and we all had high hopes that it had found a home for a long time. Dave is a friend of mine, and he loves Corvair history so it was a fitting marriage. I'm sorry to see that he's put the car on eBay for sale.

But I have to tell you that there isn't any solid proof that 5997 is the last Corvair convertible, at least that Mark or I know of. Dave states in his listing that "This car has been acknowledged as the last Corvair convertible built", which is news to us. In fact, I've told Dave that there's no real evidence to confirm that 5997 is the last convertible, and I'm really sorry to see him promote the car as such.

What it comes down to is this: We know 5996 is a Monza coupe. And Dave's convertible is 5997. We do NOT know what 5998 was. 5999 was purchased by retired GM VP Harold Boyer (not given to him, as Dave relates) and belongs to the Corvair Preservation Foundation. And 6000 was a Monza Coupe, which by most accounts was destroyed by GM.

So the key, then, is 5998. I've never heard any rumor that it was also destroyed by GM as Dave states in his listing. Nor has Mark. I doubt that very much.

Mark and I believe that 5998 was probably not a convertible. We'd like very much for 5997 to be the last convertible, but we can't confirm that it is. Until someone comes up with a verified VIN for 5998, a picture of it ahead of 5999 on the assembly line that can be confirmed, or some other positive proof, Mark and I can't say what it was for sure

So even though we think 5997 may be the last Vair ragtop, we can't back up any claim that it is until something definite about 5998 turns up.

Back in 2004 Mark published a picture in the Sixty-Niner that we received from the son of Joe Casey, who was in charge of the Corvair line right up to the very end. The photo was taken on the last day of production, and Joe recalled that it was shot before the press was to arrive for the last Corvair "ceremony" at 2pm. It shows what could be 5999 up in its assembly cradle, with a coupe on the ground in front of it. IF, and this is a mighty big if, you assume that 5999 IS the car in the cradle, then 5998 would be the coupe in front of it.

Mark stated in his caption for the photo that this "would confirm that 5998 was a coupe". But it would only confirm that if you assume that 5999 is the car in the cradle, which is speculation.

I talked with Mark about it tonight, and he agrees. This photo becomes even more speculative because Joe had no idea of exactly when the photo was taken that day. It could have been taken anytime that morning and the cars shown might have had much earlier VINS.

That photo is the only hint about 5998 that we've ever seen. Yes, 5997 is very likely the last Corvair convertible, but so far it remains to be proven to our satisfaction.

Continued from Page 1.

Fuel was run into the fuel pump from an outside gas can, the carburetors were primed and Oren was asked to start her up. Al Birks was standing by the exhaust as the engine momentarily coughed to life. Al also got the surprise of his life when a stream of water shot out of the exhaust covering his lower leg with a vile colored liquid. Now you know the rest of the story. Every time the engine ran it spouted water like a geyser!

After sever more attempts to get the car running, it was determined that the "new" fuel pump was not up to the job and that for the engine to run, it would need to be replaced with an new unit.

To get the car out of any future water trouble, it was pushed to higher ground. After adding some brake fluid, the car even had a hard pedal and some brakes! To say that Oren was pleased was an understatement. The only things left to do, outside of what was mentioned above, is to checkout the fuel tank and fuel lines, refurbish the brakes and the car should be able to be driven again.

Present at and participating in the resurrection were Al Birks, Darrin Hartzler and his father Richard, Ron Tumolo, Bryan Blackwell, Greg Walthour, Bill Leeman, Oren and his father Oren, Sr., and your editor. See the NVCC web site for a picture of the underside of the engine.