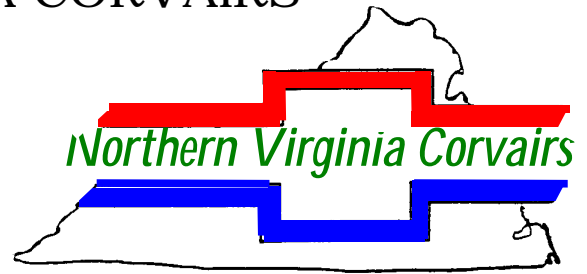


NORTHERN VIRGINIA CORVAIRS



**HOT
AIR
MAIL**



NVCC, CORSA Chapter 220

Volume XXVII, Number 9

September 2010

CHAPTER CHATTER

By A. J. Paluska, Jr

Another new venue, but the weather wasn't too hot for this month's meeting at the home of Richard Bethard. Eleven members and one guest were present to tackle the day's project. It was supposed to be replacement of the battery box, but it actually turned out to be replacement of the front brake lines to try to fix a shimmy. That may not do the trick, but the lines needed changing anyway. As the wheels were not back on by the time your editor left, we will have to wait for a progress report on that shimmy.

Another early model was added to the club roster with the arrival of new member Trent Nelson and his 1962 Monza convertible 4 speed in sunset blue. A very clean car that marks its territory with little oil leaks. Who hasn't been there?

There was much socializing among the members and we heard of near and long term plans for improvements and fixes, to include a winter engine rebuild by Doug Jones and Jack Dempsey. Luke Duddridge will have some major work done also.

Now for a sad tale of woe. While returning from the July meeting you editor was cruising along Route 1 when the engine briefly sputtered and stopped. At first I thought that there was no fuel. I checked the fuse to the electric fuel pump and it was OK. I next turned it over and it started right up. I made it home OK with Richard Bethard following just in case of another stoppage.

I have started it up a few time since then without any problems. Well, it was off to the August meeting, a trip of about 18 miles. Got there OK without any problems.

On the way home, after about 12 miles, the engine sputtered and stopped. Luckily I was able to coast into the Bull Run Marina parking lot. The road I was on was two lanes with no shoulder. Not a good place to have an inoperative automobile. As I was on my own, I checked to see if there was fuel. Yes to the fuel. I checked all electrical connections. They appeared OK. The next step was to call for help so I called the meeting to speak to the experts.

As Bryan Blackwell was going to travel back on the same route he was going to stop and help out. Upon arrival we checked for spark and we had that too. Well, as the car was sitting for awhile I tried to start it. It started, so the plan was to try to limp home. We got about a mile or less and she died again. Well, the next step was to call a tow. I did that at about 2:30 PM. They arrived at about 3:00, but the operator was hesitant to load the car as it is quite low in the rear. I called my service and they dispatched another company, supposedly with the knowledge that they had to tow a car with a really low read. They never showed up. Called again. After another 2 hours the truck came. By the time he loaded and unloaded it was 10:00 PM!

Another full fun day with a Corvair!

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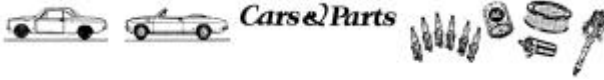
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer,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

18 September 2010, 9:00 AM: The regular NVCC meeting at the home of Darrin Hartzler.

25 September 2010, AUCTION: A professionally-called NO RESERVE auction of automobile signs, neons and memorabilia at the Classic Car Center, 3591 Lee Hill Drive > Fredericksburg, VA. 22408. (888) 370-4474. Also <http://classiccartercenter.net/auction.html> and www.classiccartercenter.net

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, 18 September 2010, 9:00 AM

Darrin Hartzler
8214 Beech Tree Drive, Bethesda, MD 20817
(301) 365-7332

Directions: Map/directions on the mailing cover.

Treasurer's Report:

Balance (7/31/10)	\$2,642.10
Interest	\$1.09
Dues	\$25.00
Refund for shirts	(\$70.00)
Closing Balance (8/31/10)	\$2,598.19

CORSA Corner

By Tim Mahler

I really enjoyed the relaxed atmosphere this year's [CORSA Convention] car display provided. I was able to walk about and talk to the various Corvair enthusiasts. A big plus for me, as an undercarriage Concours judge, because I was able to see more than the undersides of all the wonderful Corvairs. I also did not need to worry about tending to the CORSA merchandise table; nor tallying scores or other preparations for the Banquet. Conventions need more fun days like this.

The Iowa Corvair Enthusiasts (ICE) did a wonderful job hosting the convention. ICE received help from Corvair Minnesota and other groups which always helps. The more help you have, the less work each person has to do.

CORSA does need a host chapter for the 2013 convention, preferably a central division chapter; and for the 2014 convention, in the western division. Larry Claypool has the basic information. Bob Dunahugh has in the past volunteered to provide insights into what it takes to plan and host a CORSA Convention. Bob stated for months how easy it was, Bob pre-plans very well. But be warned, even Bob found that the last minute details can over burden the best of us. Delegation is the key - the more help, the less work per person applies to the Convention chair as well as all the workers.

Hosting a convention is a great experience, I encourage every chapter to give it some consideration. Don't forget to contact your local Tourism and Visitor's Bureau. Those agencies are eager to help with hotels, tours, parking, shuttle service and a host of other services. It is something they do to attract conventions like CORSA's. Talk to Bob Dunahugh, Larry Claypool or myself and see what the possibilities are.

There is some controversy over how much control CORSA exerts in the convention planning. It is less than most perceive it to be, yet at the same time more than many would like. CORSA main goal is to provide some consistency for the members. The members have come to expect certain things at a convention, some are even in the by-laws, such as Concours. Yet, CORSA also strongly encourages diversity for each convention. This usually comes in the form of tours, tech sessions and rally routes. There are other ways to distinguish each convention, for Iowa, it may well be the relaxing, carefree last day that defines, for better or worse, their convention.

CORSA does incur expenses for each convention and CORSA is responsible for any convention loss. This means CORSA tends to be conservative with the convention numbers, lower revenue and higher expense expectations than most host chapters would expect. If the numbers are better, great. CORSA also brings close to 40 years of convention experience to the table. CORSA has found that certain things do not work well while also being cognizant of the fact that some things need to be tried anew as time and people change.

The conventions in Denver in 2011 and Massachusetts in 2012 should be great. Both are offering some variations to the standard convention format while still providing members with the core features. Denver is a great tourist location and the host chapter has a great group of people that will surely make the 2012 convention another memorable convention. I'm already looking forward to both conventions, my excuse to go visit those regions. Could your town be next?

Economy Run, Economy Fun!
By Associate Editor Greg Walthour

Greetings! Where else can two people have fun for three hours for \$15 in their Corvair? I'm not too big on competition; however, I do appreciate the time, effort, and MONEY (!) that go into Concours prepared Corvairs! The best thing about competing in the EconoRun and Rally was to spend time seeing the countryside around Cedar Rapids and to spend time with a good friend. My long-time navigator, Curtis Shimp, relocated from Northern Virginia, to Southwest New Mexico a few years ago, so the only time I actually get to see Curt is at the conventions. We both drove our Corvairs from home, Curt 2,924 miles roundtrip, and me, 2,405 miles roundtrip from Alexandria, Virginia, 10 miles south of Washington, DC!

This year's EconoRun was under stormy skies with intermittent rain. The weather did not prevent any teams from competing! The benefit here was staying cool without the sun beating us up. The only preparations I made for the run were to remove all the extraneous weight, i.e. NOS PARTS (!), from the interior. Typically I would also add additional air to the tires, but the weather kind of put a damper on that. I do drive very conservatively on the EconoRun taking advantage of downhill, and just barely touching the accelerator pedal. I actually had the lowest gas mileage and still earned a plaque. There were 5-6 FC's competing in the EconoRun. A few things were not working in my favor. First, I'm driving a HEAVY '63 Greenbrier with a factory camper kit, plus the Greenbrier still sports its original 80 horsepower, 4 speed manual transmission with a 3:89 differential! Curt and I spoke with Dale Dewald immediately after the EconoRun at the gas fill-up. It was here that Dale mentioned he had a 3:27 rear, so I knew his gas mileage had to be better than mine! Congratulations, Dale, on your hard-earned Cole Award! You were the most entertaining to the crowd on the track at Hawkeye Downs with your three-wheeled corners! You make all the FC owners proud!

Unfortunately, Curt and I did not finish the Rally in time due to a few off-course excursions, plus all the MATH at the end! We did bring along a fellow Greenbrier owner, Charles Hamlin, and a last minute passenger. At the banquet, I knew our only chance to win an award would be in the EconoRun and I was thrilled to win second place! Thanks, Curt, I could not have done it without your great navigation skills, and reminders to drive conservatively!

NECC TIME TRIALS

Monday, September 13, 2010 at Monticello Motor Club Raceway.

REGISTRATION IS NOW OPEN! Driving on Monticello Motor Club's South Circuit.

NECC website for on-line registration! <http://www.neccmotorsports.com>

The Event: High-speed open-track sessions throughout the day. Individual timed laps later in the afternoon. All makes and models welcome, subject to our tech and driver rules. Also offering our Taste of the Track program at Monticello. The Track: Monticello Motor Club is located in the Catskill mountains only about 80 miles north west of New York City. This high end, exclusive, driving club has invited us to run on their south course. Address: 67 Cantrell Road Monticello, NY 12701. The Circuit: Monticello Motor Club – South Circuit - 1.8 Miles, 11 Turns consisting of large sweepers, increasing and decreasing radius corners, and thrilling elevation change. This is truly a premium facility. For photos and further description of the track, visit: <http://www.monticellomotorclub.com>