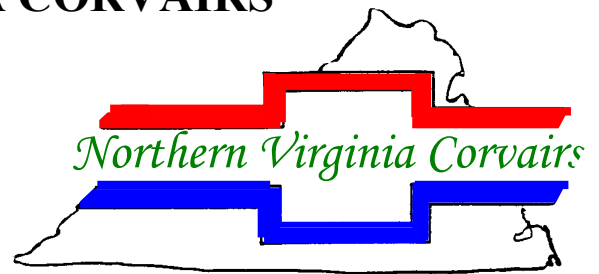


NORTHERN VIRGINIA CORVAIRS



**HOT
AIR
MAIL**



NVCC, CORSA Chapter 220

Volume XXX, Number 8

August 2013

CHAPTER CHATTER

By Doug Jones

It's newsletter time again!. This month, I'll talk about the meeting at Mike Runnels house in Nokesville. Mike has a beautiful house in a very relaxing country environment. The drive was a beautiful one. There was a problem with my drive, though...I lost a fan belt on the trip. It has been the first belt issues I've had driving a Corvair in the years that I've been driving. Luckily, like any good Corvair person, I had a spare. With my trusty 9/16 ratchet wrench, it was changed in NASCAR pit crew speed and I was back on the road again, only lost a few laps ☺. The belt looks like someone had taken a bite out of it. I don't understand...the belt was fairly new.

The meeting at Mike's was more of a talking session, with Mike showing us his 1964 convertible that he is almost ready to put on the road. The car is a nice dark emerald green, almost black, with tan or off-white interior. Mike was saying that he had an idling problem, but of course when people are there to look, it runs fine. He did have some problems with the cooling trap doors on the bottom of the motor. Richard suggested to take them off if he didn't want to have heat.

Mike wins – he has the most toys. He took Richard, Luke and I on a tour of them. He has as many

motorcycles as some bike dealerships have in their show room! I take that back...he has more bikes than a dealership has in their show room! Most of his collection of bikes is Suzuki's – both street and dirt. He also has a pretty unique Suzuki Jeep from the mid 1960's that was imported and then banned from the U.S. roadways. Very small. Reminds me of a Cvosky Jeep they made in the late 1940's. Pretty cool.

Earlier in the month, Justin had a head problem with his 1960 coupe. Thank goodness the Corvair people came to his rescue. Mike took his car to his house so it could be worked on. Mike has a lift! With a cylinder head acquired from the Ranch, Darrin and Bryan went out to operate on Justin's little car. Would have loved to be there, but I was on vacation. As far as the reports go, the project went very well, and Justin was back on the road.

Happy Vairing and see you at Bryan's!

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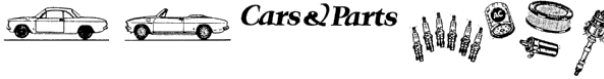
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer,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



NVCC Calendar

AUTOMOTIVE CLASSIFIED

65 Sedan: 110HP, Powerglide, new carpet. Contact former NVCC member Aaron Payne at aaronpayne@me.com. (6/11)

66 Convertible: 110 HP PG, Restored in 2007, Regal Red. \$18,000 invested. \$15,000 or Best Offer. Call Jay at (910) 270-0785. (1/12)

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)

NEW LISTING: 40+ year collection of Corvair Parts. Please contact John Getz at jgetz@comcast.net or 301-717-9452 for a list of sale items. Parts located in Frederick, Md.

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

Early Model Bumper Guards: Good Condition: front and rear; best offer: Call Doug Jones 703-309-8705

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

10 August 2013

**Corvair Show
New Castle, DE**

Corvairs only, 9am – 3pm. Lunch provided with registration: \$10 in advance, \$12 on the day. Call Mike Slotwinski at 302-377-5268 for more information.

17 August 2013 – 9:00 a.m.

Regular NVCC Meeting

Justin Smalley (Meet at Bryan Blackwell's House)
6329 Hillside Road Springfield, VA 22152
(703) 569-6908

8 September 2013

**Sugarloaf Swap
Urbana, MD**

More information at
www.sugarloafmountainaca.org.

14 September 2013

**Fall Classic at Clark's
Shelburne Falls, MA**

More information at www.baystatecorvairs.org.

14-15 September 2013

**Corvair Days
Hershey, PA**

More information at www.centralpacorvairclub.org.

September 2013 – 9:00 a.m.

Regular NVCC Meeting

Host needed

Please email dj2063@comcast.net

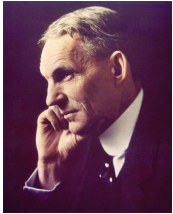
21 September 2013

**Edgar Rohr Memorial Car Meet
Manassas, VA**

Contact Brian Blackwell if you are interested in attending.

Treasurer's Report

Balance as of 6/30/13	\$2804.95
Dues Income	\$0.00
Interest Income	\$0.00
Balance as of 7/31/13	\$2804.95



Henry Ford

By: Terry Shea

This article originally appeared in the April 2013 issue of Hemmings Muscle Machines.

Henry Ford was an extremely complex fellow. Highly motivated and driven, with a resolve that saw him succeed even after his first two efforts at producing a car failed or were taken from him, he founded Ford Motor Company in 1903. It began producing the wildly successful Model T just five years later. In 1914, he began to pay his workers the then unheard-of sum of \$5 a day, instantly stopping the problematic turnover of assembly-line employees and simultaneously making sure that his people could afford the very cars they were building.

And, yet, the autocratic Ford was also notoriously anti-Semitic and so staunchly anti-union that he had his own goon squad, whose form of negotiation with the unions often involved billy clubs. His Social Department attempted to ensure that his employees led a moral life, trying to get them to avoid heavy drinking or gambling. Still, it's quite easy to argue that no other single individual truly had more influence in putting the world on wheels and spawning America's love affair with horsepower.

Born to farmers in what was then Greenfield Township, Michigan, Ford was the consummate grassroots engineer, a man who learned his trade in the trenches, starting as an apprentice machinist before working his way up to chief engineer at the Edison Illuminating Company when he was just 30 years old. After his first attempt at starting a company failed when the Detroit Automobile Company went under in 1901, Ford built his first race car. The Sweepstakes featured a 544 cu in. two-cylinder engine that generated 26 horsepower and propelled Ford and his ride-along mechanic, "Spider" Huff, to an average of 44.8 MPH on a 10-mile dirt course. The win netted him \$1,000 and enough attention from investors to start the Henry Ford Company, which he would leave in less than a year during an acrimonious dispute with shareholders as to how the company should be run and who should do it.

In 1902, before launching the Ford Motor Company, Henry Ford built a pair of big-engined, stripped-down race cars, one called 999, which was successfully driven by Barney Oldfield. The second car, called Arrow, had a more ignominious fate, killing driver Frank Day in September 1903. Ford bought back the damaged machine and stripped it down even more with plans to take a stab at the land speed record, then part of a nascent and loosely regulated sport. In record-running guise, the

Arrow had a massive 1,156-cu.in. four-cylinder engine that made 80hp. There's no substitute for cubic inches, right?

He replaced the original tiller with a steering wheel, and, likely anticipating the brutal cold temperatures of a winter attempt in Michigan, blocked the radiator and wrapped the exhaust manifolds. Driving on a path cleared in the snow on a frozen Lake St. Clair in January 1904, Ford drove his own Arrow to a speed of 91.371 MPH, besting the old record by almost seven MPH. When it came to ride-along mechanics, none were as brave, or possibly as foolhardy, as Huff, who literally had to wrap his arms around the engine to hang on. Although the record lasted a mere 16 days, it remains the only land speed record technically not set on land. And it also remains the only record set in Michigan.

Although he had stepped back from behind the wheel, Ford kept in the racing game, including entering a pair of Model T racers in the first trans-continental race from New York to Seattle in 1909. The new Model T won that race and many more in the decades that followed, as the simple car spawned a legion of race cars and a fledgling industry building go-fast parts for them.

Of course, the birth of hot rodding might have been quite different were it not for the advent of Ford's flathead V-8, which Ford began manufacturing in 1932. Although Henry Ford stepped down from the day-to-day duties as president of the company in 1918, leaving his only son, Edsel, in command, he always had his finger on the pulse and was really the man in charge.

When it came time to develop the flathead V-8, he was definitely running the show, directing his engineers as they worked out the kinks in his designs. The compact engine, which featured a block from a single casting, was an instant hit and Ford made several million before World War II. By the time the war came to a close and new-car production started up again, used Ford V-8s were sometimes available for \$25 or less, the sort of pricing that got young, returning GIs into the budding hot rod scene.

Henry Ford was hardly a likeable fellow, but the stubborn genius of this self-taught engineer sticks with us today, his innovations essentially defining American automobiles for nearly half a century.