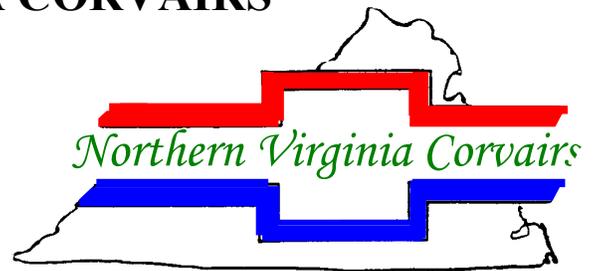


NORTHERN VIRGINIA CORVAIRS



**HOT
AIR
MAIL**



NVCC, CORSA Chapter 220

Volume XXX, Number 7

July 2013

CHAPTER CHATTER

By Doug Jones

Its newsletter time again late this month...sorry...with work being a pain and a vacation planned at the beginning of the month, I just didn't have time. The June meeting was held at my house to get my convertible power top working. The project really didn't work out too bad. I had purchased the whole kit and caboodle from a company called Hydro-Electric, that specializes in convertible pumps and electric switches and cylinders for all makes and models of cars. My kit came with a new pump, a cylinder, and hoses. From playing with the top at a different time, I knew that I had power to the pump. However, it just didn't seem to work right – the cylinder would move, but not very fast. I had prepared the car with the back seat out. I also had plenty of light and tools around. Automatic transmission fluid is the hydraulic fluid of choice for this venture. I was pleased that Ron Tumolo attended the meeting – he had worked on his power top and has it working fine.

The first thing we did was disconnect the cylinders from the hoses and remove them from the car. Then we disconnected the pump from the hoses and removed it from the car. The next step was to put the new cylinders on the car. However, I didn't realize that there was a left and right cylinder from

the way the hoses were mounted. Then onto the pump itself.

The mounting holes for my pump and the car didn't line up...also true with the pump that was in the car. It looks like the previous owner had replaced the pump also, and had zip tied it down. I had some zip ties, so I did the same. After the pump was mounted, it needed to be plugged in. Someone had messed with the plug by gluing something to the end. To make it fit right, I had to cut the end off...after that it plugged right in. Then I was filling the pump and cycling it up and down to get the cylinders moving. After that, it seemed to work smoothly.

It was time to connect the top to itself. The top did go up and down, however a bit rough. Frank Duval said that there is probably about four pages within the shop manual discussing different adjustments to the top. But it still goes up and down...it seems to be working itself out.

Just one problem...up is down and down is up.

Happy Vairing!

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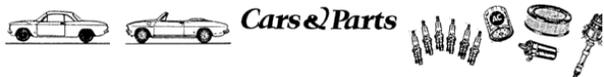
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer,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

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 jpgetz@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

NVCC Calendar

**16 July – 20 July 2013
Corsa International Convention
Kalamazoo, MI**

Wednesday concours, Thursday economy run and rally, Friday autocross. Call Dave Dykwell at 616-583-9249 or email at dykwelld@gmail.com for more information

**20 July 2013 – 9:00 a.m.
Regular NVCC Meeting**

Hosted by Mike Runnels
3546 Ringwood Road Nokesville, VA 20181
703-753-8114

**10 August 2013
Corvair Show
New Castle, DE**

Corvairs only, 9am – 3pm. Vendor spaces available, 50/50, hospitality room, trophies, DJ, door prizes, games. 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**

Host needed
Please email dj2063@comcast.net

**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.

Treasurer's Report

Balance as of 5/31/13	\$2804.95
Dues Income	\$0.00
Interest Income	\$0.00
Balance as of 6/30/13	\$2804.95



Harvey S. Firestone

By: Jim Donnelly

*Reprinted from Hemmings
Classic Car, March 2012*

Two great figures in the American rubber history live on through their namesake tire brands. Only one of them was actually a creature of the automotive age. Let's take the better-known guy first. Charles Goodyear was born in 1800 and managed to get a flame-vulcanization process for rubber patented, but was tied up in lawsuits until he died in 1861, his expiration likely hastened by nearly being gassed in his own workshop. The true father of the Goodyear Tire & Rubber Company, founded in 1898 in East Akron, Ohio, was a local investor and industrialist named Frank Sieberling.

As opposed to Goodyear, the person, Harvey Samuel Firestone's rise to industrial knighthood was almost preordained by the new automobile. We can even put a date on it: 1895. That was when Firestone had a lightning-strike introduction to Henry Ford, who we can only guess was even more fed up with failure than normal at that moment. He was trying to get the first of his automobiles into serious production and couldn't get bicycle tires to reliably handle its loaded weight of around 500 pounds. Firestone, who was working for the Columbia Buggy Works in Ohio, suggested a new series of stiffer tires that he was building.

Fate had thereby grinned ear-to-ear, shining like a warm sunbeam on the young man from Columbiana, Ohio. When he met Ford, Firestone was the typical farm kid from the late 19th century who wanted to find his future off the family acreage. The family name was Feuerstein when his great-great-great-grandfather arrived from the Berg-Alsace region of France, but had long since been Anglicized when Firestone was born in 1868. Shortly after encountering Ford, Firestone left the buggy firm, took two partners and set up the Firestone Tire & Rubber Company in Akron. Aware of what Sieberling and Ford were up to, Firestone was convinced this was the right business move.

It was 1900. Over the next few years, the markets for new cars and both original-equipment and aftermarket tires boomed alongside one another. By 1906, Ford was trying to re-establish himself as an independent automaker, so Firestone went to Dearborn and checked up on him. He brought along something novel. It was a new rim design specifically created for a higher-pressure tire, which could be changed in minutes and came to be called the "straight-side." The partnership between the two would endure for a very long time.

In 1907, Firestone introduced a demountable wheel rim, which could be unbolted and replaced by another that already had a spare tire mounted. This was the prototype of the famed Ford "wide five" wheel pattern that lasted for decades. Next was a new rubber formula that incorporated gum-dipped cords and angle-cut treads, with "Non-Skid" block-cast right into them. All of this happened before World War I.

When war did break out, Firestone showed unfailingly good corporate citizenship. Firestone employees who were called up for war had their house payments picked up by the company, and were guaranteed an equal or better job after mustering out. Firestone also offered medical, dental and life insurance to his workforce. Thanks in great measure to his relationship with Ford, about half the cars in America rode on Firestone tires by 1920.

Another industry-changing innovation came next. Firestone had largely made its business reputation on the straight-sidewall, high-pressure tire that Ford had embraced so thoroughly. In 1922, a new Firestone Balloon design promised a more compliant grip on the road and a softer ride. It was an immediate, enormous success, to the point that Firestone had to acquire leasing rights on a one-million-acre rubber plantation in Liberia--more or less, that's the same size as Rhode Island--to have enough incoming raw material.

As they say, nothing lasts forever. Firestone died in his sleep in 1938; Henry Ford lasted until 1947. The deal they'd made for tires disintegrated spectacularly in 2001 as Ford and Firestone, now a holding of Bridgestone, blamed each other for the failure of tires installed on new Ford Explorers that led to 100-plus deaths.