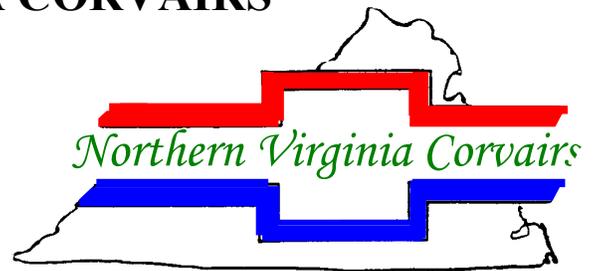


NORTHERN VIRGINIA CORVAIRS



**HOT
AIR
MAIL**



NVCC, CORSA Chapter 220

Volume XXX, Number 9

September 2013

CHAPTER CHATTER

By Doug Jones

Newsletter time again. Well, the meeting for Justin, in care of Bryan, went great. The usual coffee and donuts were there and everyone had their fill. The order of business was to change out Justin's rear brakes. The brake shoes on Justin's car seemed to be just about as gone as it gets without tearing up the drums. The drums probably could have used a turning to true them up, but that was not feasible with the time we had to work with. The car was already jacked up and ready to work on when I arrived. Justin had already acquired all the brake parts from the Corvair Ranch. Jeff at the Ranch seemed to have a good kit for doing Justin's brakes. I don't know how his prices compare with Clark's, but it might be worth looking into.

The left side brakes were torn apart by Bryan. It seems the shoes were installed backwards the last time a brake job was performed. The shoe, if you look closely, have more pad on one shoe than the other. The shoe with the larger surface area goes on the back, while the smaller shoe on the front side, the side to the front of the car. The brake job on the right side was handled by your trusty newsletter editor – both sides were buttoned up pretty quickly. Bryan handled the final adjustments.

Bob Walker stopped by again to visit with us Corvairians. This time, he had brought a 15" wheel from a BMW that will fit an early Corvair. It just so happens that A.J. is looking for tires for his '64 coupe. A.J. is torn with getting 13" tires for his car or the wheels and changing to the very available 15" tires. I think that A.J. and Bob made a deal on the wheels, but I'm not sure.

Back to Justin's car – the brake issue was handled, but it seemed to run very, very rough. All the normal checks were performed: timing, points, fuel and choke. The timing seemed to be a little off, but didn't change the way it was running. I thought Justin got some bad gas. He did put different gas in it, and it helped he said.

Happy Vairing! See everybody in Manassas!

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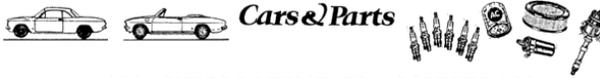
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer,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

8 September 2013

**Sugarloaf Swap
Urbana, MD**

More information at www.sugarloafmountainaaca.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.

21 September 2013 – NVCC Meeting

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

Bring a dish for yourself and a dish to share with the group. Meet at the CVS at Davis Ford Crossing (9972 Liberia Avenue, Manassas, VA 20110) at 8:30am. Visit

<http://www.bullrunaaca.org/downloads/Car%20Show%20Flyers/Rohr%20Meet%20Flyer.pdf> for more information.

19 October 2013 – 9:00 a.m.

Regular NVCC Meeting

Hosted by A.J. Paluska

Treasurer's Report

Balance as of 7/31/13	\$2804.95
Dues Income	\$0.00
Interest Income	\$0.00
Balance as of 8/31/13	\$2804.95

Sorrow at What Might Have Been

By: Jim Donnelly

This article originally appeared in the September 2013 issue of Hemmings Classic Car.

I can't say so with anything approaching certainty, but I've got a feeling that a noteworthy anniversary in the history of the automobile passed largely unremarked upon this past Memorial Day. May 26th made 70 years since Edsel Ford passed away prematurely, sick and haggard, only 49 years old. The lineage of the automotive world is replete with sad tales of men who achieved great things but died either broken or forgotten: Billy Durant, running a New Jersey bowling alley after twice being cashiered by the corporation he founded, General Motors; Carl Fisher, all but wiped out by the Depression after creating the Lincoln and Dixie highways; Harry Miller, disfigured by facial cancer and subsisting on scraps of wartime machine work.

Unlike them, Edsel Ford died at the peak of his power, or at the least, he should have. He was the sitting president of the Ford Motor Company when he died, afflicted by stomach cancer that probably stemmed from ulcers, aggravated further by undulant fever, the result of his father's homespun remedy of having Edsel drink unpasteurized raw milk from the Ford farm. He had occupied the Ford Motor Company's presidency since 1919, but his experiences in that position left him crippled, not exalted. The interplay between Edsel and the old man proved, if nothing else, that enormous wealth and power doesn't necessarily prevent family dysfunction.

The evidence is pretty clear, and generally accepted by most historians, that Henry Ford resented that his only child was far from his mirror image. Where the old man seethed with stubbornness, penuriousness and xenophobia, Edsel was urbane, gentle and supremely open-minded, especially when it came to how cars looked and were built. While his father employed thugs to batter union organizers, Edsel advocated recognition of the fledgling United Auto Workers. He was nearly alone in his fight to empower stylists within Ford to modernize the appearance of its cars, an aesthetic fight that GM was winning handily most every year.

We know what happened to Ford, the company, after Edsel died. After reassuming the Ford presidency, the old man drifted into senility and paranoia, and engaged the Roosevelt administration in a nasty public squabble about startup problems at his massive Willow Run bomber plant. Henry Ford II had to be recalled from Navy duty to rescue

the foundering company. So I think it's fascinating to think of what would have happened if Edsel had lived and continued as Ford's chief. First, I would guess, that it would require a measure of suspended disbelief so as to imagine a divergence of history that would have somehow shielded him from his father's meddling and plotting.

In this reverie, then, we picture an Edsel who surrounded himself with enough able executives to blunt the influence of his father's hangers-on. The first matter that likely would have changed would have been the image of the company. Edsel was far too intelligent to go out of his way in antagonizing either the federal government or its supporters in Big Labor. The organizational and production genius Charles Sorenson, a stalwart Edsel ally, would never have been scapegoated for the early Willow Run problems and forced out of the company. It's also hard to imagine that E.T. Gregorie, shepherded by Edsel into creating so many beautiful cars over Henry's grumpy objections, would have fled from Ford to retirement in Florida during the war years.

All of this, obviously, is speculative. Is it too crazy to wonder whether Edsel would have fast-tracked the new post-war Ford and Mercury into production, rather than peddling warmed-over 1941 models for three years? Might that have given Ford enough teeth to tear deeply into GM's market share? Could Ford have pulled even--or even ahead, by getting more dramatic products into dealerships sooner?

I'm pretty confident about this, though: Edsel Ford would have been 64 in 1957, presumably in full control of the company. He would have never allowed his namesake car to be built. Edsel had too much modesty and good taste for that.

