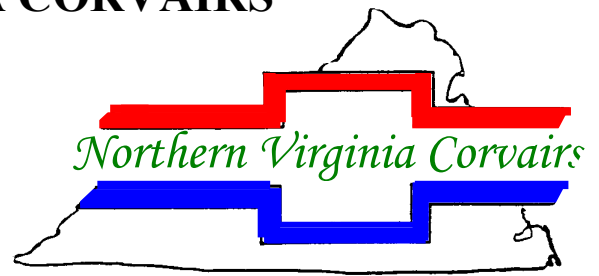


NORTHERN VIRGINIA CORVAIRS



**HOT
AIR
MAIL**



NVCC, CORSA Chapter 220

Volume XXXI, Number 12

December 2014

CHAPTER CHATTER

By Doug Jones

Newsletter time once again!

This last month I held the meeting at my mom's house because the one Corvair is there, and she has a pretty good sized garage (but its also filled with stuff). The garage when I got there was a cool 30°, so I turned on the propane and kerosene heaters. In about an hour, the heaters had raised the temperature about 30° more to 60, which was pretty nice.

The original premise of the meeting was to install my motor in the A/C car, but that was a few weeks out. So we had to go to the backup plan. With old cars, there's always something that needs to be worked on or fiddled with to keep a meeting tech session going. This shift resulted in some electrical issues I had on my driver Corvair. The horn didn't work, the turn signals flashed very fast, and the high beams didn't work (the car had low but not high).

The first order of business was the turn signals. The lights all worked and flashed, just fast. I came to the conclusion that it might be the flasher. I dug around the glove box and found a new flasher that I had from the 4-way flasher

meeting (almost a year ago), popped it in and the turn signals worked. Part one complete!

The next order of business was the high beam issue. I had talked to Frank Duval the night before and he told me it could be the dimmer switch. When I first purchased the car, the high beams didn't work. I installed a new dimmer switch and the lights didn't work either. I thought it was in the headlight switch. Frank said it's most likely in the dimmer or the wires to the dimmer, where they came through the fire wall. We unplugged the dimmer and tested the wires, but they didn't get power. I giggled with the wires and also got nothing. I kept messing with the wires and finally got the lights to work, so we put everything back together.

Last but not least was the horn. I thought it was probably the switch in the horn button. So I had Vern disconnect one of the horns (the car has two horns but neither were working). We put a test light on the horn and had no power. Luckily Bryan was there and said it could be the relay. The relay is on the left (driver's) side on the inside in the front with two wires attached. They were dirty, so we cleaned the connections up and the horns worked fine.

Well this concludes this year's Corvair meetings. Next on the agenda will be the Christmas party,

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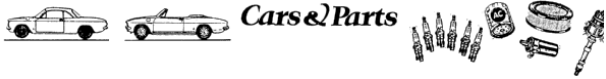
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer,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

elections, and scheduling new meetings for next year. Please try to attend the Christmas party on December 14, 2014, from 1pm to 5pm. Details are within the newsletter. There is a gift exchange, which is optional. Please limit your gifts to \$10-\$20. Hope to see everybody there.

Happy holidays and Happy New Year!
Everybody be safe.

Doug the Editor



NVCC Calendar

Parts/Miscellaneous For Sale

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.

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

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ARE YOU IN?

The Corvair Society of America (CORSA) is the #1 Corvair group in the world, with over 4,800 members and 125 local chapters, including Northern Virginia Corvairs.

CORSA supports all sanctioned Corvair Clubs with a wealth of benefits, including event insurance, exclusive Classified Ad access, and their award-winning monthly newsletter "The Communique". Northern Virginia Corvairs encourages all members to join CORSA. Annual dues for active members are just \$45. For more information visit the CORSA website at www.Corvair.org

14 December 2014

NVCC Holiday Party
 5101 Sequoia Farms Drive
 Centreville, VA 20120

Treasurer's Report

Balance as of 11/1/14	\$2519.69
Dues Income	\$0.00
Balance as of 11/30/14	\$2519.69

An American Car?

By: Jim Richardson

This article originally appeared in the January 2015 issue of Hemmings Classic Car.

A reader asked recently, "What is an American car?" I would posit that it would have to be a car that is designed, manufactured and assembled in the United States of America. Of course, the following is my opinion and not reflective or suggestive of HCC, but today all of the major auto manufacturers are multi-national, and their main allegiance is to profits, not to any country. The Detroit Big Three have long been so, having assembled and sold cars all around the world almost from the beginning.

Also, whether they are based in America, Europe, Japan or Korea, the companies that sell automobiles in the U.S. know that we are the ultimate market, so they design and produce products accordingly. Foreign companies assemble their cars here because it is cheaper than shipping whole cars around the world. On the other hand, according to Forbes magazine, GM outsources almost two thirds of its jobs to other countries. And fewer than one-in-five GM vehicles are manufactured in the United States.

Modern cars assembled in the U.S.--whether foreign or domestic--also use American component manufacturers for economic reasons. The Big Three cut their captive component divisions loose years ago, so they wouldn't have to be financially responsible for them, and so they could press them on price. That left the component makers free to sell to foreign companies.

And then, manufacturers in China began selling components to American car companies, and American companies moved a great deal of their production overseas, so all American cars today have foreign parts and labor in them. My wife's American 2006 Saturn is an example. It has a Honda Pilot driveline, and it was assembled in Canada.

The same reader asked whether the Nash

Metropolitan should be considered an American car, even though it had a Morris/Austin chassis, and I would say, probably, because it was built here for American buyers; American Bantam also used an Austin chassis. On the other hand, my 2013 Hyundai was designed in Southern California and assembled in Alabama from mostly American components, so what does that make it?

Back in the '50s and '60s, if you drove a European car--especially an upscale Jaguar or Ferrari--you were considered sophisticated. On the other hand, the first imported Japanese cars were laughed at. But then, the Japanese studied our needs and tastes and combined what they learned with a devotion to quality, and won us over.

Fords are assembled in Mexico. Chrysler casts engine components in China, and most cars in the States use Japanese wiring harnesses. I don't feel like a turncoat buying a foreign-badged car when I consider that Ford ditched the American labor force for Mexico, and GM builds a lot of cars in Mexico, Canada and elsewhere.

One thing I will say about the products produced by all the modern multi-nationals is that they are generally excellent. They are well designed, cutting edge and of good quality, no matter which of them you choose. And we can thank the fierce competition of a capitalist free-market system for that.

In the old Soviet Union, you could only buy what the government offered, and that was a meager assortment of tinny, overpriced, obsolete cars like the Trabant. These cars were so bad because the government saw to it that there was no competition, so they could sell the same junk year after year.

When American companies resume making American cars with American parts and assembling them in America, I will buy them--provided of course, they are not overpriced, of poor quality or obsolete. I am a proud American, and that is the American way. It's called freedom of choice and free enterprise.

Besides, loyal Americans own GM, Ford and Chrysler as well as Toyota, Nissan and Hyundai. We know that, because they are all listed on the New York Stock Exchange.

Meanwhile, whenever I can, I will enjoy my top-quality real American 1955 Chevrolet Bel Air, my 1939 Packard 120 convertible coupe, my 1940 Packard 110 coupe and my 1958 Apache pickup--all designed, manufactured and assembled in the USA. And drive my modern "foreign" car when I need to get places in a hurry safely.