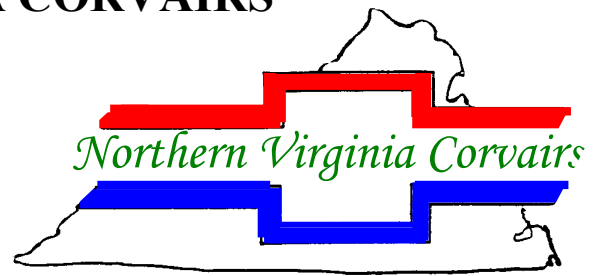


NORTHERN VIRGINIA CORVAIRS



**HOT
AIR
MAIL**



NVCC, CORSA Chapter 220

Volume XXXI, Number 5

May 2014

CHAPTER CHATTER

By Doug Jones

It's newsletter time once again. This month, we have a Vair Fair to go to in the Tidewater area. I don't know how many people are going to go to the Vair Fair but it should be a nice time. The April meeting was a field trip to the Corvair Ranch. Not as many people went as I thought would go, but a nice trip was had anyway. Three Corvairs and two non-Corvairs caravanned up to the Ranch. The one surprise on the trip was the road going into the town of Bonnieville was closed, so we had to make a detour which was a little bizarre - you have been to the Ranch dozens of times and then all of a sudden a road is closed. It definitely made for an interesting time figuring out how to get to the destination with everyone having a different idea. But, as good Corvairians on a mission, we prevailed.

Jeff gave us a mini tour of his facilities. It is very interesting how it all has come about. It started with him just kind of hanging out buying a few parts from the previous owner, then actually working for him and watching the business when he would go to Florida. Then Jeff was offered to buy the business. Jeff has expanded the Ranch over the years through some pretty good deals. Jeff's machine shop is pretty impressive in the

fact that it has been pieced together through deals from shops which have closed or equipment that people didn't need any more. He said that he is one of the few machine shops in his area, which keeps him very busy. His main forte is his growing mail-order business. He says that he is always thinking of boxes - where to get them, sizes of them, and how many he will need. All in all, I think we had a good time visiting with Jeff, getting the mini tour and buying and some parts that we needed. Always a good time at the Ranch.

Venice Cox will be our host for the May meeting which will be held on May 24th. This will leave the 17th open for people to go to the Vair Fair.

Hope to see everybody at either the Vair Fair or the meeting. Happy Vairing!

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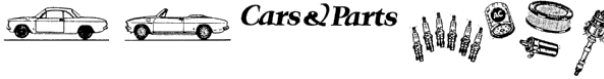
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer,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



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

Corvair Ranch, Inc
1079 Bon-Ox Road, Gettysburg, PA 17325
(717) 624-2805, www.corvairranch.com Email:
corvairranchinc@earthlink.net

Our 41st Year!

Get the New 2013-2018 Catalog
If you did not get our new catalog in 2013,
you can get one free on your first \$50 order
during 2014. (Additional catalogs \$3 with an order)
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Supplements as well as 100's of improvements.
This is our most major revision ever.

Clark's Corvair Parts®
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(413)625-9776 www.corvair.com

Don't forget to visit our Facebook page!
<http://www.facebook.com/NVCCHOME>

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

16 - 18 May 2014

2014 Virginia Vair Fair

1900 Pavilion Drive, Virginia Beach, VA 23451
(800) 222-TREE
<http://www.vairfair.com>

24 May 2014 – 9:00 a.m.

Regular NVCC Meeting

Hosted by Venice Cox
13608 Smithwood Court, Nokesville, VA 20181
(703) 791-6517

7 June 2014

Orphan Car Tour

25th annual Orphan Car Tour, Maryland Line, Md. to Havre de Grace. Open to all "orphan" (discontinued-make) antique vehicles. See website www.orphancartour.org. For further information contact Jon Battle, (540) 364-1770 or e-mail TourDirector@orphancartour.org.

21 June 2014

Regular NVCC Meeting

Host needed
Please email 1963.jones.d@gmail.com

12 July 2014

Autocross – Hylton High School

More details to come

Treasurer's Report

Balance as of 4/1/14	\$2804.95
Dues Income	\$0.00
Interest Income	\$0.00
Balance as of 4/30/14	\$2804.95



Charles Stewart Mott

By: Jim Donnelly

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

If you watch a lot of public television, you've heard at the conclusion of some

broadcasts that the program was financed in part by grants from the Charles Stewart Mott Foundation, the philanthropic organization that provided the photos for this article. What you may not have known is that the foundation is named for a vital figure in the early American automotive industry, particularly in the realm of powertrain and suspension development, and a key power at General Motors for six decades.

That man was Charles Stewart Mott, born in Newark, New Jersey, in 1875. His family owned a cider and vinegar works there, which eventually merged with a similar Newark firm. The young Mott was interested in mechanics, and graduated in 1897 from the prestigious Stevens Institute of Technology in nearby Hoboken. He was a Navy veteran of the Spanish-American War, serving as a gunner's mate through several major actions off Cuba.

Mustered out, Mott began his engineering career as a manufacturer of bicycle wheels. He also managed his father's beverage company in New Jersey, which specialized in the carbonation of drinks, while running the Weston-Mott Company that produced wheels in Utica, New York. It's clear in hindsight that Mott realized how valuable his premium wire wheels would become to the emerging business of building cars. By 1901, he was president of the automobile club of Utica, one of those clubs that would be a founding member of the American Automobile Association when it was established the following year.

In 1903, Mott partnered with William Doolittle to buy Weston-Mott outright from Mott's uncle; he thus became the company's president and CEO. The firm's products and manufacturing practices were already highly regarded, and its reputation spread considerably beyond upstate New York. Far enough, in fact, to attract the attention of William Crapo Durant, the industry's most ambitious would-be empire builder. Durant invited Mott and Doolittle to Flint, Michigan, in 1905 to discuss the possibility of Weston-Mott becoming an axle supplier for Buick. A year later, the duo moved Weston-Mott to Flint in its entirety. Doolittle died shortly thereafter and Mott purchased his stock, thereby becoming the firm's sole

owner.

Durant incorporated General Motors in 1908 and, in doing so, absorbed Weston-Mott as one of its subsidiaries. Mott was named to GM's board of directors in 1913, a position he held for 60 uninterrupted years. By that time, Mott had already been elected mayor of Flint as an independent candidate. Beyond his work with automotive components, the political office allowed Mott to embark on a journey to his parallel claim to fame as a civic activist and community benefactor. It was a record that endured for his lifetime and beyond. His first task was to thoroughly re-engineer the sewer system in Flint, and to commission a secondary system for handling storm-water runoff and drainage. Before building an estate of his own, Mott occupied a farm he acquired from Durant's onetime partner in the wagon and carriage business, J. Dallas Dort.

Mott was named vice president of GM in 1916, and demonstrated marked longevity there, serving for 21 years. While serving his third term as Flint mayor, he headed the GM Advisory Staff at the corporation's Detroit headquarters beginning in 1921. Two years later, he created his eponymous foundation with a donation of \$320,000. Of perhaps more immediate impact, he handed over \$3 million in personal funds to keep a local bank, the victim of both widespread embezzlement and the 1929 Wall Street crash, financially solvent.

Leaving the vice presidency of GM in 1937, Mott still remained a director until 1973, when he died at age 97. By then, his foundation had financed two children's hospitals, a University of Michigan campus in Flint, and a major recreational center benefiting Genesee County. The public giving he inspired continues today.