

NORTHERN VIRGINIA CORVAIRS



**HOT
AIR
MAIL**



NVCC, CORSA Chapter 220

Volume XXIV, Number 3

March 2012

CHAPTER CHATTER

By Doug Jones

It's Newsletter Time again!! It just seems like it was just a day or two ago that I sat down to write the February newsletter. The months seem to be flying by. Spring and summer show seasons are just a couple of months away. With the weather the way it has been, it feels as though show season is already here!

We couldn't have asked for better weather at Trey's house. We had an excellent turnout. Four corvairs turned out for the February meeting: two lates and two earlys and three out of the four were convertibles. One even showed up top down! Dan is hard core with his late convertible! Darrin came with his late hard top with a fuel injection set-up. The car had awesome power and acceleration.

The tech project consisted of Trey getting rid of an oil leak from the generator/oil filter adapter. Trey had purchased a generator/oil filter adapter and had it cleaned up and ready for installation. The fan belt, the generator, and the oil pressure sending unit needed to be removed prior to removing the existing gen. oil filter adapter. Once everything was removed, the gasket surface was cleaned and the new gasket was ready for installation. All parts were reinstalled, buttoning up Trey's project.

The removed oil filter was inspected and appeared to be one of the defective oil filters from Clark's Corvair Parts. The bolt threads were higher than the gasket surface which could possibly have caused the leak that Trey was having. Only some driving time will prove if the leaking has stopped.

Trey also had a clip that needed to be installed on the thermostat doors on the bottom of the engine. Ron Tumolo supplied a new clip. Ron and yours truly installed the clip and fixed the door. A tail light was also on the agenda but didn't get addressed at this meeting.

There was also some talk about the 2012 Convention at Sturbridge, Massachusetts. It is about five months out and already the host hotel is sold out! It's crazy!! I guess those of us from the Northern Virginia Corvair Club need to determine a hotel nearby the host hotel at which we can convention together!! Richard already has a room at the host hotel. I would like to know who plans on attending.

The Sugarloaf Mt. Region AACA 42nd Annual Indoor- Outdoor Antique Auto Swap Meet is on March 23 and 24th at the Frederick Fairgrounds in Frederick, MD. Parking and admission are free.

Happy Corvairing!! I look forward to seeing everyone at Ron's house in March.

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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 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

NVCC Calendar

9-11 March 2012, Spring Warm-Up, Central Carolina CORSA. Contact Carol Harris (803) 795-9434, frogetta1150@gmail.com or Georgia Allsbrook, (803) 847-1608 or centralcarolinacorsa@hotmail.com.

17 March 2012, 9:00AM: Next regular NVCC meeting hosted by Ron Tumolo, 905 North Amelia Street, Steling, VA 20164 (703)430-6582 Map/Directions on the mailing cover.

23-24 March 2012, 6:00 AM doors open: Sugarloaf Mountain Region AACA 42nd Annual Indoor-Outdoor Antique Auto Swap Meet. Contact Robert Clubb (301)831-0300.

21 April 2012, 9:00AM: The regular NVCC meeting hosted by Bryan Blackwell.

19 May 2012, 9:00AM: The regular NVCC meeting hosted by Dan Weiss.

18-20 May 2012, Virginia Vair Fair, CVCC: Lexington, VA. Wade Lanning at wblanning@comcast.net or (804) 861-5748

2 June 2012, Orphan Car Tour
WebEditor@orphancartour.org or
TourDirector@orphancartour.org
Contact John Battle 540-364-1770

25-28 July 2012, CORSA Convention, Northeast Corvair Council: Sturbridge, MA.

Treasurer's Report

Balance as of 1/31/12	2836.33
Dues Income	144.00
Interest Income	3.37
Christmas Party Expense	100.00
NECC Dues	20.00
Balance as of 2/29/12	2883.70

Car Tunes...submitted by Al Rich As reprinted from the February 2012 Issue of Various Matters: Queen City Corvair Club

CARTUNES

Radios are so much a part of the driving experience, it seems like cars have always had them. But they didn't. Here's the story.

SUNDOWN

One evening in 1929 two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset. It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car. Lear and Wavering liked the idea. Both men had tinkered with radios – Lear had served as a radio operator in the U. S. Navy during World War I – and it wasn't long before they were taking apart a home radio and trying to get it to work in a car. But it wasn't as easy as it sounds: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running.

SIGNING ON

One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago. There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a "battery eliminator" a device that allowed battery-powered radios to run on household AC current. But as more homes were wired for electricity, more radio manufacturers made AC-powered radios. Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he found it. He believed that mass-produced, affordable car radios had the potential to become a huge business. Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they installed it in his Studebaker. Then Galvin went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard. Good idea, but it didn't work – half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.) Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention. Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked – he got enough orders to put the radio into production.

WHAT'S IN A NAME

That first production model was called the 5T71. Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names – Radiola, Columbiola, and Victrola were

three of the biggest. Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the Motorola.

But even with the name change, the radio still had problems

When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.) In 1930 it took two men several days to put in a car radio – the dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them. The installation manual had eight complete diagrams and 28 pages of instructions.

HIT THE ROAD

Selling complicated car radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression – Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorola's pre-installed at the factory. In 1934 they got another boost when Galvin struck a deal with B.F. Goodrich tire company to sell and install them in its chain of tire stores. By then the price of the radio, installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company would be officially changed from Galvin Manufacturing to "Motorola" in 1947.) In the meantime, Galvin continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts. In 1940 he developed with the first handheld two-way radio – the Handie-Talkie – for the U. S. Army. A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II. In 1947 they came out with the first television to sell under \$200. In 1956 the company introduced the world's first pager; in 1969 it supplied the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon. In 1973 it invented the world's first handheld cellular phone. Today Motorola is one of the second-largest cell phone manufacturer in the world. And it all started with the car radio.

WHATEVER HAPPENED TO....

The two men who installed the first radio in Paul Galvin's car, Elmer Wavering and William Lear, ended up taking very different paths in life. Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention led to such luxuries as power windows, power seats, and eventually air-conditioning.

Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that. But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the

Walter Carter

Several years ago, at the Vair Fair in the Spring of 2008, Karen and I had the opportunity to meet Walter Carter. He was full of Corvair stories and full of life. He would talk your ear off as though you were his new best friend. In reading the VAIRifiable News from the Central Club,

I came across the following:

Walter Carter with the Tidewater Corvair Club has been an enthusiastic supporter of Corvairs and attended every Corvair show within driving distance, even if it meant driving his Corvair a thousand of miles round trip, sometimes more. As mentioned in the meeting minutes below, he is not in an assisted living home. Although he can't live on his own, he still enjoys his Corvair buddies. He would be glad to get a card from his friends, which can be sent to: Lake Taylor Transitional Care
Attn: Walter Carter
Azalea Hallway Room #9
1309 Kempsville Road
Norfolk, VA 23502

autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. (Not bad for a guy who dropped out of school after the eighth grade.) Some of us have been fortunate to have met both of these gentlemen and they were - gentlemen. **OK, so let's invent something**
