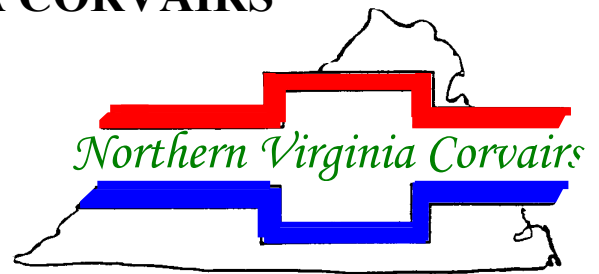


NORTHERN VIRGINIA CORVAIRS



**HOT
AIR
MAIL**



NVCC, CORSA Chapter 220

Volume XXX, Number 1

January 2013

CHAPTER CHATTER

By Doug Jones

Newsletter time again... The Corvair Christmas party was a nice time for everybody to share some good food, drinks, and holiday cheer. It was great to see those of you who were able to attend.

There was some discussion at the Christmas party about having members rsvp to our regular monthly meetings. This will help the host to plan for the event, knowing how many people are planning to show up. It's hard to finish all those little white powdery donuts by yourself!!

There was also some discussion about this year's Vair Fair. Our club will be hosting the Vair Fair this year. It looks as if we will be returning to Leesburg. The officers will be meeting at the hotel in Leesburg, later this month to make sure everything is a go. There have been some staff changes at the host hotel since we were last there and we want to be sure that we can make the same arrangements that we have had in the past. Ron Tumolo and I have discussed an alternate site if things don't pan out. Let's hope that everything goes smoothly. More information will be available in the February newsletter.

There has been some good growth in the Northern Virginia Corvair Club this past year with the

addition of five or six new members. We are very pleased to have them involved with the club as the new members also bring diversity and enthusiasm with them. We are hoping that this will also generate some new ideas for our Vair Fair this spring. We are looking forward to everyone's input as we plan for the Vair Fair.

Brian Blackwell has graciously volunteered to host the meeting on the nineteenth of this month. That's this coming Saturday. Let Brian know if you plan to attend the upcoming meeting so that he can plan for the number of members who will be attending. I know that I will be there and I look forward to seeing our new and returning members at Brian's house.

We will also need for others to volunteer to host meetings this year. Give some thought to your availability and schedule before the meeting at Brian's. I would like to be able to determine a meeting schedule for the remainder of the year, if possible.

Brian also talked about the club hosting social events throughout the year. One idea is to drive out to Luray Caverns to see the antique automotive museum at the caverns. More details to come.

Wishing everyone a Happy New Year and a great Corvair year ahead. Happy Driving!!

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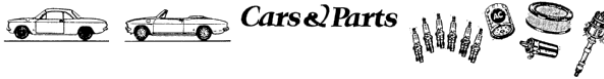
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer,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

19 January 2013 – 9:00 a.m.

Regular NVCC Meeting

Hosted by Brian Blackwell

*6329 Hillside Road, Springfield, VA 22152
703-569-6908*

January – Date TBD

Officers to meet at the Vair Fair host hotel in Leesburg to finalize details with the hotel

16 February 2013 – 9:00 a.m.

Regular NVCC Meeting

Host Needed

16 March 2013 – 9:00 a.m.

Regular NVCC Meeting

Host Needed

20 April 2013 – 9:00 a.m.

Regular NVCC Meeting

Host Needed

Meeting hosts for the 2013 calendar year will be discussed at the upcoming meeting. You can also email Doug Jones at dj2063@comcast.net so that we can provide information on meeting locations in the upcoming issues of the HAM. Thank you.

Treasurer's Report

| | |
|------------------------|---------|
| Balance as of 11/30/12 | 2980.32 |
| Dues Income | 0.00 |
| Interest Income | 0.00 |
| Balance as of 12/31/12 | 2980.32 |

*The Sound of Speed
What Hath We Wrought
In Technology?*

*Daniel Strohl
Hemmings Motor News*

Like many of us, I'm sure I have my dad to thank for my automotive obsession. He taught me how to drive, and he showed me how to repair and maintain cars. He also took me on many a junkyard excursion, and gave me an appreciation for older cars.

In addition, Dad, an electrical engineer, was also the reason I became a technology junkie. Could be from the life-long subscriptions he's had to Popular Mechanics and Popular Science. I marveled at the technology show-cased within those magazines, both theoretical and applied, and like any eight-year-old, believed that personal hovercraft and Mars colonies and practical scramjets were all right around the corner.

Could be, too, from the interesting things my dad did with technology while I was growing up. He programmed computer games and built solar panels and started a software company, and while some of those ventures didn't work as well as planned or didn't work at all, he still showed me how accessible technology was to the common man.

So it's no surprise that today I still read technology blogs and magazines, that I'm not afraid to hack into the inner workings of a fuel-injection system, and that I'll repair a gizmo not necessarily because I'm too cheap to buy a replacement, but because I actually like figuring it out.

Cars – even old cars – are indeed technological marvels, and it's that aspect that keeps bringing me back to them. More than aesthetics, more than culture, more than nostalgia, I just like seeing how they operate.

And technology is exactly why I cannot stand what's happening to the automobile in society today.

More precisely, it's the implementation and the philosophy behind the use of technology. Technology itself is neither fundamentally good nor evil – it is simply a tool, and it is up to us to decide how to use it appropriately for the benefit and advancement of society.

Yet over the last few decades, there has been a shift in the use of technology in and around cars. I've gone over some of the drawbacks to this shift in the past – sealed components not meant to be tinkered with, needlessly complex systems, a disconnect between the operator and the machine – and I believe that this shift has resulted from technology's own success. Because the direct application of computers, electronics and gadgets has proven effective in solving some problems, we now believe it can solve all problems, so we immediately turn to them when designing new solutions without clearly stating a reason why, exploring non-technological alternatives, or exploring the possible ramifications of technology's use.

Take for instance, a suggestion I recently came across that cars should wirelessly communicate not only with each other, but with streetlights. The thinking goes that wait time at red lights will be reduced, traffic will flow more freely, and society benefits through decreased fuel consumption. Yet (privacy implications aside) such a solution presumes universal adoption of the technology, opening itself up to disruption by older cars without the technology, and promotes reduced attention to traffic lights, creating a more hazardous intersection. Besides, what problems does such a technology solve that a simple roundabout can't fix?

Too many innovators nowadays – particularly in the field of automobiles – are innovating for the sake of innovation, not necessarily to find a better solution to a problem. Technology can do wonderful things (help us achieve greater fuel mileage and power out of smaller displacement engines, develop crumple zones to save lives in accidents), but it can also be deployed to make us lazy as sloths in the sun, both intellectually and physically (Parking assist? Learn to park yourself. Bluetooth cellphone integration? Hang up and drive). Even as consumers of technology, we need to ask ourselves what obstacle that particular technology is designed to overcome, and what potential side effects could arise from its use.

We're no longer eight years old. We should demand that the technology we use matures with us.