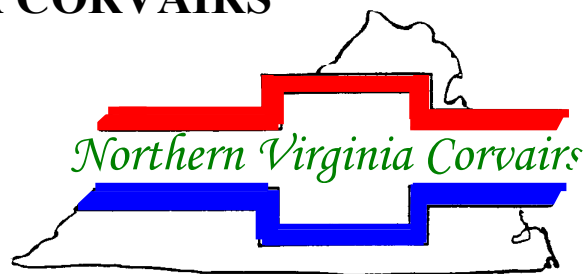


NORTHERN VIRGINIA CORVAIRS



**HOT
AIR
MAIL**



NVCC, CORSA Chapter 220

Volume XXXI, Number 4

April 2014

CHAPTER CHATTER

By Doug Jones

Newsletter time has arrived, and maybe the cold has left the stage. It would be nice if it would exit stage left or right, or just leave.

Well, last month's meeting was held at Al Harris' house again. Al has such a nice location for a meeting. The project was to install Mark's wheel opening on his '65 corsa. He had purchased wheel opening moldings from Clark's Corvair Parts. The moldings seemed to be very nice reproductions, and the quality seems to be dead on. The only draw back from the originals is that the reproduction moldings are not predrilled. This isn't a problem if you want to drill new holes in the wheel wells.

The problem with Mark's installation was the fact that he already had holes in the wheel wells, and did not want to drill any more holes. So lining up the molding and holes became a little of a molding holding, drilling, and lining up process. However it seemed to work out. This was on the left rear quarter moldings. I was helping Mark, so to speak. Mark was doing most of the lining up and mounting. Unfortunately, I had to leave right at noon to go to Southern Maryland. Hopefully Mark got the chance to finish his moldings. They

will really set the car off with the bling around the wheels.

Also at the meeting, we acquired two new members, a rampslide and a '63 coupe. The coupe became a side project for the meeting because earlier, his muffler had fallen off. The '63 had a dual exhaust, so just the one side needed to be fixed, but it was still pretty loud. Through Al's collection of stuff and a trip to the Auto Parts store, the muffler was reinstalled and a nice sounding Corvair was returned to service.

This month's meeting is not much of a meeting, but a Corvair field trip to the Corvair Ranch. Hope everybody has their permission slips (ha ha!) Originally scheduled for Daniel to pick up his car, it has just turned into a fun Corvair day to visit the Ranch, either for your first time there or just to go. Jeff has extended his hours for us for a little bit, so we have to be there early and out by about 1:00 or 1:30. We are meeting at Ron Tumolo's house, so the caravan can leave for the ranch.

Hope to see everyone there. Happy vairing!

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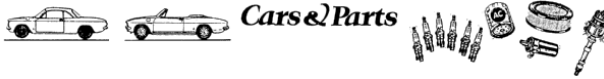
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer,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

*The new Catalog includes parts from the last 5
Supplements as well as 100's of improvements.
This is our most major revision ever.*

Clark's Corvair Parts®
400 Mohawk Trail, Shelburne Falls, MA 01370
(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

12 April 2014 – 9:00 a.m.

Regular NVCC Meeting

Caravan to the Corvair Ranch

*Meet at Ron Tumolo's House between 7:30-8:00am
905 North Amelia Street, Sterling, VA 20164*

19 April 2014

CCC Swap Meet

For more information visit

<http://www.classiccarcenter.net/swapmeet2012.html>

May 2014 – 9:00 a.m.

Regular NVCC Meeting

Host needed

Please email 1963.jones.d@gmail.com

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.

12 July 2014

Autocross – Hylton High School

More details to come

Treasurer's Report

Balance as of 3/1/14	\$2804.95
Dues Income	\$0.00
Interest Income	\$0.00
Balance as of 3/31/14	\$2804.95

Matchless Matchbox

By: Jeff Koch

This article originally appeared in the May 2014 issue of Hemmings Classic Car.

Do you remember your first car? Many of us do. Mine was a little gold number. Aerodynamic styling--quite futuristic, actually--with five-spoke wheels on too-skinny tires. It was purchased for me years before I could drive--but just being able to pilot it around, wherever and whenever I wanted, stoked a gasoline-fueled fire that has yet to be extinguished. I'd used it and used it hard for five years, and it ended up parked on my parents' property, forgotten about until someone came to clear the place out years later.

I was two when I took possession of my first Matchbox car. It was #56, a BMC Pininfarina 1800, a car that was never put into production, but was quite influential worldwide as an aerodynamic study. For others, their first was a Ford Capri--probably purple, with a chromed-out engine and fat tires. For still others, it might have been a Citroën DS, yellow and streamlined. Still others would claim a Lincoln Continental Mk V, Vauxhall Cresta, Pontiac Grand Prix, VW Beetle, Plymouth Fury police car, a Unimog, a Pontiac Firebird Formula, even a 1960 Ford Thunderbird as their first. For millions of kids around the world, a Matchbox model was their first car, packed with attention to detail that was often lacking on other models.

Though unrelated, founders Leslie and Rodney Smith started the Lesney foundry in 1947, the Matchbox name dates to 1953, following the success of their model of Queen Elizabeth II's Coronation Coach. Lesney wanted to concentrate on manufacturing, and hired toy distributor Moko to worry about getting them in shops. Together, they co-owned the Matchbox moniker, so named because the size of the models would allow them to fit in such a container. Early Matchbox models were commercial and construction vehicles, but in 1954, they issued their first passenger car: an MG TD, #19 in the series.

During the 1950s, Matchbox cars started to grow; their Land Rover and Daimler ambulance casting were issued in multiple sizes, each a little bigger than the last, in order to enhance play value. As the cars' popularity increased, so did the range, until by the late '50s it had reached 75 models--a number with a great history and tradition in the Matchbox realm. Detail also increased: By 1960, the closed cars included interiors and window glazing. Around the same time, the wheels went from bare grayish-silver metal to black plastic. More than a million per week were sold. Later into the 1960s would see fun features like opening doors or hoods, and some

that did not were packed with whimsy. Witness the two dogs sticking their heads out the back of the late '60s Mercury Commuter station wagon, or the stretcher included in the Binz ambulance. By the late '60s, Matchbox was producing more than five million models per week, up to 75 percent of which were sold overseas.

Matchbox brought a little bit of the automotive world into everyone's homes. Not every European kid had seen a real live late 1950s Ford station wagon, or '59 Impala, or Cadillac Fleetwood, but plenty knew about them from Matchbox's small-scale efforts. Not every American boy knew of Aston Martin, Wolseley or Hillman, yet for 49 cents, they could have a fleet. And the lines were spot-on! You could count the grille bars, so detailed were the noses; some models had hand-painted details like headlamps and grilles. They were so massive, so pervasive, that Matchbox was in danger of becoming a genericized trademark, like Kodak, Xerox and Kleenex. They were synonymous with quality, detail and play value.

So what happened? Two words: Hot Wheels. Mattel's fast-rolling, Spectraflame-painted fleet so captured the imagination of America's youth (and their parents' wallets) that Lesney went into defensive mode. Fast-rolling Superfast wheels were added to Matchbox models by 1969, a direct reaction to Hot Wheels' piano-wire axles and Delrin bushings. Fantasy models, never seen in the world of Matchbox previously, crept in with wild designs like the Toe Joe tow truck, Stretcha Fetcha ambulance, Blue Shark racer, and more. Even so, Matchbox continued to innovate: witness the Rolamatics subseries of the 1970s, where a turn of the wheel could turn the light on the roof of a police car, or spin the cooling fans of a futuristic racer--no batteries required, only kid power. But die-cast sales continued to slide, and by 1982, Lesney was bankrupt, its assets sold to the Universal Toy Company of Hong Kong.

Universal's stewardship brought back a number of Matchbox's best traits: a high degree of realism, both in choice of subject matter and in detail itself, with opening features for play value. American machines were still contemporary: Cadillac Allante, Mercury Sable wagon, IROC Camaro, a long-lived Ford LTD police car, and many others were available in the lineup. By 1993, U.S.-based Tyco (famed for its slot cars and radio-controlled car lines) took Matchbox from Universal, and introduced a flood of vintage American cars to the line: '69 Camaro coupe and convertible, '56 Ford pickup, early Mustangs, '50s Cadillacs. In 1996, Mattel bought Tyco--mostly for their R/C expertise. And for nearly 20 years, Matchbox and Hot Wheels have existed side by side.

Matchbox celebrated its 60th anniversary in 2013.