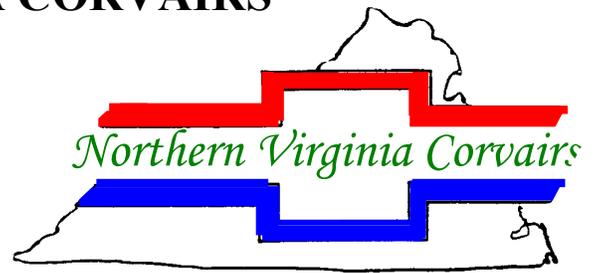


# NORTHERN VIRGINIA CORVAIRS



**HOT  
AIR  
MAIL**



NVCC, CORSA Chapter 220

Volume XXXI, Number 11

November 2014

## CHAPTER CHATTER

By Doug Jones

It's newsletter time again!

This last month, we had our monthly meeting at Bryan and Ellie's house in Springfield. The meeting was about Bryan's '62 Wagon stalling out at different times. Bryan had rebuild the carburetor and done other things to maybe fix the problem. His next venture was to reconnect his pretronics electronic ignition system to a switched 12-volt power source.

When messing with the wires, he had discovered that the connection was a little loose. You would think that the loose connection would be fine with a small load from idle and have a problem with a bigger load at higher RPMs. However, the car ran fine at higher RPMs. It would stall at different times, but not all the time. It seems that the connection had helped the situation. Well, when Bryan started up the wagon, the generator light came on. It seems that the connection on the generator was also suspect, in that the wires were loose. We installed a new connection for the generator and the car seemed to be running like a top! Also at the meeting, A.J. test fitted his new wheels on the rear of his coupe. Maybe he'll be sporting 15" wheels and new rubber here soon!

We also had a new member join over the past month. He has just purchased a '63 Spyder convertible from a friend in Maryland. He is in the process of fixing it up. Funny thing – Bryan and I had looked at the car from an ad on Craigslist. He had recently had body work done and the car painted.

The next order of business is the Christmas Party. Please try to attend! It will be in Centreville, the same place as the past couple of years. There is a refrigerator and a microwave there so bring your dishes and make plans for December 14<sup>th</sup>.

At the party, there will be yearly officer elections. As such, Bryan has included a small part in the newsletter:

“As you already know, the officer elections are at the end of the year. I'm not going to run again, I have a few other CORSA related projects that need my attention and although the President isn't a really high demand position, it does require a level of regular attention that I won't be able to give. I expect that I'll be able to contribute to the club, as do the other past Presidents, but it's time to hand the club off to a new leader.”

Happy Vairing!

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### 2014 NVCC Officers

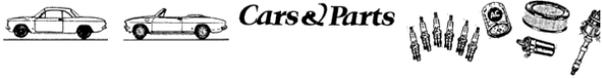
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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to “Treasurer, 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](mailto: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](mailto: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](http://www.corvairranch.com) Email:  
[corvairranchinc@earthlink.net](mailto:corvairranchinc@earthlink.net)

## Our 41<sup>st</sup> 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](http://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](http://www.Corvair.org)

### 22 November 2014

#### Regular NVCC Meeting

Hosted by Doug Jones  
 5901 Montell Drive, Alexandria VA 22310  
 Project: possible engine installation

### 14 December 2014

#### NVCC Holiday Party

5101 Sequoia Farms Drive  
 Centreville, VA 20120

### Treasurer's Report

Balance as of 10/1/14	\$2449.69
Dues Income	\$0.00
Balance as of 10/31/14	\$2519.69



## Malcom McLean

By: Jim Donnelly

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

You know the old saying: "If you've got it, a truck brought it." But think further and ask yourself, where did the truck get it from? The answer to that question brings us to the subject of this biography. Even though it's probable that 99 percent of humanity doesn't recognize his name, he is one of the most important individuals in the history of transportation, every bit the equal of Henry Ford, and then some.

Malcom McLean (he was born as Malcolm, but dropped the second "l" to align the spelling with the traditional Scottish) was a trucker, and a trucking executive, but he was a lot more than that. Almost single-handedly, he came up with the idea of transferring freight among ships and trucks by closed container, essentially by lifting the cargo box of a trailer, minus its frame, aboard a ship and vice versa. He totally, irrevocably, changed the way freight was handled at the dock, upending practices that dated back to the New World's discovery.

McLean was born into a family of struggling Red Springs, North Carolina, farmers in 1914. The Depression only made things worse. To help out, McLean got himself a truck, worked hard, and began to expand. By 1940, he owned 30 rigs. The Allies' voracious need for war matériel caused trucking to boom, especially on the coasts. McLean began swallowing up smaller competitors through wartime mergers. As the 1950s commenced, McLean Trucking was operating more than 3,500 trucks out of terminals in 27 states from its headquarters in Winston-Salem, North Carolina. The business was founded on efficiency, despite the complexities of less-than-truckload cargo.

Despite his Piedmont roots, McLean spent a lot of time at seaports. His sense of order was jarred by the chaos of transferring cargo between ships

and trucks, where stevedores hand-handled nets and crates swinging off the ship. The New York docks, in particular, were also notorious for cargo theft. McLean hit upon the idea of the freight container, although it wasn't called that yet. In 1955, he sold the trucking firm and used the funds to buy a pair of former oil tankers. He borrowed \$42 million to invest in port redesign for his new fleet of freight boxes. In 1956, his first ship, the Ideal X, sailed from Port Newark, New Jersey, for Houston with boxes aboard. Lore has it that as McLean beamed with pride, a longshoreman's union official standing nearby expressed his fervent wish that the ship would sink.

McLean did anything but founder. It was quickly demonstrated that his containers chopped the cost of freight handling by a factor of 100. He organized his new company under the name Sea-Land and expanded globally. The Port Authority of New York and New Jersey realized the potential of McLean's vision and approved a new container-only port at Elizabeth, New Jersey. The firm occupied huge new ports in Europe and Asia just as the global economy began a mushrooming expansion. Sea-Land was enormously successful in large part because cargoes could now be loaded and embarked much more quickly, with much less need for handling. Soon, the railroads saw what was going on and built yards alongside docks, so containers could be directly loaded from ships aboard flatcars. Intermodal shipping, as it's called today, was born. Virtually every single consumer item that crosses our shores today arrives in a container.

McLean sold Sea-Land in 1969 for a then-enormous \$160 million. The company was later merged into Maersk Lines of Denmark, the global shipping titan. When he died in 2001, McLean had been honored by the International Maritime Hall of Fame as its Person of the Century.