



Fanbelt

February, 2011

www.corvair.org/chapters/njace

New Jersey Association of Corvair Enthusiasts



Yesssssss!

The Parts Auction is on February 19th

Going Once, Going Twice...

by Bob Marlow, Publicity VP

I will admit a bias: Our annual Parts Auction, held in the depths of winter each year, is my favorite event on the NJACE calendar.

The auction draws our biggest participation of the year. What's not to like about an event that "everybody" attends.

The auction offers some *great* bargains. I have seen deals on parts for just a fraction of their going rate in online auctions or in the vendors' catalogs. In fact, sometimes I have bid on things that I don't need at all, simply because the prices are too good!

The auction offers an opportunity to, in effect, exchange parts that you no longer need for ones that you do.

And, the auction offers a pizza lunch paid for by the club. Again I say, what's not to like?

This year's edition of the Parts Auction takes
continued on page 2

The Steering Column

by Brian O'Neill, President

Give me that blanket!

NJACE kicked off the new year with its traditional holiday party at the home of Larry and Donna Ashley. More than 30 guests were in attendance..

As usual, the highlight of the party was the Gift Exchange or as it is better known — Let Me Steal That Great Thing from You.

Bottles of Bailey's Irish Cream changed hands with predictable regularity. Mrs. Ashley Senior thought she had a lock on a beautiful blanket until some NJACER with no respect for their elders snatched it away from her in one of the final rounds! No respect! I ended up with a bottle of sparkling white wine which is much better than the bunny ears slippers I wound up with one year.

Kudos goes to Donna for her hospitality. She
continued on page 2

The Fanbelt is published monthly by the New Jersey Association of Corvair Enthusiasts (NJACE), Inc. P.O. Box 631, Ridgewood, NJ 07451. Deadline for contribution is the 20th of each month. Classified-style advertising of interest to Corvair owners is available, free of charge, to all persons. A commercial ad can be placed in an issue of the Fanbelt for \$50 per full page, \$30 per half page, \$20 per quarter page, and \$10.00 per business-card. (Generally, classified advertisers are those offering individual cars and/or a limited number of parts, while commercial advertisers are those offering services and/or parts from stock. NJACE reserves the right to make this determination). All advertising must be camera-ready or PC-compatible or type-able copy.

NJACE is a chapter of the Corvair Society of America (CORSA), Inc., P.O. Box 607, Lemont, IL 60439. Meetings of NJACE are held periodically at locations and times as announced in this newsletter. All interested persons are welcome. Additional events and activities are held throughout the year. Membership in NJACE is open to individuals and families. Information and applications are available at any meeting or by writing to NJACE, P.O. Box 631, Ridgewood, NJ 07451, or by visiting www.corvair.org/chapters/njace.

The Steering Column

continued from page 1

arranged for a catered meal complete with gourmet cupcakes. Also due thanks is her husband Larry for doing exactly what she told him to in preparation for the party. It's this kind of spirit that makes belonging to NJACE such a joy. If you haven't attended one of our functions lately, you're really missing out.

Our first breakfast meeting of the year comes on February 5th at the world famous Pronto Deli. Come on out and join us. You might even win a free breakfast. We have a drawing at each breakfast for one lucky member to have his or her check picked up by the club.

The fun continues this month with our annual Parts Auction at Ashley's Auto Body on the 19th. Note to all wives – now is the chance to have him get rid of all those parts cluttering up the basement. (Note to Self – Fat chance! He'll just buy different ones. The level will stay the same.)

A couple of random thoughts in closing. Last month I wrote about the financial crisis in CORSA and the fact that we have members who don't belong to the national organization. Did I strike a receptive chord and has anybody joined CORSA ?

On another note, is there anyone interested in accepting the newly created – I just made it up – position of Member Coordinator for NJACE? I'm still developing the areas this person would cover but I'm convinced we need a way to focus on our members. Any takers?

Going Once, Going Twice...

continued from page 1

place on Saturday, February 19th, indoors at Ashley's Auto Body on Hillside Avenue in Flanders. This is just around the corner from the Ashley's home at which we held last month's Holiday Party. Directions appear on the next page.

But here's what you need to know to fully enjoy the day:

First, plan on making a day of it. Due to the nature of how the auction operates, it is not possible to process any buyers or sellers until the auction is completed. We begin the bidding at 11 AM, take a lunch break at 12:30, resume the bidding at 1 PM, and finish up typically around 2:30 PM. Only at that time can we tally the sales, collect from the buyers, and pay the sellers.

Second, plan on getting there early. We'll open the doors at 9:30 AM, to allow time to tag and display any parts you are selling, and to allow you to peruse the parts being offered.

If you're selling, you will need to fill out a Lot Card for each part or group of parts being sold individually, so please allow sufficient time to do this before the start of bidding.

If you are buying – or even if you think you are not buying – you will be issued a Bidder Number by which the auction desk will track all purchases.

We ask that items being offered be limited to Corvair parts or Corvair-related items, only. Typically we have upwards of 200 lots to get through, so we are not able to deal with items outside of this parameter.

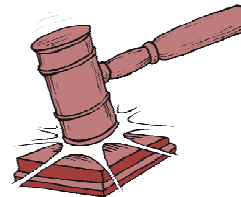
Also, we ask that you not bring more than one of the same item to sell. It is difficult to sell, in an auction setting, multiples of the same thing.

You can, however, sell multiple items in a "lot." You could offer, say, one lot of six oil filters, instead of six individual oil filters.

Remember that only quality items sell easily, and that greasy, rusty junk will not only not sell, our very picky auctioneers may not even *try* to sell it! Bent and broken pieces have limited appeal.

The club will collect a 10% commission on all sales. You may also donate items for the full benefit of the club.

Again, the doors open at 9:30 AM for setup, on Saturday, February 19, rain, snow, or shine!



NJACE CALENDAR OF EVENTS

- ✓ **Saturday, February 5th:** Monthly Breakfast, at the Pronto Deli, 99 Ridgedale Avenue, Cedar Knolls, 9 AM.
- ✓ **Saturday, February 19th:** Our annual Parts Auction, indoors at Ashley's Auto Body in Flanders.
- ✓ **Saturday, March 5th:** Monthly Breakfast, at the Pronto Deli.

Event dates that are marked with ✓ count toward the annual *Mary Paxton & Bill Ableson Awards*.

DIRECTIONS to the Parts Auction
Saturday, February 19, 2011
274 Hillside Avenue, Flanders, NJ

- **From I-80**, take Exit 27 for Rt 206 South. Follow Rt 206 South, to the traffic light at Main Street. This is the third traffic light from I-80 and comes up after the entrance to the Oakwood Village apartments on the left. Turn left onto Main Street from the left turn lane, which will give you a green arrow. Then follow the directions below.
- **From I-287/I-78 and south**, take Rt 206 North. Follow Rt 206 North, to the traffic light at Main Street. This is the traffic light just beyond “The After” roadside restaurant on your right. Turn right onto Main Street and follow the directions below:
- **From Rt 206 at Main Street**, follow Main Street a short distance and bear left onto North Road. There is no street sign for North Road, so look for the sign that directs you to *Route 10 - Succasunna*. Follow North Road, which will become Hillside Avenue once you cross the railroad. Continue on Hillside Avenue to Ashley’s Auto Body on the left. Parking is available both in the body shop lot and across the street.

The Other Lives of NJACE Members

Some of us have interests other than unique 1960s rear-engine Chevrolets. Here’s an example of one member’s distinctive interest. What’s yours? E-mail your information to Vairtec@comcast.net.

Tim Schwartz is a member of NJACE, the Antique Automobile Club of America, the Microcar and Minicar Club, and the Ridgewood Gilbert & Sullivan Opera Company.

That’s right, when Tim is not playing with cars he is singing light opera with this now more than 70-year-old organization.

Yes, singing. From Tim’s professional involvement in the audio field you might guess that his role with the G&S company was a behind-the-

scenes one, but he is onstage, belting out the timeless Gilbert & Sullivan material with the best of ‘em.

The organization’s Spring 2011 production will be *H.M.S. Pinafore*, and in anticipation of that Tim tells us that the group will be presenting a fundraising concert on Saturday, February 12. It is called *A Gilbert and Sullivan Valentine: Songs We Love to Sing*, and it is taking place at the Fair Lawn Community Center in Fair Lawn, NJ. You can learn more by asking Tim, his contact information appears below.

Q&A: Late Model Rear Suspension

Q: What is the function of the small rod that connect to the front of the trailing arm? I understand it's for toe control but I would like to know if it's in tension or compression and at what position of the suspension travel does it do it's work.

A: If properly positioned, the rods will influence the horizontal location of the front of the trailing arm during body roll.

As the body of the car rolls in a corner, the lateral rods will direct both arms (and the rear wheels) to turn into the corner, basically the same direction that the front suspension is turning. It will be pushing the front of the inner rod and pulling the front of the outer rod. In theory, at least, this lessens the oversteer tendency of the car. If the rear wheels turned out, away from the direction of the turn, it would increase the tendency for oversteer.

In mid-year 1965, Chevrolet revised the inner pivoting point by replacing the inner mounting bracket, making the inner pivot point lower, and more effective. The rods can be made more effective by stiffening up the rubber grommets (think plastic) or by replacing the inner pivot mount with a rod end.

For racing (and on many V8 conversions) folks often remove the big rubber bushing at the front of the trailing arm and replace it with large spherical bearing. The rods are no longer needed with these installed. While this does take out any slop, it loses the innovative feature that Chevy built into the late Corvair rear suspension. – Seth Emerson

NJACE Officers for 2011

Brian O’Neill, President
 973-729-5586, bmoneill@juno.com
 Bill Cohen, Vice-President
 973-729-8281, wicohen2@earthlink.net
 Frank Hunter, Secretary
 201-934-0244, fdhunter@juno.com

Tim Schwartz, Treasurer
 201-447-4299, tim@bristolnj.com
 Ken Schiffner, Activities VP
 201-236-0786, scrubbr@ix.netcom.com
 Bob Marlow, Publicity VP
 201-707-1677, vairtec@comcast.net