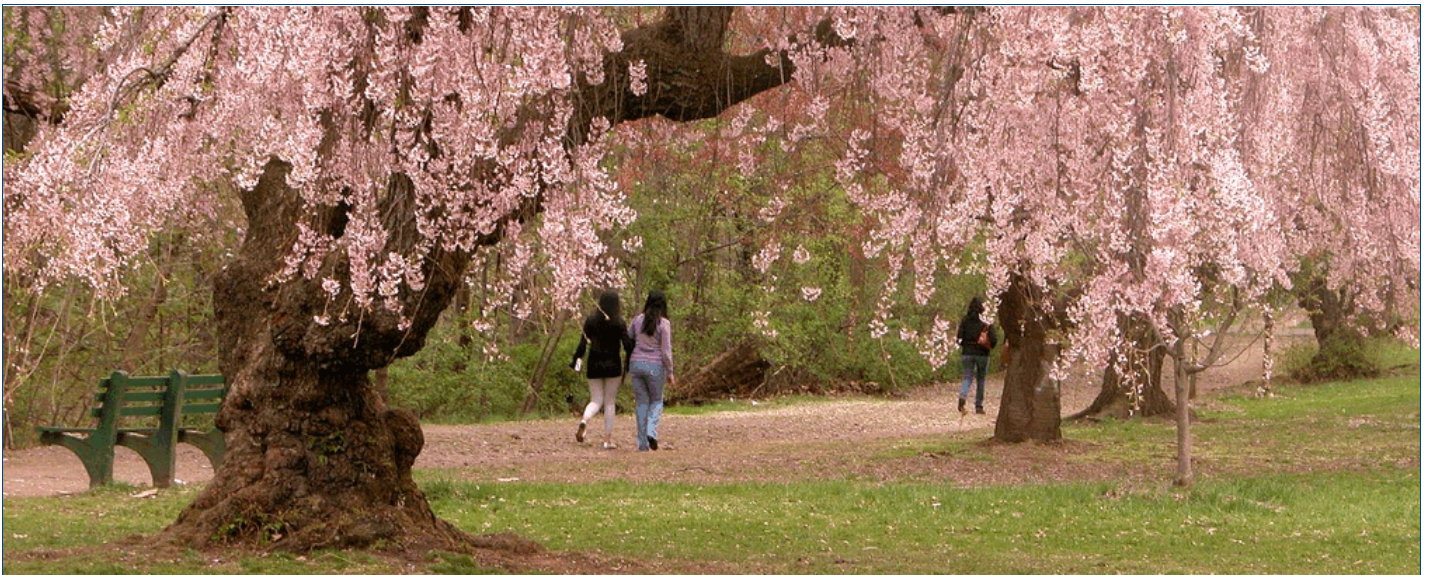


April 2015

the *Fanbelt*

new jersey association of CORVAIR enthusiasts

**There's no need to go to Washington, D.C.
to the see the famous Cherry Blossoms...
We're going to see them
right here in New Jersey!**



**Washington, D.C. has 3,750 cherry trees that blossom spectacularly each Spring,
and people come from all over to see them.**

**Branch Brook Park in Newark has 4,000 cherry trees that blossom spectacularly each Spring,
and people come from all over to see them.**

**On April 25, we're going to be among those people!
See all the details on page 3 of this issue.**

Monthly Breakfast at the Empire Diner, Saturday, April 4, 9:00 AM

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 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.

President's Message

by Brian O'Neill

I was under the gun to write something for this month's newsletter. I usually like to have a theme or a topic when I write something. I thought and thought about it and just couldn't come up with one. Then I realized my theme is I don't have a theme. I just have a lot of **odds and ends**. A lot of things I want to say. So here goes.

First of all, because I don't think they get enough of it, I would like to thank **the officers of NJACE**. They do such a magnificent job in making this club what it is. We had an officers meeting the other night and laid out an exciting spring and summer worth of activities. Again it's because of these dedicated guys that we are able to offer our membership such fun.

Speaking of things we offer the membership, **tech sessions**. It's hard for me to imagine a more valuable service that the club provides to its members than the ability to bring their car to a tech session and not only have knowledgeable people look at it and tell them what needs to be done but actually show them how to do it and in many cases get their greasy hands right in there too. I know a lot of members of other car clubs who are just amazed that we do this kind of thing. Sadly though we have not been getting enough participation lately. Are all our cars in that great a shape? We will continue to schedule tech sessions and I urge you to take advantage of this opportunity.

Another thing I would like to mention is the **CORSA Convention** held this year in Tennessee from June 24 to June 27. Tennessee isn't that far away and if you have never been to a convention this is a great opportunity. I really urge you to go. As an added benefit the **Northeast Corvair Council** is holding a drag racing event on June 23, the day before the convention starts. This event uses a format called bracket racing which rewards consistency. Anybody can do it.

Because I need to be there the day before the event I'm leaving for the convention on Saturday, June 20. My plan is to get a leisurely start that day and make an overnight stop in Roanoke, Virginia. That will get me to the convention site by mid-afternoon the next day. I'll take a run out

to the dragstrip and make sure all is well. I'm looking for company. So far I know Tim Schwartz and Ken Shiffner are planning on attending but I'm not sure of their travel plans. If you don't want to go as early as I'm going talk to either Tim or Ken. Remember there's safety in numbers.

Okay, what else do I need to mention? I could mention the NECC's track event on Saturday, 6 June in upstate New York. I could mention that the NECC offers a thing called **Taste of the Track**. For a very nominal fee, you get two sessions on the track, not race speed of course but fast enough so you really learn what it is to be out there.

I should also mention **our upcoming tour**, postponed from last year. We going to see the cherry blossoms in Branch Brook Park among other stops. Look for more info about that tour in this issue.

Also rattling around in my head is plans for a warm-weather Saturday breakfast meeting at the Cannon Gate Conference Center on Picatinny Arsenal, the site of our holiday party this past January. What else should I mention? The summer picnic? Attending a July 4th fireworks show? Participation in the annual Air Cooled Show? A trip to the big Corvair show at Clark's Corvair parts? Yes I should mention all this.

Finally – but of great importance – this time of year brings the annual voting for members of the **CORSA Board of Directors**. This year in the Eastern Division, three individuals are running for the two open spots. I want to take this opportunity to endorse the two candidates I think will make the most valuable contributions to CORSA. I have known **Bryan Blackwell** and **John Nickel** for many years and hold them in high regard.

The March issue of the *Communiqué* gives a detailed explanation of their qualifications. I firmly believe that they both possess the experience, motivation, and dedication to help strengthen CORSA. I urge you to take the time to vote for these two individuals. Should you think that other candidates are more qualified you should vote for them. But regardless of your choice please vote.

Cherry Blossom Time

by Rob Wanhouse

You hear a lot about the cherry blossoms in Washington, DC, each year, but you don't have to go to the nation's capital to take in the beauty of springtime cherry trees. You can do so right here in New Jersey, and that will be the point of our **April Driving Tour on Saturday, April 25.**

The tour will begin at the famous Six Brothers Diner located at 475 US 46, Little Falls. This is on the eastbound side, less than half a mile before the Route 3 split.



We will drive first through Montclair State College, in our further attempt to teach these kids what cool vehicles look like.



Will make our way to Branch Brook Park in Newark, yes, Newark, where you will find a 360-acre expanse that stretches nearly four miles from US Route 280 in Newark northward to Mill Street in Belleville, and which averages a quarter-mile in width. The park includes vast lawns, playing fields, winding paths, streams, pools and lakes. Branch Brook Park Lake alone

covers 24 acres, and throughout the park there are 19 unique bridges over the waterways.



Branch Brook Park was designed by Frederick Law Olmsted Sr. in 1867. He is the same fella who did NYC's Central Park. The park's 4000 cherry trees should be in full bloom at that time. By comparison, the area around Washington, DC's Tidal Basin has 3,750 cherry trees. Branch Brook Park has the largest collection of Japanese flowering trees in one location in the United States.

Bordering the park is the 5th largest Gothic-Style cathedral in the United States, the Basilica of the Sacred Heart. This will be our last stop before lunch.



So meet us for departure from the Six Brothers Diner at 10 AM on Sunday, April 26. Hope to see you there!

2015 Corvair Performance Workshop

by Brian O'Neill (sort of)

I departed on Wednesday afternoon, March 4, to attend the annual Corvair Performance Workshop in Kokomo, Indiana. I wanted to miss any snow and did so. Arrived in Kokomo Thursday afternoon about 4 PM and spent that evening visiting with Corvair folks from around the country.

The actual workshop was scheduled for Saturday with tours of local attractions on Friday. So, Friday morning it was off to a decorative plate glass factory which has been in existence for more than one hundred years. A fascinating place. Then it was off to lunch at a local Mexican restaurant with the group.

As we were leaving the restaurant, I realized that something was drastically wrong with my digestive system. Sparing you the details, suffice to say I spent the rest of Friday and all day Saturday either in bed or on the john. Weak and dehydrated, I made it home on Sunday, March 8. Hit the bed and slept through 'til Monday morning.

[Editor's note: While it will be easy to make comments about the connection between a Mexican restaurant and subsequent digestive issues, the rapid onset and lingering effects suggest something other than Montezuma's Revenge. So, we now bring in our West Virginia correspondent and first CORSA President, Rick Norris, to complete the story.]

The 12th edition of the Performance Workshop begun in 2004 has passed and I call it another success.

Yes, there have been 12 workshops in 12 years! I have had the honor to attend all but one which was 2009, the first year it moved to a new venue from Dayton, Ohio, to Indianapolis, Indiana, then this year to Kokomo, Indiana.

I never thought much about Kokomo except for a mention in a song (not the same but?) as to where or what it was about. Kinda sounded like Kalamazoo, another imaginary place in some peoples' minds that actually exists.

Kokomo, the City of Firsts as proclaimed on the sign alongside the highway at the city limit. Never knew that. There was a list of those firsts posted in the host hotel which, was the Hampton Inn and Suites, a fairly new and really nice place to stay. Much better than any of the other venues. Many of the "firsts" were auto-related, such as the creation of the first pneumatic rubber tire in the US by D.C. Spraker at the Kokomo Rubber Tire Company in 1894.

As has been stated by others, the weather held down the attendance but the trip was well worth it just for the social occasion. Bob Coffin and I traveled together as we often do. We left Friday morning. All the snow from the last storm was certainly not gone by travel time. Bob had a treacherous trip up through Virginia to get here, and we didn't get off of snow and ice covered roads until about the Chillicothe, Ohio. That was the longest I have driven my truck, the BRD (Big Red Dodge) in four wheel drive since I've owned it!

The good news is we had no real issues to deal with and made the trip just fine.

As is the habit everyone was eager to see what was being offered at the vendor tables which is really more like a swap meet. There was not as many vendors as in the past but the pickings were good. Everybody is always wondering if they spent more money than they made or made more money than they spent! I did what I planned, picking up some more parts and pieces for the new race car and got rid of some things I no longer had a use for. Here's a top tip: If you are building a race car you DID NOT make more money than you spent!

The evening meal was held at the Half Moon restaurant. Half Moon... is that like exposing just one cheek?? The fare was okay and it was good that we had reserved our own room as the place was crowded with people waiting to be seated. It was Friday night in Kokomo! We just breezed past as they stared wonder who WE were!

Back at the hotel the incessant Corvair conversation continued well into the night. I went to bed!

continued...

Performance Workshop, continued

Finding things in Kokomo is simple as it's all located along both sides of the four lane main drag through town. Indiana is very flat if you haven't noticed and as a mountain boy born and raised in the Mountain State of West Virginia it's a bit of a strange feeling.

The Kokomo Automotive Museum occupies a corner space of a very large building called Ivy Tech. Lots of empty floor space in several exhibition halls and having the meeting right in the middle of all the classic cars and other relics was really nice. Also I want to mention that we had a proper PA system for a change!

This year we had an afternoon session where some of us current racers sat on stage and fielded questions from the audience and we had fun relating some of our racing experiences. With that in mind nothing tops the 2009 event at Roebing Road raceway where Dan Giannotti, David Clemens and myself were taking our Drivers school to get licenses to race. That was the time we borrowed the engine from Kevin Poe's street Corvair who, just came by to watch so David could finish the school and get his license because he blew the engine in Spence Shepard's car which he had borrowed! It is a Corvair Racing legend now.

Saturday night after all was done we had the usual gathering in a meeting room at the host hotel where we continued the chatter about Corvairs and a myriad of other subjects over the Mexifest put on by Tracy LeVeque. A Mexican food buffet with Margarita's and whatever you brought along to drink. I think it went on through the midnight hour but I bowed out around ten.

Sunday morning at the breakfast table the conversation was still going on with a few folks as we all prepared to leave for home. It's always the feeling of being tired and you want to go home but you don't want it to end, either.

Our trip back to WV with a load of goodies for the cars was uneventful and much warmer weather-wise. Now I need to wash all the salt and slop off my truck but first I may have a nice little pre-nap...

Secretary's Report

by Frank Hunter

Almost thirty Corvair owners (and, despite salt-covered roads, two Corvairs) attended our club breakfast on Saturday, March 7, at the Empire diner in Parsippany. The good attendance may have been the Clark's gift certificate or the absence of club President Brian O'Neill, both of which were announced in the newsletter beforehand.

Vice President David Main took the reigns and even the acting First Lady, David's wife Sue, was on hand.

You never know what you are going to learn at any NJACE gathering and on this day we learned that Greg Dittrich, when working in a bank as a young man, had the barrel of a gun placed against his head during a robbery. The robber's hand was trembling with adrenaline, yet somehow Greg kept the presence of mind to open the drawer in the vault that held the singles, instead of the one that held the higher denominations.

We also learned that Corvair Greenbrier interior door handles will fit an airplane door, as Tom Ludwig brought the entire door to the breakfast for a trial fitment of handles. In further horse-trading Tim Schwartz picked up a magnesium cooling fan for his Greenbrier and Joe Maurella got some correct-style hubcaps for his Rampside.

As proof that better weather is approaching, there was a brief outdoor tech session after the breakfast as Joe Maurella and Bob Lohf examined the rear seatbelt mounts in Bob's Corsa turbo.

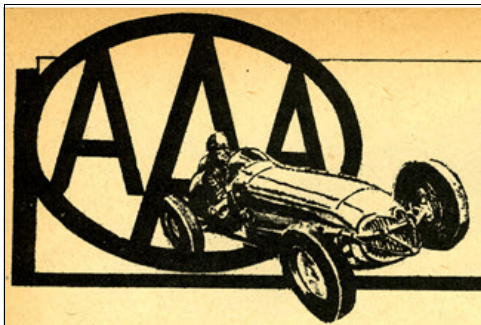


AAA, LeMans, USAC, and the Tragic Year of 1955

by Paul Weisel

Editor's Note: This story has no specific Corvair connection, other than the tangential involvement of the late John Fitch, who would later develop the Fitch Sprint Corvairs and the Fitch Phoenix. But since this year marks the 60th anniversary of the events described, we thought it was worth sharing. Writer Paul Weisel originally prepared this piece for the Eastern Auto Racing Historical Society, and we present it here as published on <http://www.CarShowSafari.com>

Sixty years ago, when the calendar flipped to begin 1955, the American Automobile Association began its 54th season as the major sanctioning body for auto racing in the United States. AAA ran racing with an iron hand and drivers with aspirations of competing at the Indianapolis 500 were forced to work their way up the AAA sanctioned ladder of midget and sprint car events before receiving authorization from AAA officials to compete in the most prestigious race in the country.



But the '55 campaign turned dark early in the year when on March 20 Larry Crockett was fatally injured in a AAA sprint car event on the dirt mile at Langhorne, Pennsylvania. The tragedy was compounded when, during a Crockett Memorial race run at Langhorne on May 1, Mike Nazaruk was in the lead when he made contact with the outside rail and suffered fatal injuries during the vicious series of flips that ensued.

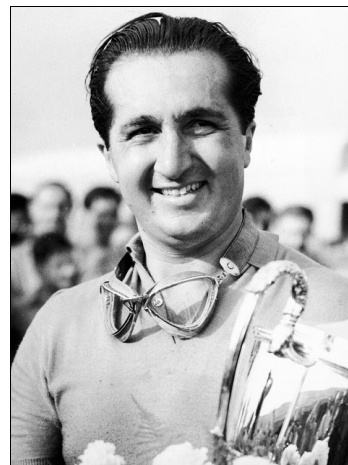
When the elite of open wheel racing convened at Indianapolis later that May, veteran driver

Manny Ayulo was fatally injured during a practice crash on the 16th. With many competitors believing bad things come in threes, there was hope to finally get some positive press for auto racing's jewel on the schedule, the Indy 500. These hopes were dashed when, during the race, two-time and defending Indianapolis champion Bill Vukovich was killed pursuing his third straight Indy win.



Bill Vukovich at Indy, 1955

While the Vukovich fatality at Indy was big news in the United States, two events in Europe also shocked the racing world. On May 26th, Alberto Ascari, the 1952 and 1953 World Champion as a Scuderia Ferrari driver, crashed to his death in practice for the Grand Prix at Monza, Italy. Ascari had qualified a Ferrari for Indy in 1952 and was well-known and well-liked in the States.



Alberto Ascari

Following the loss of Ascari, the 23rd running of the Grand Prix d'Endurance, known better in the US as the 24 Hours of LeMans, made worldwide headlines in June. Just 35 laps into the event, race leader Mike Hawthorn received a late signal to pit. He made a quick right to enter pit lane, assisted by the new disc brakes on his Jaguar

continued

1955, continued

D-type. Lance Macklin, driving a slower Austin-Healey 100 that Hawthorn had just passed, swerved to the left to avoid a collision because he couldn't match the braking power of the Jaguar. The maneuver put the Healey in the path of Pierre Levegh's #20 Mercedes-Benz 300 SLR. Levegh's car made contact with Macklin's left rear and catapulted into the main grandstand at 150 mph.

It was racing's most gruesome accident. Front end suspension parts, sheet metal, and even the engine separated from the chassis and knifed through the crowd. The fuel cell burst into flames and ignited the remains of the car's magnesium alloy body causing a fire in the grandstand, which spread when firefighters attempted to use water to put out the flames. In the end, Levegh and 83 spectators were pronounced dead at the scene, with upward of 120 spectators injured. The world's newspapers trumpeted the tragic details.

Levegh's teammate at LeMans that year was John Fitch, who as a result of the accident devoted much of his future attention to matters of racing safety.



John Fitch (L) and Pierre Levegh

The dark year of 1955 continued when AAA sprint car driver Jerry Hoyt was fatally injured on the Oklahoma City half mile dirt track on July 10. Hoyt was the Indy pole winner that year and had married only two weeks before his fatal crash.

After several months of horrific press for the sport of auto racing, and two days after the loss of Hoyt, US Senator Richard Neuberger, Democrat of Oregon, rose before his colleagues on the floor of the senate on July 12, 1955. Neuberger said, "Mr. President, I think the time has come to forbid automobile racing and similar carnages in the United States. I doubt if there is as much bloodshed in Spanish bullrings as today is occurring on automobile race tracks in this country. Now, even women racing drivers are getting killed in fiery and dreadful wrecks... I believe the time has come for the United States to be a civilized nation and stop carnage on racetracks. The deaths on our highways are sad and tragic, but at least they are not purposely staged for profit and for the delight of thousands of screeching spectators."

As the national sanctioning body for professional racing the country, AAA was thrust into the middle of the controversy. And so on August 3, 1955, AAA President Andrew J. Sordoni released this statement: "Upon completion of the schedule of events already undertaken for the year 1955, the AAA will 'disassociate' itself completely from all types of automobile racing in the United States."

After the initial shock of the AAA decision, many in racing circles came to see this development as an opportunity, rather than a problem. Indianapolis Motor Speedway owner Anton "Tony" Hulman called a meeting on August 10th in Indianapolis for all racing personnel affected by the AAA withdrawal. 216 men from all corners of the country attended. From that meeting grew USAC, the United States Auto Club, which would take over as racing's sanctioning body beginning in 1956.



Over the final four months of 1955, while the organization and structure of USAC were being developed, America's professional racers completed the 1955 AAA schedule. Only the death of popular Jack McGrath during the running of the Bobby Ball Memorial championship car race

continued

1955, continued

at the Arizona State Fairgrounds in Phoenix on November 6th marred the rest of the year. The new sanctioning body then presented a full season of racing in 1956.

Today, both AAA and USAC remain in operation, sixty years after the dark days of 1955. AAA caters to private automobile owners, and, somewhat ironically, sponsors racing events in NASCAR. USAC, despite no longer being associated with the Indianapolis 500, still sanctions open-wheel racing, primarily in the midwest.

Mark Your Calendars

Saturday, April 4

**Breakfast at the Empire Diner
Route 46 east, Parsippany**

Saturday, April 25

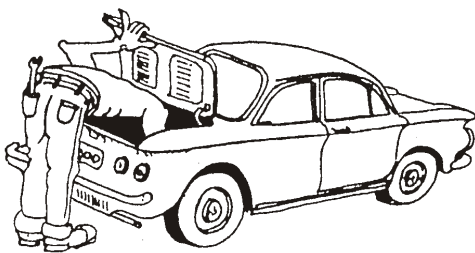
**The Cherry Blossom Driving Tour
to Branch Brook Park and the
Cathedral Basilica of the Sacred Heart**

Saturday, May 2

**Breakfast at the Empire Diner
Route 46 east, Parsippany**

Our Next Tech Session...

... will be in May. There is no Tech Session this month, because Larry and Donna are taking an overseas vacation. But we have a great tech session planned for May, covering important maintenance topics relevant to all Corvairs! Full details in next month's newsletter.



WINNERS

(This could be you)



Steve Calandra shows off his Clark's Gift Certificate and Bob Marlow displays his breakfast check at last month's breakfast, where each was a winner in our monthly drawing. Bob won the free breakfast and Steve won the gift certificate.

YOU could win this month – all you have to do is be there! Our informal breakfasts take place on the first Saturday of the month at the Empire Diner on Route 46 in Parsippany.



Dwindling Dues Delinquents

Membership renewals have been running at a great rate this year, with only a small handful of members yet to renewal. Is your name on the ever-shorter list of those who have not yet renewed? If so, time's a-wasting, next month's newsletter will be the last for past due members.

Our membership year runs from April 1st through March 31st, and we offer both one- and two-year membership options. A renewal form is included with this newsletter, and we'll have forms at the Empire Diner on April 4. Dues are \$19 for one year or \$36 for two years. If your name is on the following list, your dues are due.

(And thank you to the many members who have already renewed.)

Ray Coker	Barbara Hardcastle
Dick Kellner	Al Kotkin
Rick MacNamara	Matt Posthumus
Ray Rodriguez	Dom Speronza
Ken Staats	James Tripodi

A Day at the Museum

On March 28, NJACE hit the road for the first time in 2015 and was joined by members of the Bayshore Corvair Association for a visit to the Vintage Automobile Museum of New Jersey and the adjacent New Jersey Boating Museum in Point Pleasant.

A gratifying number of people turned out, including some old friends, longtime member Larry Dombal and former member Pierre Chanut, plus a nice contingent of old and new faces from the Bayshore group.

The two museums are modest but well-presented, and the volunteer hosts at the Vintage Automobile Museum of New Jersey were gracious and accommodating. The museum changes its display every three months and we were there during their salute to vintage hot-rodding. As a result, stock restorations were few and beautiful vintage customs were dominant.

Ken Schiffter has already begun discussion with the museum for a possible future Corvair-centric display. Watch this space!

Our 42nd Year!

Get the 2013-2018 Catalog

If you did not get the catalog in 2013 or 2014,
you can get one **FREE**
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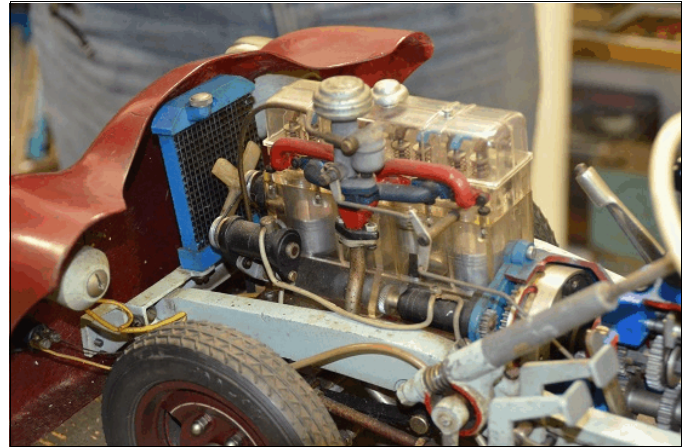
(413)625-9776 www.corvair.com

Scenes from our March 28 Driving Tour to the Vintage Automobile Museum of New Jersey:



Mercy! A Mercer! The museum's signature car

Detail of a fully-functional German-made scale model of the workings of a typical automobile



Hot-Hot-Hot Hot Rod!



Brian O'Neill contemplates his misspent youth



The hull you say! Tim Schwartz checks out one of the boats in the New Jersey Boating Museum



No Corvair club gathering is complete without at least one open deck lid – it's like we've never seen one of these before!



Thanks to Ken Schiffler for the photos



New Jersey Association of Corvair Enthusiasts

P.O. Box 631
Ridgewood, NJ 07451

Membership Form

Date _____

[] New Membership or [] Renewal

[] Individual or [] Family*

*Family Membership includes two adults and all children under age 21 living at a single address.

Last Name _____ First Name _____

Name of 2nd Adult Family Member _____

Mailing Address _____

City _____ State _____ Zip _____

Phone (_____) _____

E-mail _____

Our monthly newsletter and other updates are delivered via e-mail.

Printed materials are mailed periodically, as needed.

We do not share our mailing lists with others.

The membership period extends from April 1st through March 31st.

NJACE dues are payable as follows:

[] One Year Membership, New or Renewal..... \$19.00

[] Two Year Membership, New or Renewal..... \$36.00

Membership expires on March 31st

Total Remitted: \$ _____

Please make your check or money order payable to NJACE, Inc.,

and mail this completed form and payment to the address above or deliver it to the Treasurer at any club event.

You should receive your first newsletter within four weeks of our receiving your application.

NJACE is a Chapter of CORSA, the Corvair Society of America.

CORSA membership information is available online at http://www.corvair.org/

Tell us about you and your Corvairs

Your Corvairs (year, model, color, equipment, condition etc) _____

Your other cars and trucks _____

Your other hobbies and interests _____

Your profession _____

Your birthday (and your age, if you wish) _____

Your anniversary (and year married, if you wish) _____

Your children/grandchildren or other family _____

Your pets _____

When and why did you first buy a Corvair? _____

Anything else you'd like to tell us _____