

May 2016

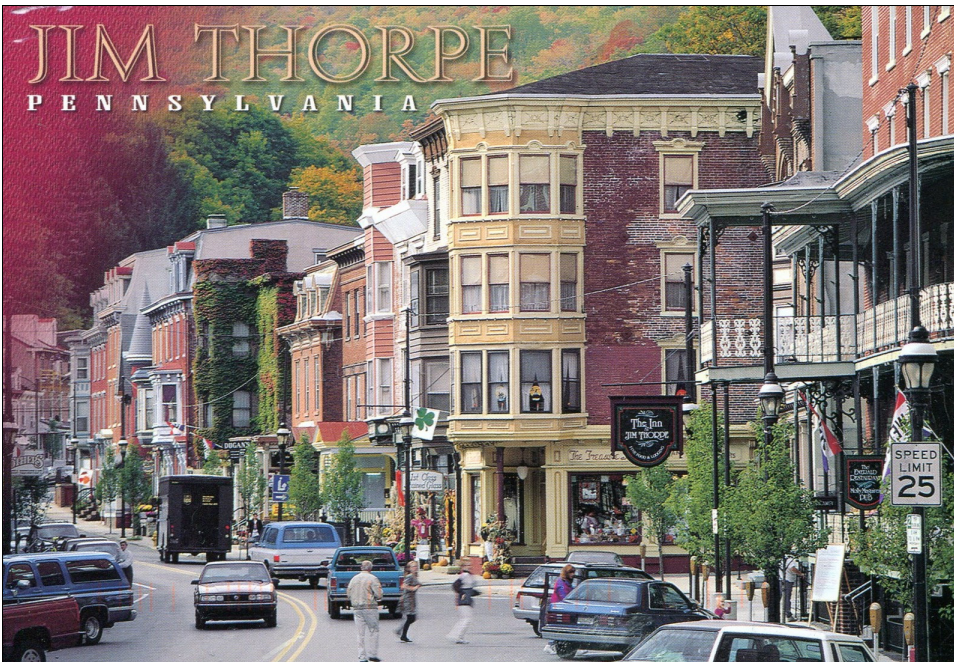
# the *Fanbelt*

new jersey association of CORVAIR enthusiasts

## MOTORAMA

### VCCA Car Show Sunday, May 29

**We're part of the show team this year  
Complete details in this issue**



### Driving Tour to historic Jim Thorpe, Pennsylvania Saturday, May 14

**Read all about  
the tour plans  
in this issue**



### Tech Sessions, Shows, Tours & More

## “Car Season” is here!

*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](http://www.corvair.org/chapters/njace).

## President's Message

by Brian O'Neill



If you are a member of CORSA you have already received the April issue of the *Communique*. The front cover contains voting instructions to be followed in voting for members of the CORSA Board of Directors. Among the candidates for our Division is our own Al Lacki.

There is no need for me to tell you how much Al has contributed to our local club and the Northeast Corvair Council. There just could not be a more qualified person to represent us.

You can either vote on-line or use the paper ballot on the front of the *Communique*. Regardless of which method you use I urge you to vote and to vote for Al. Voting will end on June 1st. Don't delay – do it now!

### Whoa, Baby!

The word usually associated with old cars and summertime is "go." Go on tours, go to cruise nights, go on a casual Sunday afternoon drive. Those are the things you can do with a classic car during summertime. But there's a flip side to "go," and that's "stop!" So to make sure that our members can not only go but can stop this summer, we have scheduled a **series of tech sessions** working on brake systems.

The first session will be our usual after-Saturday-breakfast tech session at Ashley's on May 7. That day we will be tackling the rear brake system on David Rothenberg's late-model coupe. The next session will mark the resurrection of the Roving Wrenches program, on May 21. We will be at David Main's house in Fair Lawn to do his rear brake system. Start time

is 10 AM. There might even be coffee and doughnuts.

The front system on Dave Main's car was done a couple of years ago, so this will finish up the project. The third and final part of Operation Whoa will be the front brakes on David Rothenberg's car. For this session we return to Ashley's on Saturday, June 18. It's not a breakfast meeting day because this session will include replacing the master cylinder, which entails bleeding the system.

If you're not familiar with how your Corvair brakes operate you should plan on attending one or all of the sessions. When it's over you will be a brake system expert. And even more importantly, you'll be able to both go and stop this summer. See you there.



### Davesapoppin

Recently Larry Ashley commented to me that we had a number of club members with the same first name. He liked the fact that we had added modifiers to these first names so we could tell one from the other. We have Pennsylvania Joe and we have Staten Island Bob as two examples. Larry also pointed out that we now had a very unique situation in the club. Our rolls contain five, count 'em, five Daves. Larry suggested that we come up with a system so we can tell one from the other.

Now of course all five are handsome devils so we couldn't just say oh you know the handsome Dave. That wouldn't really tell us which will one of the five we are talking about. So together we came up with a system for easily identifying which Dave is the topic of the conversation.

Initially a plan was to number them. Of course the fair way to assign numbers would be to base it on length of membership in the club.

Then we could simply refer to Dave One, Dave Two, Dave Three, Dave Four and Dave Five. Workable, but not very elegant. So we decided to jazz it up. Here's the Dave lineup:

The Dave roster starts with Dave Cavagnaro now and forever more to be known as **Dave The First**. Dave The First is followed by Dave Carney, who we will now call **Dave Early** because he is in the process of slowly bringing back an early model coupe to its original glory.

Next on the list is David Main. To be honest, there was a lively discussion about how we should identify this Dave. His cleanliness fetish when caring for his blue 1968 coupe is well-known. So we thought maybe we could call him Clean Dave. He also likes brand-new parts so we considered NOS Dave. There were a few others, all variations of the Mr. Clean tag. In the end **Clean Dave** was selected as his club name.

The next two Daves on the list our newer members in the club. Dave Malcolm has a very lovely and lively wife, Elizabeth, who hails from Great Britain. So naturally he has to be known as **English Dave**. Rounding out this group is Dave Rothenburg. Deciding on his club name posed a few problems. He just recently purchased a late-model Corsa coupe. So maybe an appropriate name would be Corsa Dave. He also owns a Ferrari, which opened up a whole bunch of possibilities. But in the end he is hereby christened **Ferrari Dave**.

All this is done in fun. Hopefully none of the five Daves has any objection to their new club name. If they do they can submit their own choice because we just cannot have five guys named Dave, without any way of telling them apart.

*"Hello, may I help you?"*  
*"May I speak to Dave, please?"*  
*"I'm sorry, but he's not in today."*  
*"In that case, let me speak to Dave."*  
*"Oh, he's in a meeting right now."*  
*"No problem, I'll just speak to Dave."*  
*"I'm sorry, he called in sick today."*  
*"That's okay, may I speak to Dave?"*  
*"I'm afraid he's on the other line."*  
*"Okay, I'll just talk to Dave."*  
*"Speaking!"*



## VCCA Car Show Sunday, May 29

### Directions and Work Schedule for NJACE Car Show Volunteers

by Mike Cassiello, VCCA

#### Directions:

The Car Show will be held at the **North Haledon High Mountain School, 515 High Mountain Road, North Haledon, NJ 07508**. The school is on the south bound side of High Mountain Road. Specifically, the show is on the athletic field behind the school. The show field is NOT visible from High Mountain Road. The road that leads into the show field is Brookview Drive and is just north of the school.

You can get onto High Mountain Road southbound from both the north and south bound sides of NJ Route 208. If you are approaching 208 southbound from I-287 take the first exit off Route 208, marked "High Mountain Rd - Colonial Road - Franklin Lakes," and make a left at the "T" intersection and you're on High Mountain Road.

If you are coming northbound on 208 from the Paramus area, take the "Colonial Road - Franklin Lakes" exit. Turn left at the bottom of the ramp, then left again after going under the highway and you're on High Mountain Road.

From this point you are about 4.75 miles to Brookview Drive. The best landmark to tell you that you are approaching Brookview Drive is the "North Haledon Fire Department" building on your left (There is a piece of World Trade Center Steel mounted in front of the building next to the flag). About 150 ft. after the fire house make the first right on to Brookview Drive and then in 250 feet make a left into the school driveway.

Note: Brookview Drive is a jug handle. You will pass the north end of the jug handle before

you get to where you make your right on to Brookview. If you pass the school, you will need to turn around.

If you choose to use GPS, I highly recommend that you do NOT go through Paterson. If your GPS will give you an alternate route that does NOT go through Paterson, use it.

### Work Schedule:

Friday, May 27th: Work will start at the show field sometime between 9AM and 10 AM. The reason for the uncertainty is that we have to get our club trailer to the show field which requires hooking it to a tow vehicle and traveling from its storage site to the field. If you can't make it to the show field that early, arriving anytime in the morning would still be helpful. In the recent past we have stopped working between 2 PM and 3 PM.

Our main tasks for Friday are marking the field locations for the vendors and show cars and installing the fencing. We will do more if the number of workers and the weather permits (e.g. assembling the pole tents, positioning the porta-johns, checking that we have power). Weather could also play a role in when we start and finish. If the weather is poor and you'd like to know when or if we are going to work, please call me, Mike Cassiello, on 908-246-7763.

Saturday, May 28th: Work will start at the show field around 8AM. If we had a good day on Friday, most of the preparations could have been completed though there is always several tasks that we probably will do on Saturday (e.g. installing flags and bunting, positioning signage, tables, garbage cans and tents). This year we will do a dry run of our new registration team and procedure. Even if the weather is poor, we will need to do some tasks on Saturday. Depending on how well we did on Friday and if the weather is poor on Saturday morning, we could alter our start time. Again, please call me on 908-246-7763 if you have a question.

Sunday May 29th: Since NJACE members will be working registration (or show car parking if we have enough people at registration), it's important that you **arrive no later than 7:30 AM**. Even though registration isn't supposed to

start until 8AM, show cars will arrive as early as 7AM. (Why, I don't know, but it happens.)

Since registration will close at 12 Noon, you will all be free to enjoy the show for the rest of the day. We usually finish clean-up around 4:30-5:00PM at which time we depart for our post-show meal at the Blu Ale House in Butler. You will be provided a \$10 chit to be used toward your meal.

I'd like to thank the members of NJACE for volunteering to help us. There were several members that had expressed interest in volunteering; but needed to check their own schedules for availability. If/when you know that you're going to be available, especially if it's for Sunday, please get in touch with myself (908-246-7763) or Pat Urciuoli (973-838-8390) so we can put you on the duty roster and create a \$10 chit for the Blu Ale House and also put you on the list of NJACE members eligible for free show registration.

Thanks again! --Mike

*[Editor's Note: The Motorama Car Show presented by the Jersey Lakeland Region of the Vintage Chevrolet Club of America is a Memorial Day weekend tradition extending back more than four decades. NJACE has participated over the years but this year is the first time that we will share the work and the credit. Please confirm your availability to help with Mike or Pat as noted above, and bring your Corvair to the show!]*



Vintage post card from WPOM in Fort Lauderdale, Florida. Neat fleet!

# NECC 2016

The Northeast Corvair Council (NECC) will be running TWO high performance driving events at New York Safety Track (NYST) this year: One on Saturday June 25, and another on Saturday August 27. Drive with us at either or both! At each event, two options are available:

Option 1 - High Performance Driving. The "High Performance Driving" option consists of open-track driving beginning at 9AM capped with timed laps beginning at 3 PM and then more open track driving until 5 PM. For Option 1 drivers, 3-point or greater safety harnesses are required. Roll bars required for convertibles. All drivers at all times when on the course must wear safety helmets. Helmets must have a 2005 or higher Snell Foundation sticker (either "M" or "SA"), and shall have been manufactured within the past ten (10) years.

Option 2 - Taste of Track. The "Taste of the Track" option is a low-cost introductory program oriented toward first-timers. You'll sit in on our drivers meeting, learn about corner workers and flags, and have an opportunity to be a pit marshal if you so desire. You'll learn how we time the cars and post results. Then, we'll send you out on the track with your own car for two 15-minute sessions. Following a pace car, you'll be able to experience the thrill of cornering and the experience of the long straightaways.

Visit our website, [www.neccmotorsports.com](http://www.neccmotorsports.com), for pricing, complete rules, hotel information and other details. And be sure to listen to the audio files on the site to hear testimonials about our 2015 event at NYST!

*Al Lacki  
for NECC*

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## NJACE Classified Ads

May, 2016

**For Sale:** I just got my moving estimate, picked myself off the floor, then thought of things I could avoid moving. One is a early model rear clip I got from California Corvairs that I had intended to use to replace the lower panel (surrounding the grille) on my convertible. The clip is in a box which I haven't opened yet, but is supposedly runs from vertical weld seam to vertical weld seam. If interested, please contact me, Ken Schiffner, at [scrubbr@ix.netcom.com](mailto:scrubbr@ix.netcom.com)

**Tip:** Wiper Blade Refills - Recently I realized that all of my Corvairs needed new wipers. As I have the stock wiper arms on my cars, after getting some refills I was unhappy with, I got Trico 43-150 refills, which fit perfectly. I got mine on Amazon for \$4.99 for a set of two, though I'm sure they are available from many other vendors. *Tim Schwartz*

**Free:** Remember, classified ads of interest to Corvair enthusiasts are FREE! Submit your ads to the editor at [rwmarlow@optimum.net](mailto:rwmarlow@optimum.net)

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(413)625-9776 [www.corvair.com](http://www.corvair.com)

## **NJACE Driving Tour to Jim Thorpe, Pennsylvania**

*Saturday, May 14, 2016*

Activities VP Rob Wanhouse believes in driving the cars, and so “Pennsylvania Joe” Maurella has put together a driving tour for us this month. Here are the plans:

### **Saturday, May 14, 10:15 AM**

We will depart from the Perkins Pancake House parking lot in Stroudsburg, Pennsylvania, at 10:15 AM. To get there, just follow I-80 west through the Delaware Water Gap into Pennsylvania. Continue on 80W and get off at Exit 305. The Perkins is right there.

If you want to have your breakfast at the Perkins, please get there early so that we can leave on time at 10:15.

A 45-minute drive from the Perkins will take us to the Jim Thorpe Memorial and the Jim Thorpe Historic District.

Jim Thorpe, if you do not know, was an athlete who came to be considered one of the most versatile of modern sports. He won Olympic gold medals in the 1912 pentathlon and decathlon, played American football (collegiate and professional), and also played professional baseball and basketball.

He was stripped of his Olympic titles after it was found he was paid for playing two seasons of semi-professional baseball before competing in the Olympics, thus violating the rules concerning amateur status that were in place at that time. But in 1983 the International Olympic Committee restored Thorpe’s Olympic medals.

The town of Jim Thorpe, so named in his honor following his death in 1953, has a curious story because the athlete, while buried there, had never visited the town when alive, and the circumstances that brought his remains to the town are quite the tale.

The town and its surroundings are distinctively picturesque, and while there you will have the choice of such things as visiting the

Asa Packer Mansion, which is a National Historic Landmark. Asa Packer was a philanthropist, railroad magnate, and founder of Lehigh University.

Other opportunities include the Lehigh Gorge Scenic Railway, the Big Creek Vineyard, the Old Jail (where the four Molly Maguire's were hanged), and more.

Or you can simply tour the town. Stroll up Broadway and explore the many shops with unique treasures. Enjoy the atmosphere, the rich history, and the narrow streets as you ponder how do they handle snow in the winter?

During the day we will enjoy a group lunch and we’ll compete for “prizes of unspeakable value” in a quiz prepared by the always-diabolical Joe.

So put this one on your calendar and bring family and friends along. The date is Saturday, May 14, and once again we will be departing as a group from the Perkins Pancake House parking lot in Stroudsburg, Pennsylvania, at 10:15 AM.

Of course we want you to drive your Corvair but any car is welcome. See you there!

### **NJACE Officers for 2016**

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## Nag, Nag, Nag

Everyone has renewed their membership... almost. We have five stragglers.

Memberships expire on March 31st. If you are one of the five listed below, your renewal is now

**PAST DUE**

So, please, renew so that we can keep you on our membership rolls and you can continue to receive this Pulitzer-winning\* newsletter. Dues are \$19 for one year or \$36 for two years. Send your dues payment to NJACE, PO Box 631, Ridgewood, NJ 07451. Thank you!

David Carney  
Philip Hack  
Al & Joann Kotkin  
Nick Mirabella  
Ginger & Michael Sharp

\* Someday



## NJACE Calendar of Events

### Saturday, May 7

Monthly breakfast at the Empire Diner, Rt. 46, Parsippany, 9 AM.

### Saturday, May 7

Tech session at Ashley's, following the breakfast. Brakes Part 1.

### Saturday, May 14

Driving Tour to Jim Thorpe, Pennsylvania. Details in this issue.

### Wednesday, May 18

Officers' meeting at the Empire Diner, 7 PM. Interested members are welcome to attend.

### Saturday, May 21

"Roving Wrenches" Tech Session at Dave Main's garage in Fair Lawn (6 Bristol Place). Brakes Part 2. Start time 10 AM.

### Sunday, May 29

VCCA NJ Lakeland Region's 41st annual Motorama car show, North Haledon. NJACE has agreed to help – see the complete details in this issue.

### Saturday, June 4

NO breakfast at the Empire Diner – see below

### Saturday, June 11

Repeat of a winner from 2015, breakfast at Bucky's on Lake Denmark at the Picatinny Arsenal. Possible tour of the Hessian burial grounds is in the works. Full details next month.

### Saturday, June 18

Tech session at Ashley's, 9 AM. Brakes Part 3.

### Saturday, July 2

Monthly breakfast at the Empire Diner, Rt. 46, Parsippany, 9 AM.

### Saturday, July 9

Annual NJACE picnic – back in July! Details to follow.

**Tuesday - Saturday, July 12 - July 16**  
**CORSA Convention, Springfield, Illinois.**  
**Info at <http://www.corvair.org>**

**Saturday, August 6**  
**Monthly breakfast at the Empire**  
**Diner, Rt. 46, Parsippany, 9 AM.**

**Saturday, August 13**  
**2nd Annual "Great Phillipsburg Auto**  
**Show," Phillipsburg. There is a separate**  
**Corvair class in this show!**

**Saturday, September 3**  
**Monthly breakfast at the Empire**  
**Diner, Rt. 46, Parsippany, 9 AM.**

**Sunday, September 18**  
**All Air-Cooled Gathering, Flanders.**

## QQ or Not QQ

by *Bob Marlow*

The NJ Motor Vehicle Commission announced recently that vehicles from model year 1995 and earlier will no longer have to be inspected.

The reasons for this are several: Because State inspections have been limited to emissions testing, only, in recent years, the exemption of older vehicles will eliminate the need for equipment to test tailpipe emissions. Newer cars can be tested via the vehicle's on board diagnostic port.

Also, because older cars on the road in New Jersey are relatively few in number (by some estimates fewer than five percent of all vehicles on the road), and are being "retired" at a rate of 3,500 every month, the cost-benefit ratio does not justify the expense. Most such cars will be out of daily service in just a few years.

And, of course, the State is looking for ways to trim costs.

But for Corvair owners (and for all owners of collector cars in New Jersey), an interesting

question arises. Many if not most of us now register our cars on Historic plates (often referred to as "QQ" plates because all NJ Historic plates carry that two-letter designation), and a big reason for doing so is that Historic cars have always been exempt from inspection. Now, that reason for choosing Historic plates is moot.

True, Historic plates have other advantages, not the least of which is that there is only a one-time fee, after which all renewals are free. I registered my Greenbrier on Historic plates 26 years ago and never paid another fee. But Historic plates also carry with them a mandatory limitation on use, such that commuting to work or school is verboten. Even a drive to get a cup of coffee is, legally, forbidden on QQ plates.

So now, if one were to choose to forego Historic plates for regular plates, any limitation on use would be only that imposed by one's insurance company. The trade-off is the need for annual renewals and the attendant fees, but I'm tempted. Being able to use the Rampside as a truck for Home Depot runs and the like is appealing.

When I first bought the truck seven years ago I registered it on regular plates, so that I could drive it as I wished. But the annual inspections were a pain. The lines were long and one year the truck died while waiting on line and had to be towed out of the inspection facility. So I switched to QQs, knowing that my usage would be curtailed as a result. Now, I can think about going back.

How about you?





# The June Breakfast

Our June breakfast meeting will not be held at the Empire Diner. Nor will it be on the first Saturday of the month. It will be on Saturday, June 11, when once again we return to the Army's Research and Development Center at Picatinny Arsenal.

Bucky's, where we enjoyed a great breakfast on the patio overlooking Lake Denmark last June, will again be our host.

The weather was picture-perfect last year and so we are hoping for a repeat. We'll hold our quarterly business meeting and there is a large parking lot at Bucky's so bring your Corvair!

We are hoping to include a tour of the Hessian burial grounds, too – full details to follow. For now, mark the date!



## TWO Chances to Win!

As if you didn't know, at each of our monthly breakfasts we conduct two drawings, one of which awards a free breakfast and the other of which awards a gift certificate from Clark's Corvair Parts.

Winners must be there. If we draw the name of someone who is not there, we draw again. And again and again, until we have a winner. If you're not attending our monthly breakfasts, you're missing out!



Bucky's on the Lake



**TEN YEARS AGO:** Ray Coker's "Fast Orange" was among the cars caravanning to the Corvair Ranch Open House on May 7, 2006. This year's Open House is on Sunday, May 15.



## Go West, Young Man

*Ken Schifftner is Headed to Colorado*

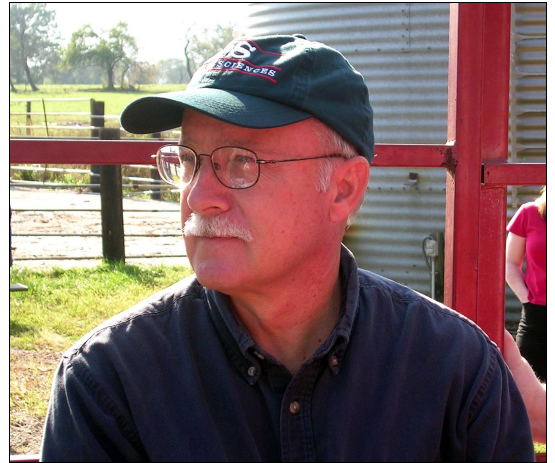
After more than a decade of active membership in NJACE, Ken Schifftner is leaving us.

Coming to us from California, where he was a sparkplug in the San Diego Corvair Club, Ken dove headfirst into NJACE membership, rarely missing a meeting or activity, and eventually serving the club as an officer for several terms.

He was also an integral part of the 2012 CORSA convention in Sturbridge, Massachusetts, where he handled the often difficult job of Concours chairman.

He has been active at the same time with the Corvair Preservation Foundation, doing more for that organization than its leadership may appreciate.

Ken and his yellow 1964 convertible have become familiar sights to all of us. But they are leaving us this month. A job transfer brought Ken here from the west coast, and retirement is taking him away – he has family in Denver.



Ken has been generous to a fault with his time, his knowledge, and with parts and pieces needed by others. He is a genuine “shirt-off-his-back” kind of guy. A lot of us are driving Corvairs on which Ken has worked some magic or provided some advice or supplied some parts.

Ken will find his stride quickly in Colorado. There is an active Corvair club, Rocky Mountain CORSA, based in Denver, and one of the nation’s top Corvair repair shops, Steve Goodman’s Rear Engine Specialists, is just outside of Denver.

This month’s breakfast will be Ken’s last with us. Come on out and bid him farewell. Our loss is Colorado’s gain.

