

August 2016

the *Fanbelt*

new jersey association of CORVAIR enthusiasts

THE GREAT PHILLIPSBURG AUTO SHOW

Saturday, August 13 (rain date Sunday, August 14)

It's our club activity for August – come show your car or just come see all the cars

Complete details in this issue



Well, at least it isn't one of those annoying Time-Out dolls....

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.

NJACE Calendar of Events

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.

Weekend, September 9-10-11

Corvair Campin' Weekend at the Pioneer Campground, LaPorte, PA. See page 3 for more information.

Sunday, September 18

All Air-Cooled Gathering, Flanders.



Al Lacki, Tim Schwartz, and a guy named Abe...
at the CORSA Convention in Springfield, IL

To the Convention, and Beyond

by Bob Marlow

Six NJACErs attended the 2016 CORSA convention in Springfield, Illinois, in July. They were Ken Klingaman, Al and Joan Lacki, Ken Schiffner, Tim Schwartz, and me. Tim was the most intrepid of the bunch, driving his 1963 Greenbrier the more-than-1800 mile round trip, although Ken Schiffner would have been within spitting distance... had his ride not spun a rod bearing short of the convention. (See Ken's separate story in this issue.)

But this article is less about the convention and more about my trip there and back, and the "side trip" that I made... a mere 325 miles past Springfield.

My trip began on Sunday, July 10, the day after our summer picnic, with a relatively short drive to the Pocono Mountain region of Pennsylvania. There I attended a staff meeting in preparation for the upcoming Indycar weekend at Pocono Raceway. This year I have been invited to be on the public address staff for the Vintage Indycar portion of the events, and to be on the microphone for the Vintage Indycar banquet. It is an understatement to say that I am looking forward to it.



1966 Gerhardt-Ford Indy Car

Following the meeting I continued across Pennsylvania into Ohio, where I checked in to a hotel 50 miles or so past Akron. The next morning I drove through Columbus and Indianapolis, arriving in Springfield in plenty of time to scope out the swap meet area where Pete Koehler and I planned to spend the week.

continued

To the Convention, continued

Pete signed up for a swap meet space in advance of the convention, but in June Pete suffered a massive heart attack. (See Pete's story in this issue.) Happily, he is doing well, but mindful of Pete's condition and of the forecast for heat and humidity, the convention hosts graciously allowed me to switch Pete's outdoor swap meet for two tables in the indoor vendor area. Air conditioned and safe from weather events!

My job was to ensure that Pete lifted nothing heavier than a verbal message, and so we sat behind the tables, greeted friends and strangers, and sold something occasionally.

*Shiny parts and
scale model
Corvairs*



*in the convention
vendor room*

The convention itself has been recounted on the CORSA web site, the CORSA Facebook page, and on the Corvair Center Forum, and as always the CORSA *Communique* will have an issue dedicated to the convention. So I will jump ahead to the next leg of my journey.

Late on Friday of convention week I said my farewells and headed further west. My destination was Overland Park, Kansas, but I made an overnight stop in Chillicothe, Missouri, where the front desk clerk at the hotel tipped me

off to a car show taking place downtown. It turned out to be much more than some small-town cruise night. It was the first day of the 25th annual two-day show run by the Chillicothe Lions Club and it was beyond cool.

I spent a considerable amount of time strolling among hundreds of vintage, custom, and hotrod cars downtown, and I learned such things as the fact that Chillicothe, Missouri, is the birthplace of sliced bread! Take *that*, Menlo Park!



Just a small portion of the 300-plus cars that came to the annual car show in downtown Chillicothe, Missouri, on a pleasant summer Friday evening

But I could not stay for the next day's activities because I had an appointment in Overland Park, to visit former NJACE member Wayne Leonard. Wayne was an active part of NJACE from the time he joined in the early 1980s until he relocated to Florida several years ago, but recently he has been dealt a poor hand. He began to suffer balance problems, falling with ever-increasing frequency. His condition became so serious that he could no longer live independently.

So with the assistance of his sister and her husband, who live in Overland Park, Wayne moved last year to a care facility located there. Sadly, Wayne at age 62 is perhaps the youngest resident of the facility – it is the same facility in which his mother now resides – and it was here that the true nature of his condition was confirmed: Parkinson's Disease.

continued

To the Convention, continued

Wayne's condition has only deteriorated over the past several months, and it was a difficult visit, complicated by his taking another fall the morning of my arrival. Instead of the care facility, I found Wayne in the ER with a significant gash to the back of his head. But he was treated and discharged during my time there, and once returned to his residence I was able to take him to visit his mother later in the day.



Wayne Leonard and Bob Marlow, July 16, 1016

Inside, he is still the same ol' Wayne that many of us remember, but the Parkinson's has robbed him not only of his balance and mobility – he is effectively confined to a wheelchair – but also of speech. Generally he is able to communicate with only one or two hard-to-understand words at a time. It is profoundly sad to see this in a person who was so energetic and engaging.

The reduction in mobility is a self-perpetuating condition, so Wayne is scheduled to begin some fairly aggressive physical therapy as you read this. Fingers crossed that it can stop or reverse his physical deterioration. I offered him a goal: The 2017 CORSA convention will take place in Independence, Missouri, 25 miles from Wayne's care facility. I told him that I'd drive out again next year and take him on a day trip to

the convention. He said that he'd like that. I hope we can do it.

From Overland Park I pointed the car east and drove back to the Jersey Shore, completing a 2,590-mile journey. My VW Routan minivan, packed with Corvair parts on the outbound leg and still with plenty of luggage and whatnot on board for the return, averaged 32.5 miles per gallon for the entire trip. Only once did I pay more than \$2 per gallon for gas, so my total fuel cost was very reasonable.

I arrived back in New Jersey only to discover that fellow Corvair enthusiast Ned Masden, who lives in Wichita, Kansas, was vacationing with his wife here at the beach, less than three miles from where Sue and I live! Our schedules precluded our meeting up, but we talked on the phone for an hour and laughed at how we each had come east from Kansas at the same time.

The Corvair hobby, we have said many times, is much less about the cars and much more about the people.



Tim Schwartz contemplates buying larger wheels for his Greenbrier. Or maybe he's just visiting the Caterpillar factory in Peoria, IL, one of the convention tour stops.

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Jonni and Ken's Not-So-Excellent Adventure *by Ken Schiffner*

Despite your best efforts and intentions, sometimes things simply just don't go your way. This is as true in the world of Corvairs as it is in life.

Warnings are often right in front of you (sometimes heeded or in retrospect, ignored) that cause you to think "Hmmm, what was that noise?" Or Hmmm, what should I do? Or, maybe inevitably, "Hmmm, who should I call? When things go bad, one wonders "Hmmm, why me"?

Case in point. Jonni Berkman (Brighton, CO) a veteran participant in many CORSA activities and whose late husband, Herb, won not one but two Cole Awards, simply wanted to go to Springfield and compete. She had purchased a beautiful '65 Corsa convertible a few years ago and then went to the 2015 convention in Tacoma where she scored well for the first time out. There were some mechanical problems though with the engine but with the help of some friends things were seemingly corrected. Then, on the trip to the Tri-State meeting in Montrose, CO, an ignition rotor broke. What, again! Hmmm, why me?

Not giving up, she had her heart set on coming to the Springfield convention. She felt that this might be her last convention. She then with the help of others set about improving the already impressive vehicle.

She registered for the Convention and asked me, now a fellow Rocky Mountain CORSA (RMC) member to ride shotgun. Hmmm, sure!

A few days before departing on the Convention trip, the first ominous "Hmmm" occurred. The engine wouldn't start. Battery problem? Wiring? Paul Seyforth (RMC) came by and diagnosed the problem and concluded that the problem was related to the starter. He then drove about 50 miles to Steve Goodman's shop (Rear Engine Specialists) in Golden CO and got a starter solenoid. Paul installed it and the starter worked!

A slight noise however was noticed just as the engine started and there was a light tappet sound. Hmmm, lifter needing adjustment?

Last Saturday, Jonni and I set off for Springfield. We drove about 600+ miles to Topeka, KS. The car ran beautifully.

continued

Not-So-Excellent Adventure, continued

The slight tappet noise was a little louder however. A mental note was made that upon arrival in Springfield, to borrow or buy a ported valve cover, adjust the valves, and do the Cole.

Next day, Sunday, the car started quickly but that little "clunk" was still there. It sounded as if some part of the muffler might be hitting something. A quick inspection revealed nothing obvious so on we went.

About 96 miles out of Kansas City, however, that clunk morphed into a clanking and then graduated into even louder clanking. Sounded engine internal rather than engine external. An off-ramp was fortunately nearby (along with a gas station) so Jonni coasted into the station parking lot. Noise but no smoke. A facility behind the station had a sign that said "24 Hour Repair." Hmm, how lucky could we be!

Not so lucky. A very brief conversation with the three fellows there resulted a refusal to work on the car... or even to jack it up to help diagnose the problem. "Nope, I had three or four Corvairs years ago. I don't want to touch it."

Hmmm, who to call? It was Sunday. Things were closed. Called AAA. AAA needed to know where Jonni wanted the vehicle to be towed, but their "local" AAA authorized repair facilities were all closed. We'd need to drop the car off then recover it on Monday. The options looked bleak.

Hmmm, what to do? We called Don Wagner. Don as usual was of great help. He referred us to Mike Dawson who helped diagnose the problem over the phone. He went down a list of possibilities. Dropped valve seat? Loose rocker arm? Broken rocker arm? Broken valve spring(s)? Maybe a stud came loose? Hmmm. Mike needed more information. Remove the valve covers and look he suggested.

A mechanic person named Steve happened to stop for gas with his family and helped remove the valve covers. The car was jacked up, the covers were removed. No visible damage was seen. Everything looked fine.



The highway sign in the upper left reads, "Kansas City 96." Only 225 miles to Springfield!

Jonni called other folks such as Tim Shortle and Marty and Bertha Katz who were also Convention bound. Though they offered to assist, they were hours behind us. (They kept in contact during our efforts however.)

We reported back to Mike. Mike lives in Belton, MO and said "Get the car here and I'll look at it." If the problem was a dropped valve seat, he luckily had a 140 head and some head gaskets. That however meant going back west about 2 hours but maybe a repair was possible. Hmmm, worth a try.

We now had a destination. Jonni called AAA and got a promise that a tow vehicle would get to us in "about an hour." About two hours later a pick up truck with a trailer arrived. About two more hours later the car was in Mike's neat garage. Typical Mike, he had a 140 head (with staked valve seats) and head gaskets already laid out on the bench ready to get into the game. Mike did an engine compression test. Hmmm, all cylinders were OK. Number 4 was a bit suspect but it sounded like #5 was the culprit. About 20 minutes later Mike had the top cover removed and after a brief inspection. Hmmm, Mike mumbled.

But not a good "Hmmm." The #6 rod had spun a bearing. The bearing cap was even difficult to remove. What was left of the bearing was in effect just metal foil. Running a fingernail over the crank journal revealed ridges. The rod also had lateral play between itself and the crank. Not good. Diagnosis? The engine will need major repairs.

continued

Not-So-Excellent Adventure, continued

No Cole attempt this year.

Give up? Hmmm, NO WAY! Would Herb have given up? NO WAY!

Jonni is exploring ways to get things fixed in time for next year's convention.

Hmmm, or maybe they were really going according to some sort of other plan? She was seeing first hand one of the joys of CORSA membership. Friendship when you need it. Things in life are like that.

Many thanks to the many wonderful CORSA friends who gave their support and help in assisting when things were just didn't go the way Jonni had hoped.

[Editor's Note: Jonni and Ken did make it to the convention... in a rented car.]



Good News and Bad News

by Pete Koehler

[Editor's Note: Pete Koehler is a former CORSA president, retired GM staffer, and friend of NJACE who has participated extensively in our club events through the years. He now resides in suburban Detroit, where this article first appeared in the July issue of The Aircooler, the newsletter of the Detroit Area Corvair Club.]

The bad news first: On Thursday morning, June 16th, I suffered a massive heart attack. The good news: I survived!

It just happened. I've never had any heart problems in the past. About 4:00 AM I felt a lot of chest pain. When my left arm started to hurt as well I asked Patty to help me. She called 911 and the Farmington Hills Fire Department showed up and whisked me away to Botsford Hospital. The EMTs diagnosed the problem and the staff at Botsford were able to correct it before it was too late.

The problem was a 100% blockage of the main artery to the heart. Somewhere along the line someone with no sense of humor nicknamed this type of problem "The Widowmaker." I'm not laughing.

They were able to clear the blockage with a catheter and then put in a stent. About this time the heart was tired of being poked and decided to stop. To correct the flatline condition they used a defib device. It only took six tries to get the old heart going again. Ask me what it feels like to be hit with 1000 volts! The last one worked and it woke me up and WOW!

So now I'm home and recovering. Every day from here on out is a gift. I'll try to make the best of them. My Corvair activities will be curtailed for some time. Lots of other changes, too. I am happy to be back and I look forward to seeing all of you at some events in the future.



How does Pete Koehler move a Corvair engine after suffering a heart attack? With the help of friends and by "borrowing" a bellman's cart from the convention hotel...

THE GREAT PHILLIPSBURG AUTO SHOW

As announced via email in late July, NJACE will be participating in the 2nd annual "Great Phillipsburg Auto Show" on Saturday August 13th, 2016 -- it's our club activity for August!

This show is organized by a 40-year NJACE member and includes a dedicated Corvair class.

The location is St. Philip & St. James School, Roseberry Street, Phillipsburg, New Jersey. Proceeds Benefit *Grandma's House*, a home for women homeless and pregnant. Show hours are 8:00 am - 3:00 pm, and the rain date is the next day, Sunday, August 14th, 2016.

The show features express day-of-show registration, goodie bags, door prizes, awards, Family entertainment, and delicious food. For additional information Ron Peles, Show Chairman, at (908) 479-1218 or ronaldpeleslaw@gmail.com.



Breakfast is served this Saturday and on the first Saturday of every month at the Empire Diner on Route 46 eastbound in Parsippany. We meet at 9 AM.

As is our practice, simply by being there you could WIN a free breakfast or a Clark's Corvair Parts gift certificate!

Corvair Campin' is back!

by Ray Coker

The time is approaching for that this year's gathering of our Corvair nut friends at the campground for a weekend of foolishness and fun.

It's all set for the weekend after Labor Day, September 9-10-11 at the Pioneer Campground in LaPorte, Pennsylvania. Call now to reserve cabins, cottages, campsites. It's going to be fun. There is a new car museum very close to us we can roam around in.

Call us at 570-946-9971 or email us pioneerCG@epix.net

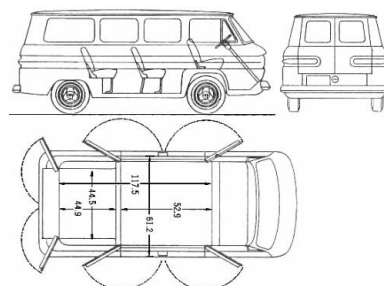
[Editor's Note: How much fun is this weekend? A few years back, a member wanted to go but his wife did not. At his insistence they went, and now each year SHE insists that they go!]



NJACE Classified Ads

August, 2016

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



NECC Update

by Al Lacki

This is in regard to the Northeast Corvair Council's event originally scheduled for August 27, 2016 at New York Safety Track.

Circumstances beyond our control required that we postpone this event until Saturday, September 24. It is a complex story. The track management has, since early this past spring, been attempting to fix certain sections of the pavement. For many reasons including weather conditions this past spring and other commitments on the part of the paving company, this repair work is now scheduled for the week of August 22. The paving company cannot guarantee that the work will be finished and the surface ready for use by Saturday, August 27.

The track management had no option but to postpone our event. We understand their position while recognizing the impact this rescheduling may have on your plans. The track has offered and we have accepted Saturday, September 24 as an alternative. We sincerely hope that your plans will allow you to be with us that day.

With this date change comes a reduction in the entry fee. Instead of the previously-announced fee of \$299, the fee is now \$250.

Like our event on June 25, this will be a combined cars and sport bikes event. We sincerely hope that your plans will allow you to be with us that day.



Ken Klingaman and Bob Marlow, both NJACE members since the early 70s but now approaching their 70s, relax at the 2016 CORSA convention

Minutes

of the

General Membership Meeting Saturday, July 2, 2016, Parsippany, NJ

Approximately 30 persons were in attendance. The meeting was called to order at 9:50 AM by President Brian O'Neill.

Upon motion duly made and seconded, the minutes of the March meeting were approved as published in the April newsletter.

Treasurer Tim Schwartz presented a Treasurers report. Upon motion duly made and seconded this report was approved as read.

Publicity VP Bob Marlow reiterated the information published in the most recent newsletter

Activities VP Rob Wanhouse reviewed plans for the annual club picnic on July 9, the road rally to precede the picnic 4pm, the Phillipsburg auto show on August 13, and the camping weekend September 9-11 camping at Ray & Kathy Coker's Pioneer Campground in LaPorte, Pennsylvania.

Old Business: None was brought forth.

New Business: Larry Ashley discussed a bus trip to the AACA museum bus in November. John Egerton has a 1965 Corsa for sale.

Steve Calandra was the winner of the drawing for a free breakfast and Dave Rothenberg was the winner of the drawing for a Clark's gift certificate.

Brian O'Neill presented a gift card on behalf of the club to our regular waitress.

Upon motion duly made and seconded, the meeting was adjourned at 10:05 AM.

*Respectfully submitted,
Frank Hunter, Secretary*



More Convention Photos

Pictures throughout this issue taken by Ian Cowie, Joan Lacki, Bob Marlow, Adrienne McDonald, Rich Thompson, Ken Schiffner, and Tim Schwartz



Ken Schiffner and Jonni Berkman probably wish that they had this converted Rampside



Clark's Corvair Parts' outdoor canopy was anchored by flywheels and crankshafts, but was still no match for the storm that blew through Springfield on Wednesday of convention week. That's Cal Clark on the right.



Best of Show



Autocross FTD



What is considered a hill on a midwest road rally

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