

January 2017

the *Fanbelt* 
new jersey association of CORVAIR enthusiasts



*A 1967 CORVAIR
IS NOW 50 YEARS OLD...*

*AND I'M FEELING
A LITTLE CREAKY MYSELF...*

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*

Holiday Party Time!

Just when you thought all the holiday festivities were over, it's time for the club's annual **Holiday Party**.



This year the event will be held on **Sunday, January 22**, in the **Cannon Gate Catering and Conference Center at Picatinny Arsenal**. The bash **begins at 1:00 PM and will last until 5:00 PM**. There will be a fabulous buffet dinner – those who have attended past holiday parties at Picatinny can attest that the food is always top-notch – music, some entertainment, award presentations and last but not least, our ever-popular gift game.

If you are coming to the party and we sure hope you do, there's a couple of things you need to do. First of all, **you need to RSVP**. You do this by contacting me, Brian O'Neill, to sign up. My phone number is 973-729-5586. Or you can e-mail me at bmoneill@juno.com.

The second thing you need to know, you just cannot wander into Picatinny Arsenal. It is absolutely necessary that you **provide me your name and the name of anyone coming with you**. You need to make sure each person has good photo identification with them. You also must have a valid registration and insurance card for your vehicle and you have to know where you're going. The security people at the gate may ask you to pull over so they can inspect your vehicle. Right, Joe?

You'll need these documents at the front gate entrance. The guards there will have a list of everyone who was authorized entry for the party. That's why it's **absolutely necessary that I have your information no later than Wednesday, January 18**. If you just show up at the front gate without prior arrangements things will be very difficult and entry cannot be guaranteed.

Okay, but how do you find Picatinny Arsenal and the correct entry gate? That's easy, just

follow Interstate 80 westbound to Exit 34B for New Jersey Route 15 North towards Jefferson/Sparta. If you're coming eastbound use exit 34 and follow the signs for Route 15 North. The Picatinny main gate will be on your right, just a short distance north on Route 15.

Once you are at the gate, your destination is the Cannon Gate Conference Center, locally known as the club.

After you have gone through the gate, continue straight on the main road, and as you come up to a blinking yellow traffic light bear to the right. Go on that road for only a short distance and then bear left. The club will be a short distance on your left. Please do not wander around on the Arsenal. You'll attract attention and they'll call me.



If you wish to participate in the Gift Game, please bring a wrapped gift valued at no more than \$10-\$15. Just remember the gifts you bring should be unisex. Let's try very hard not to be inundated with bottles of wine. Be creative! If you're not familiar with the gift game, it goes as follows:

Each participant brings a wrapped gift. The gifts are placed on a central table, and numbers are drawn to determine the order in which participants will take turns selecting a gift. The first person opens a wrapped gift, and each subsequent participant can choose a new gift to open or can "steal" another person's gift. When a person's gift is stolen, that person can either choose another wrapped gift to open or steal from another player.

It has proven to be a great deal of fun which is why we have been doing it for years now.

There is one last somewhat uncomfortable detail. If you RSVP that you are coming and I submit your name to the Cannon Gate Catering Center and the security personnel, NJACE is now on the hook for your dinner. If for some

reason you have to cancel you are still responsible for the cost. Unfortunately in past years we have had some members either cancel or not show up. We know unexpected things happen but please be considerate of your fellow club members and don't burden them with the cost of your meal.

Attendance at all monthly breakfast meetings has been very good over the past year. Let's see if we can set a record for attendance at our holiday party. We have a lot of new members, so let's help them get acquainted with the old-timers by digging out your NJACE name tag and wearing it. But it's okay if you can't find it, we'll have the stick-on ones available.

Now call or e-mail me no later than January 18 to make your reservations. Once more, my phone number is **973-729-5586** and my email is **bmoneill@juno.com**. Don't forget your photo identification and come up with a great gift for the Gift Game!

The Inexorable March of Time

At this time of year, television and newspapers are full of lists of the people lost during the past 12 months. Among those people was one not generally found on such lists: Joseph Strayhorn, who passed away on May 11th, 2016, at the age of 91.

Joe Strayhorn played a key role in the production of the Corvair at the Willow Run Assembly Plant in Ypsilanti, Michigan. Joe began his employment with Chevrolet in 1952 in St. Louis, Missouri, working on the first Corvettes produced. He then transferred to the Willow Run Assembly Plant in 1955 as Foreman of the Truck Plant. In 1960, he was made General Foreman of the Corvair Plant for the next three years, and was upgraded to 8th level Senior Reliability Engineer from 1968-1969.

He was the Superintendent of the last six thousand 1969 Corvairs built, and he is the gentleman pictured seated in the last Corvair built, on the last day of production, May 14, 1969.



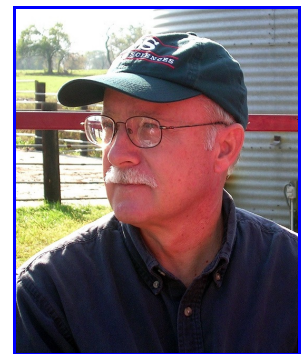
Everyone at Willow Run knew who Joe Strayhorn was. Out of all the cars produced at Willow Run, Joe's favorite was the Corvair. He drove the first four-door Monza that was made as a company car, and later bought it. He owned a total of three Corvairs.

Joe met his wife at Willow Run and they were married for over 57 years and had four children. She would sometimes accuse him of being married to Corvair more than her due to his long hours spent at the plant.

As time marches on we are losing the personal connection to the Corvair. Joe Strayhorn was one of them, and a popular and well-liked gentleman as well.

Report from Colorado by Ken Schiffner

Remember me? About 6'-2", curly hair, fit and trim? No, me neither. Back in May I moved to Colorado.



Anyway, short report from Colorado:

Remember the line, "I've seen it rainin' fire in the sky" from John Denver's *Rocky Mountain High*? It actually happens although what occurs is the rising or setting sun casts a red-orange color to very high clouds. Interesting, though. Quite impressive.

Weather? It can be cool in the morning, sunny and warm during the day and then rain and/or hail in the late afternoon. Not quite like New Jersey.

Rocky Mountain CORSA is a fun and active club. Their meeting place is at "John Elway"

Chevrolet. I'm told that "Elway" had something to do with horses.

Off a trail near my house is the "Center of Wisdom." Needing wisdom, I often hike over there and try to get some. You sit down on a wooden bench near Cherry Creek and wait for the Wisdom. Usually, there is just silence. I figure either I already have enough Wisdom, or the gods think my case is hopeless.

But then, one day, I heard a voice. "Righty tighty, lefty loosie." Then, "Buy low, sell high." Then "Finish your vegetables or you get no dessert." I figure the "wisdom" was a combination of Corvair repair, investment advice... and my mother.



Round Tuit

Part 5 of 5

by Frank Hunter

In the last installment it was reported that I now have a running Corvair that was back in the garage with no reverse gear. I guess that is better than having no gears at all! Needless to say, the plan to use the car for the summer was not looking promising without reverse.

After allowing some time to emotionally coming to grips about removing the engine again I decided to make it a learning experience. I have always used Richard Finch's book "How to keep your Corvair Alive" as a guide for engine removal. I do not know if I just cannot follow



instructions or comprehend things, but there was always something still connected when I was trying to remove the engine. Last time it was the Powerglide cable, and as I was raising the car, the engine was trying to go up with it. That cable was very strong and now it's really cracked.

So this time I was going to attempt something different. I decided to log each step as it was performed. Here's how it goes:

(Note 1: Since this is a late model stick shift there may be differences in the sizes of the wrenches needed for the bolts/nuts.)

(Note 2: Have your significant other make sure your life insurance policy is up to date.)

1. Jack under car
2. Get lots of tools
3. Open deck lid
4. Remove spare tire (3/4")
5. Disconnect battery (1/2" or 9/16") 3/8" for battery ground wire
6. Remove air cleaner (3/8")
7. Air cleaner support bracket (3/8") put cold duct back into shroud
8. PVC pipe – loosen the (5/16") and remove
9. Fresh air hose (1/4") socket and open end wrench
10. Coil wires (7/16") Yellow = + (positive), Black – Tach & distributor = - (negative)
11. Oil pressure warning light plug – screwdriver
12. Starter wire connector by firewall
13. Head temperature gauge, under #2 sparkplug (13/16")
14. Vacuum gauge – plastic hose
15. Oil Pressure gauge sender (3/8") white wire top, back to ground strap
16. Alternator wire (7/16") and plug
17. Ground straps – (3/8") replace bolts
18. Rear cover (1/4") socket – high hat screws
19. Chock front wheels
20. Jack up car
21. Release emergency brake
22. Universal joints inner (engine side only) (7/16") 6 point socket – rotate wheels
23. Tape universal cups so they don't fall off
24. Bungie axle shafts up and out of the way
25. Clutch return spring – tape to clutch rod
26. Starter wire leads to coil – mark bottom wire (11/32")

27. Starter cable to battery (5/8")
28. Throttle rod e-clip screwdriver
29. Gear shift linkage (1/2") socket and open end wrench
30. Cotter pins – clutch cable and two on the trans mount bolts screw driver & needle nose pliers
31. Clutch pivot bolt (3/4)" bungie or tape clutch rod out of the way
32. Emergency brake return spring
33. Transmission side braces to body (9/16") socket and open end wrench
34. Loosen trans mounting nuts (don't remove) (11/16") deep socket
35. Back-up light switch – unplug
36. Gas line: remove engine side of rubber hose and plug.
37. Heater hoses (3/8) socket or screwdriver.
38. Strut rod side bolts rear upper side (both sides) (9/16") socket
39. Strut rod bottom front bolts
40. Strut rod bottom rear bolts
41. Strut rod front upper bolts
42. Lower strut rod and bungie out of the way toward front of the car.
43. Put engine cart under engine
44. Lower car until engine touches cart
45. Remove transmission mount bolts (11/16") deep socket
46. Remove engine mount bolts (9/16") socket
47. Visually inspect that nothing is attached to top of engine
48. Visually inspect that nothing is attached to the bottom of engine
49. Raise car slowly, move anything (engine cart, axels, struts, clutch rod) that may hang up on the engine when car going up
50. Remove engine cart rearward

For raising and lowering the car I use an EZcarlift (<http://www.ezcarlift.com>) but any safe method is acceptable. The biggest issue with the EZcarlift is the storage, I found laying it against a wall works best for me. In my previous times I used one floor jack & skipped side to side lowering/raising bit by bit (or little by little) until the job is done.



The New Kid on the Block

*Introducing
David Hunter,
Activities VP*



David Hunter is currently a student at Bergen Community College. He is majoring in history. He is also a member of Phi Theta Kappa, an honors society on campus. He graduated from Ramsey High School in 2015. His father, Frank Hunter, is the NJACE Secretary, and David will be your new Activities VP for the 2017 calendar year.

He has been attending NJACE activities irregularly since the summer of 2010 when the club went to Stratton, Vermont, for the Hemmings car show. At least one Corvair has been parked in his parent's garage for longer than he has been alive, with the red one not working for almost the entirety. His knowledge of mechanics is, it is said, "extremely minimal."

David Hunter's email contact is dhunts125@gmail.com.



For the past two years we have been conducting two drawings sat our monthly breakfasts: One for a free breakfast and one for a gift certificate from Clark's Corvair Parts.

This month is your last chance to win one of the Clark's gift certificates – we have just one certificate remaining!

We will be continuing the drawings for the free breakfast, but this month is your last chance for the Clark's gift certificate. C'mon out to

breakfast this Saturday at the Empire Diner on Route 46 in Parsippany and WIN!

NJACE Classified Ads

January, 2017

For Sale: 2005 Pontiac GXP, 26,800 miles, all available options including Heads up display, sunroof and CD changer. New tires, rotors, Hawk touring brake (ceramic) pads and belts. Two extra new wheels with mounted tires. Car is as new... ultimate highway cruiser... Asking \$8900... will talk. David Main, phone 201-320-2629, email dmain90826@aol.com.



NJACE Officers for 2016

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NJACE Calendar of Events

Saturday, January 7

Monthly breakfast at the Empire Diner, Rt. 46, Parsippany, 9 AM.
Happy New Year!

Sunday, January 22

Our Annual Holiday Party, at the Cannon Gate Conference Center on Picatinny Arsenal. Details in this issue!

Saturday, February 4

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

Saturday, February 18

Annual Parts Auction, indoors at Ashley's Auto Body, Flanders.

Saturday, March 4

Monthly breakfast at the Empire Diner, Rt. 46, Parsippany, 9 AM.
Happy New Year!

MINUTES

NJACE Membership Meeting

Saturday, December 3, 2016
Empire Diner
1315 Rt. 46 East Parsippany, NJ

The meeting was called to order at 9:50 AM by President Brian O'Neill.

Upon motion duly made and seconded the minutes from September 3rd membership meeting were approved as printed in the Fanbelt newsletter.

Treasurer Tim Schwartz presented the Treasurer's report. Upon motion duly made and seconded the report was approved as presented.

Publicity VP Bob Marlow reported that the New Jersey Motorsport Park has invited NJACE and other clubs for a tour of the facility and its amenities. There was a general consensus that NJMP was too far away and too, shall we say, upscale, to warrant such a visit by the club.

In the absence of Activities VP Rob Wanhouse, the President confirmed the annual Holiday Party for January 22 and the annual Parts Auction for February 18. For the Holiday Party it was noted that you must be "on the list" by contacting Brian O'Neill by Wednesday prior to the party. If you do not, you may have your car searched like Joe Maurella did.

Old Business – none was brought forth.

New Business – Upon motion duly made and seconded it was approved to pay the annual Northeast Corvair Council dues amount of \$20.

Election of Officers for 2017: As there was a single nominee for each of the open positions (President, Vice President, Treasurer, Secretary, Publicity VP and Activities VP), the secretary cast an affirmative vote for the complete slate.

President Brian O'Neill expressed thanks to Robert Wanhouse for his three years as Activities VP.

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

Following the meeting, the monthly drawings were conducted, with Rich Luongo winning the

free breakfast and Sherri Horne winning the Clarks gift certificate.

Respectfully submitted,
Frank Hunter, Secretary

I'll Be Art in a Minute



At our December breakfast, Ron Zielensky brought along a framed print featuring two Corvairs. It is a full-color pen and ink illustration by upstate New York artist Michael S. Smith, and is available from Smith's own web site in two sizes and loose, matted, or matted and framed.

continued

Clark's Corvair Parts®

Get the 2013-2018 Catalog

What's in the catalog? It's actually three catalogs, the Main Catalog, the Specialty Catalog, and the Supplement, more than 650 pages, 1100 sketches, 500 exploded diagrams, and 1900 photos.

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Over 100 new repro parts in the past 3 years.

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The illustration depicts a 1963 Corvair 4-door sedan and a 1963 Rampside pickup at a 1950s-era Sinclair service station in Bucyrus, Ohio.

This print, and many more, can be seen and purchased at <http://www.mssgraphics.com>. On that page, highlight the "Galleries" tab and then click the "Automotive" tab to browse those selections. The Corvair print is titled "Corvair City."

Thanks to Ron for sharing this information!



Your Editor has been remiss in welcoming new members and their cars to our group, and so he is playing catch-up:

Gary and Lori Cohen have a 1965 Corsa convertible, purchased just this past August because, as Gary tells us, "I like the uniqueness."

Bill and Karen Moore have a 1965 Monza 4-door, a car which Bill says "needs everything!" A 1956 Buick Special also shares the Moore's garage.

Derek Pike also has a 1965 convertible, which he purchased in 2012, saying that he "sold his 442 and wanted something unique."

Marie Stratechuk, who uses the name Marie Laine professionally, has two 1964 Corvairs, one 2-door and one 4-door. Marie also has a 1988 BMW 325i convertible and a 1984 Pontiac Fiero.

Jim and Joann Vanderpoel have a 1966 Corsa convertible, purchased in May of 2016 from Shade's Classic Cars in Nebraska. The Corvair keeps company with 1946 and 1952 Jeeps.

Kevin Vogel has a '66 coupe and a '65 convertible, the coupe described as "in pieces" and the convertible as "rough." Kevin says that he gained his appreciation of Corvairs from his

late father, who raced them on frozen lakes!

Ron and Trudy Zielensky have a 1962 convertible that is not a project car – Ron describes it as "mint."

Returning to our ranks after several years away is **Chris Senegeto**, now residing in Doylestown, Pennsylvania.

And, reaching much further back, **Charles and Lynda Brady** joined a year ago but I think we never published a proper greeting. The Bradys have a 1965 Monza coupe that keeps company with a 1987 Porsche 911. Air-cooled is cool!

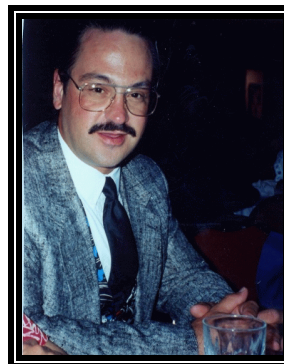
If we missed publishing a note of welcome to anyone else, please know that we are glad to have you among us!

- Wayne T. Leonard -

Wayne T. Leonard, an NJACE member for more than 20 years, from the early 1980s through the mid-2000s, passed away on December 22, 2016, due to complications from Parkinson's Disease and pneumonia. He was 62 years of age.

Wayne was a friend to everyone in the Corvair hobby, active both in NJACE, CORSA, and NECC. He served as an NJACE officer, he drove in NECC track events at Lime Rock, and he participated as a CORSA Concours judge.

Wayne worked in New York City as a theatrical set dresser in film and television, working on shows such as *Law & Order* and films such as *Private Parts*, and working with performers as diverse as Rita Moreno and Anthony Hopkins. He also volunteered in the recovery efforts in lower Manhattan following the attacks of 9-11.



Although Wayne moved away from New Jersey in the past decade, he is remembered and missed by his many friends here.