

the Fanbelt

new jersey association of CORVAIR enthusiasts



Two Wheels instead of four this month

We're taking a trip to the Motorcyclepedia motorcycle museum on Sunday, April 30. Save the date!



The Central Jersey Volkswagen Society's "Air Raid" drag racing event at Island Dragway in Great Meadows takes place on Sunday, April 9. Corvairs are invited, because only air-cooled cars are invited!

NJACE Tech Sessions resume this month with a fundamental Corvair topic:
Pushrod Tube O-Ring replacement



Breakfast this Saturday, April 1, at the Empire Diner on Rt 46 in Parsippany, 9 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 (COSA), 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

So there I am behind the wheel of a 1954 Mercury convertible. I'm cruising through the streets of downtown Havana. Yep, that Havana as in Cuba. It was like I was a teenager again. Two of my best buddies had a 1954 Mercury. We put a lot of miles on that car. Only difference this time is that this Merc was diesel powered. It was a little strange to hear the rattle of the diesel when I got on the accelerator.

You might ask how did I get behind the wheel of this 1950s car? Well, Roberta and I spent two weeks recently in Cuba. Was a very interesting trip. In addition to seeing hundreds and I do mean hundreds of 1950s cars, there were a lot of other interesting and exciting things. The cars ranged all the way from literal rolling junk piles that amazed me that they could even run, to meticulously restored machines. The majority of the cars were in the middle ground. Not in bad shape but obviously not fully restored. A few of those that were meticulously restored had some strange exceptions. Almost none of the cars I looked at had rubber pads on their brake pedals. I guess you just can't get a rubber pad for a 1954 Mercury in Cuba. Most of them were also missing minor trim pieces that would pose no problem for us to obtain. The craziest thing about all these cars was the paint jobs. Ever see a pink 50s convertible with a pink top?

While we were there we got to tour a sugarcane mill and we learned how sugarcane is turned into sugar, rum, and organic material used for fertilizer. This mill was closed in the late 1990s and converted into a museum. Gigantic machinery! The sugarcane was delivered to this mill in open railroad cars. There was a siding off the main railroad line onto which the cars would be shunted onto a tilting platform. The platform tilted and the sugarcane poured out into this giant chute. All in all, the process was very efficient and is still used today.



After the sugar mill museum, we were taken for a ride on the railroad behind in 1916 steam locomotive. The locomotive was pulling a few flatbed cars with benches for the tourist to sit. These benches were for the average tourist. The O'Neill's got to ride in the locomotive. Roberta sat in the engineer seat and tooted the whistle as he went down the tracks at more than 50 miles an hour. What a hoot.

Our overall impression of Cuba was very favorable. Everyone we met was friendly and the service was exceptional. Cuba is crowded with European and Canadian tourists but not too many Americans. We went because we were afraid that the place would soon be looking like a strip mall in middle America with all the fast food joints. From what I could see and what I was told it doesn't look like they are going to let that happen. They are rebuilding colonial era buildings, particularly in old Havana. They realize that charm which equals money and comes not from making it look like the United States, but maintaining its own character. If you are looking for a very unique vacation, consider Cuba.

[Editor's note: There is a small handful of Corvairs in Cuba, models imported before the U.S. embargo took effect in October of 1960. NJACE member Bill Stanley has reported on these in the past in the CORSA Communiqué. CORSA members can avail themselves of Bill's articles via the CORSA web site, Corvair.org.]



Activities

*by David Hunter,
Activities VP*

On Sunday, April 30, we will be traveling to **Motorcyclopedia**, an 85,000-sq ft museum in Newburgh, New York, featuring over 500 Motorcycles from 1897 onward. Several galleries include the Indian Timeline (with an Indian for every year in production), Harley-Davidson, Choppers, Police and Military Motorcycles, and more. There are even two Walls of Death, or Motordromes, set up on the lower floor. There is also a small section of Japanese and British motorcycles.

For this trip we will meet at I-87 northbound - Mile Marker 33 - Ramapo Plaza - Between Exits: 16 (Woodbury Toll Barrier) & 15A (Suffern Rt 17N) around 11:00 and depart around 11:30. From the rest stop, there will be a caravan to the museum. The drive from the rest stop is about 35 miles. We'll arrive at the museum around 12:15. Admission is \$11.00 dollars per adult (tax included). Ages 3 -12 are \$5.00 and under 3 are free.

Following the museum visit we'll go to Billy Joe's Ribworks, a restaurant overlooking the river. Entrées are around \$12.00 - \$17.00. The interior is rustic, with a stuffed goat with sunglasses and a hat hanging on the wall. We have made reservations for up to thirty people, but we'll need to confirm the count as we get closer to the date.

The weather should be nice in late April and other attractions include the Riggio Galleries museum, across the river in Beacon, which houses the Dia Art Foundation's collection of art from the 1960s to the present. There is a ferry terminal in Beacon, or the walkway across the Hudson in Poughkeepsie, which is a 2.6 miles roundtrip walk.



Tech Session Update

by Larry Ashley

The weather here in NJ has been very unpredictable and uncertain. This time of year when most things would be beginning to bloom already, there is still more snow than I can remember in recent years and possibly as long as far back as I can remember. A March tech session was not possible because of personal commitments, but the weather wasn't co operating either!



We do have a subject for a tech session this month however. Curt and Pat Stone are now once again NJ residents (welcome back!). He also once again has a 1969 convertible (there may be another one in between, but I am not sure of that). His convertible has the typical oil leaks and the plan is to do, at the very least, the push rod O-rings.

The plan is to do it on the lift, so the drivetrain can remain in the car and it is much easier than on the floor of the shop where you can never get the car high enough. With the right tools (Brian has what is needed for the job) the job will be much easier. A lot of damage can be done to the tubes when not removed properly. In spite of that, if any don't come out willingly, or are damaged, I do have an inventory of them. I have been dismantling and parting out engines for a while, so I do have them in stock.

Also if anyone has a small project, or even just want to have something inspected on your car or FC, we can do that. Many eyes can pick up on a problem that may be hidden otherwise.

As usual we will meet at Ashley's Auto Body immediately after the breakfast meeting this Saturday, April 1. No fooling, this is really going to happen! See you there!





This month we welcome new member Joe Santoli, from Edison. Joe has a 1965 Corsa which he describes as "Cosmetically great, mechanically needs work." We can't speak to the mechanical issues, but yes, it sure looks great in the photo he sent along!



Minutes

Membership Meeting

March 4, 2017

Parsippany, NJ

The meeting was called to order at 9:37 AM by Treasurer Tim Schwartz, in the absence of President Brian O'Neill, Vice-President Nick Ford, and Secretary Frank Hunter. 25 persons were in attendance.

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

Treasurer Tim Schwartz reported a balance of \$2,973.14 in the club checking account and \$4,644.06 in the club CD, for a total balance of \$8,617.20 as of February 28, 2017. Upon motion duly made and seconded the Treasurer's report was accepted.

Publicity VP Bob Marlow reported no specific news but reminded members than

member submissions are always welcomed for the newsletter.

Old Business: Details of the planned tour to the vintage radio museum later in March, as noted in the newsletter, will be distributed via email once all details are confirmed.

New Business: None was brought forth.

Upon motion duly made and seconded the meeting was adjourned at 9:40 AM.

*Respectfully submitted,
David Malcolm,
for Secretary Frank Hunter*

NJACE Calendar of Events

Saturday, April 1

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

Saturday, April 1

Tech Session at Ashley's Auto Body, Hillside Avenue, Flanders, immediately following the breakfast. Topic is pushrod tube O-ring replacement.

Sunday, April 9

Central Jersey Volkswagen Society's "Air Raid" at Island Dragway in Great Meadows – Corvairs invited! Full details are being sent separately.

Sunday, April 30

Driving Tour to Motorcyclepedia in Newburg, NY – details in this issue.

Saturday, May 6

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



March Madness: The Final, um, 8

Our membership roster contains 76 households and all but eight have renewed their membership for the next one or two years. (Everyone's membership expires on March 31, and with one- and two-year renewal options some have been due this year and some next.)

If you are one of the remaining eight, listed below, please use the membership renewal form being sent separately from this newsletter. Thank you!

Gurdon & Heather Hornor
Matt Posthumus
Dominick & Susan Speranza
Robert Wanthouse

Monica Pearson
Ken Schiffner
Joseph Valentino, Jr.
Dorcey & Rick Winant



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Info Age Museum Trip *by Frank Hunter*

About 20 NJACE and Bayshore members, along with four Corvairs, made the trip to the Info Age museum at Camp Evans in Wall Township on Saturday March 25th. The weather was overcast with temperatures in the balmy 60s.

The vintage military exhibit included Jeeps, trucks, motorcycles and other unusual military equipment, including a Volkswagen Kubelwagen! The tour of antique radio museum included telegraphs, radios and televisions. These radios and televisions were at one time the centerpiece of the family living room.

Another interesting display was antique computer room, along with cassette players as data storage. Everyone had an IBM or Commodore 64 computer back in the day. Bayshore members Bill and Judy Doerge met a local Corvair owner and invited him to their next meeting. After the museum a early dinner was has at Jacks Tavern in Belmar, a good time was had by all.



The Commodore PET 2001, introduced in 1977 (a mere 40 years ago) was the third personal computer ever made available to retail consumers, after the Apple II and TRS-80.

More Museum Photos



The TRS-80 was a personal desktop computer introduced by Tandy Corporation in 1977 and sold by Tandy's own Radio Shack stores. By 1979, the TRS-80 had the largest selection of software in the personal computer market, and until 1982 it was the best-selling PC, even outselling the Apple II.



Some of the Military vehicles on display.



On the road to InfoAge. The official name of the color on Neil Frank's car is YELLOW!



Jack's Tavern was the lunch destination. It's not an NJACE event if it does not include eating.



Corvairs at rest (area).

Photos by Nick Ford and Frank Hunter.

Our next road tour is April 30, to the Motorcyclopedia Museum.

A Dipstick Alternative

by Seth Emerson
via Virtual Vairs

I was working out in the garage this last week. Well, not "working out," just working – in the garage. I noticed that, as the last V8 left my area – via my Camaro purge – I had a nice V8 dipstick left over. A plastic handle saying "Engine Oil," and a nice rubber grommet that would slip over the dipstick tube, either on the Camaro or a Corvair.

In shuffling around the half-dozen Corvair motors in my garage, mostly perched on bellhousings, I noticed that only a few had dipsticks. That seemed to account for the more-than a half-dozen Corvair dipsticks in the cabinet, several of which were the nice chromed Corsa sticks. Except for a couple of them, they were missing that rubber grommet that would slide over and seal to the dipstick tube. Maybe for street use it wouldn't matter much, but if you extend the rev range of the Corvair motor, oil will climb out of the dipstick tube, even if you have trimmed it at the bottom of the case.

A quick check of Clark's showed no dipsticks available, just the "maybe someday" note! So I looked at the V8 dipstick and noticed that, except for the extra 6" or so, it would have fit into the Corvair motor, and sealed over the Corvair dipstick tube just fine! I measured a couple of times, checking it twice or thrice, then cut off the extra length on the V8 dipstick. I took out a Chisel, compared the two dipsticks for length and added the "Full" and "Fill" marks with an easy punch.

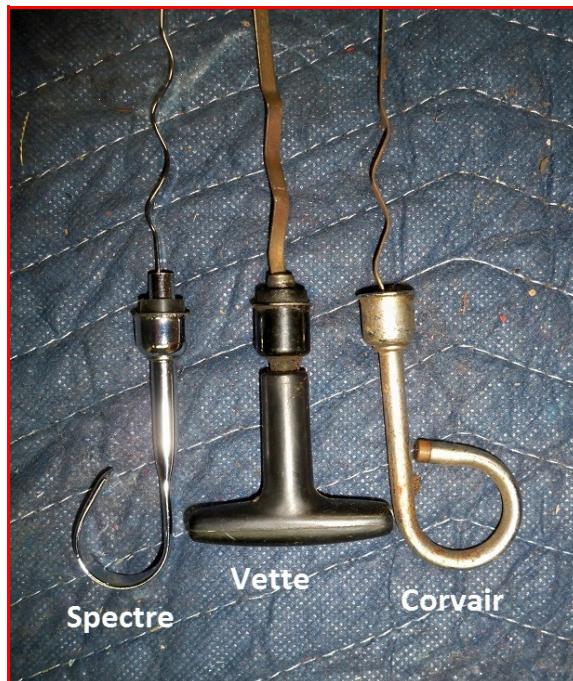
After admiring my handiwork, I wrote down the part number from the dipstick and checked it on line, hoping to suggest a cheap alternative for people to use on their Corvairs, with a little bit of invisible work. It turns out the dipstick I had modified was an 87-88 Corvette only dipstick, valued by collectors and hard to find. DOH!

So I looked up others. Spectre Industries, in Southern California, sells a dipstick P/N 5726. It



comes with a throw-away dipstick tube for a 305 Chevy Camaro. The dipstick, as mentioned, is too long. But it has a great snap-over mount for the tube and, as described for the Corvette unit, can be shortened and marked for the Corvair motor. About \$15, depending on shipping. The pull-out loop at the top is plated, but not as fancy as the original Chrome GM one. And this seal will actually do that! I cut and marked that one as well, with a full and add mark.

In the photo, left to right: Spectre P/N 5726 for 1980 to 1985 Camaro Firebird 305 V8, OEM 1987 - 1988 Corvette, OEM 1965 - 1966 Corvair Corsa.



It's a Doozy!

Doozy is a simplified spelling of Duesy, as in "It's a Duesy," an outdated colloquialism that referred to the grandeur of a Duesenberg motor car. It is just one of a countless list of phrases that are disappearing from our language. Heavens to Murgitroid! Who would have believed that these once-common expressions would fade away?

The other day a not-so-elderly lady said something to her son about driving a Jalopy and he looked at her quizzically and asked, “:hat's Jalopy?” OMG! (a new phrase). Well, I hope you are Hunk Dory after you read this.

“Don't touch that dial,” “Carbon copy,” “You sound like a broken record” and “Hung out to dry.” Back in the olden days we had a lot of moxie. We'd put on our best bib and tucker to straighten up and fly right. Heavens to Betsy! Gee willikers! Jumping Jehoshaphat! Holy moley! We were in like Flynn and living the life of Riley, and even a regular guy couldn't accuse us of being a knucklehead, a nincompoop or a pill. [*In NJACE, there is a certain member with a remaining fondness for chucklehead.*]

Life used to be swell, but when's the last time anything was swell? Not for all the tea in China. Swell has gone the way of beehives, pageboys and the D.A.; of spats, knickers, fedoras, poodle skirts, saddle shoes and pedal pushers. Oh, my aching back. Kilroy was here, but he isn't anymore. We wake up from what surely has been just a short nap, and before we can say, well I'll be a monkey's uncle, or This is a fine kettle of fish, we discover that the words we grew up with, the words that once seemed as omnipresent as oxygen, have vanished.

Where have all those phrases gone? Pshaw, The milkman did it. Hey, it's your nickel. Don't forget to pull the chain. Knee high to a grasshopper. Well, Fiddlesticks. Going like sixty. I'll see you in the funny papers. Don't take any wooden nickels. There are more of these lost

words and expressions than Carter has pills.

This can be disturbing stuff. We of a certain age have been blessed to live in changeful times. For a child each new word is like a shiny toy, a toy that has no age. We at the other end of the chronological arc have the advantage of knowing that there are words and phrases that once did not exist (“selfie,” “it's sooo dope”) and there were words that once strutted upon the earthly stage and now are heard no more, except in our memory.

See ya later, alligator.

After a while, crocodile.

From the web, author unknown

And yet, there are so many more, most of them more recent, more recent being a relative term. A quick Google search turned up:

A Gas - Nifty - Beat Feet -
 Boss - Church Key - Cooties -
 Have A Cow - Fink - Flower Child -
 Four on the Floor - Go All The Way -
 Going Steady - Groovy - Hickey -
 Gum Ball Machine (on a police car) -
 Lay It On Me - Make Out - Mill (engine) -
 Neato - Outta Sight - Far Out -
 Padiddle - Pedal Pushers - Right On -
 Split (leave) - Threads (clothes) -
 Cool it - Daddy-O - Wig out -
 Knuckle sandwich - Made in the shade -
 The most (as in, She's the most) -
 Can You Dig It - Jeepers Creepers -
 Catch You On The Flip-side - Go Bananas -
 and... Right On!

