

## Remembering Don Smieszek

Longtime NJACE member Don Smieszek passed away on March first.

In 1967 at the height of the Vietnam war, Don Smieszek decided to enlist in the Marines. He told his mother his reason for doing so was “If I am going to do this, I am going to do it right.”

After seven months, he was shot in his right arm, treated at a hospital ship and returned to active duty two days later. He then was clearing a road with his company when they struck a mine. Don was the only member of his company to survive the blast. Full of shrapnel, his body was pieced back together, and Don was given an Honorable Discharge, fully disabled. He was awarded two purple hearts and several other medals.



Two years later, Don fell in love – in love with the Corvair. Don and I spent many hours on our backs with grease falling onto our faces under my Corvairs, replacing and repairing the mechanical and suspension systems of these cars. I usually handed the wrenches or held something while Don fitted the pilot bushing, clutch disc, etc.

Don completely rebuilt the front suspension in my red car with a galvanized crossmember before it went on to win several time trial and

show awards at Lime Rock, including five John Fitch awards. None of these awards would have ever been won without this fantastic mechanic and gentleman.

Don became the leading authority nationally on the 1969 Corvair Monza convertible. Of the 529 built he had 17 in various states of repair in his collection. Don was Past President of NJACE and belonged to Bayshore Corvair Association and Delaware Valley Corvair Club.

About five years ago, I asked Don if he was coming to a car show and he responded to me that “cars are fun but there are more important things in life.” He then explained to me his efforts with the Vietnam Veterans of America to welcome home returning servicemen from Iraq and Afghanistan. Don often did the cooking for these returning veterans. Don was bound and determined that unlike he and his Vietnam Veterans, no American returning serviceman should ever be disrespected due to his or her service to our country.

We are all going to miss Don. May he rest in peace with his fellow veterans and his Mom and Dad.

--Ron Peles

## President's Message

by Brian O'Neill



Somebody once called NJACE an eating club whose members like the same classic car. It's really not that simple but it is correct in some ways. NJACE is much more than your average classic car club. Just look at the many things we do as a club. On the automotive side, our activities range from tech sessions, inspecting and evaluating new members cars, helping members with their projects, and being a repository of all kinds of obscure but necessary information about our beloved Corvairs. Did I mention our annual small parts auction? If you have never attended one you don't know what you're missing.

But that's not all we are. We have a very active social side and try our absolute best to get families involved. Our annual holiday party just shouldn't be missed. Our summer picnic is another legendary event where we check out the hot dog and hamburger consuming abilities of some of our more famous members. Again, they shall remain nameless. We have had road rallies, theater outings, museum tours, and visits to historical sites.

Speaking of theater visits, on Sunday, March 25 some NJACE members attended a musical review put on by the Bergen County Players. The theme was songs from Broadway musicals that had won the Tony Award for the best musical of the year, stretching all the way back to 1949. The the performers' talent and enthusiasm was of a professional level. The almost three hour long show had the audience humming and singing along.

After the show, we adjourned to the local diner. Using the list of Tony Award winners in the show's program, we did a little survey to see how many shows those of us had actually seen on Broadway. Movies and television productions didn't count. Although we all knew most of the songs presented we hadn't seen that

many of the shows. But ah well, we're still a very classy, sophisticated bunch. Thanks to Frank Hunter our Activities Wizard for arranging this outing.

So once again I urge all our members to take advantage of these and other activities that fill our yearly calendar. Hope to see you all at the April 7 breakfast meeting and our April 28 visit to the Liberty Hall Museum.

## Activities Report

by Frank Hunter



On Saturday April 28<sup>th</sup>, we'll trek our 'Vairs down the Garden State Parkway exiting at exit 141 to the **Liberty Hall Museum** in Union New Jersey, the Museum opens at 10AM. Admission: Adults: \$12.00, Seniors \$ 8.00. Wear your walking shoes.

The Liberty Hall Museum is at Kean University, home of New Jersey's first elected governor and signer of the Constitution, William Livingston. Built in 1772, on the eve of the American Revolution, Liberty Hall has been a silent witness to more than 200 years of American history.

Over the last two centuries, the originally designed 14-room Georgian Style home has grown into a 50-room Victorian-style mansion. The site houses extensive collections of antique furniture, ceramics, textiles, toys and tools owned by seven generations of the Livingston and Kean families.

Ancestors of the Livingston/Kean families have included Governors, U.S. Congressmen and Senators, entrepreneurs, and pioneering women with vision and strength. The stories of their lives, passed down from generation to generation, tell how this family met the challenges of a changing nation.

*continued*

Activities, continued

For those coming from Northern New Jersey, we'll meet at the Nutley rest area on the Garden State parkway southbound at 9:15, departing for the museum at 9:30, arriving at 10AM.

**Directions to  
Liberty Hall Museum  
1003 Morris Avenue, Union, NJ 07083**

**From NJ Turnpike**

Take Turnpike to Exit 13A, follow signs to North Avenue West, which will take you to intersection of North Avenue and US Routes 1&9. Stay on North Avenue across 1&9 and follow it two miles to intersection of Morris Avenue. Turn right onto Morris and go 4/10 of a mile to driveway just before second traffic light. Turn right into driveway, follow signs to the museum.

**From Garden State Parkway Going South**

Take Exit 141 (first exit after Union Toll Plaza). At end of exit ramp, turn left onto Vauxhall Road. Follow Vauxhall about one mile until it ends at Salem Road. Turn right onto Salem Road and go to the first light, which is Morris Avenue. Turn left onto Morris and go 3/4 of a mile to third light. Turn left into driveway, follow signs to the museum.

**From Garden State Parkway Going North**

Take Exit 140 (US 22/Airport/82 East) and follow signs to Highway 82 East-Elizabeth. This will put you on Morris Avenue. Follow Morris Avenue about two miles: You will go under a railroad bridge. At second traffic light after bridge, turn left into driveway, follow signs to the museum.

**From Interstate 78**

Take Interstate 78 to exit for Garden State Parkway. Follow signs to Parkway South and pick up directions for Parkway South.

**From US Route 22**

Take exit for Highway 82 East-Elizabeth. Pick up directions for Parkway North.

After touring the museum and lunch, we'll venture to a few miles for a stroll along the **Elizabeth River Trail** which integrates an

outdoor setting with the art and culture the city has to offer. A pedestrian throughway to many of the city's other attractions, the path also tells of Elizabeth's history with work by local artists.

## Auction Report

by *Elizabeth Malcolm*

And now, "The Rest of the Story", to quote Paul Harvey, the late radio announcer. Following is another view of the 2018 Corvair Parts Auction.



The planning, organization, and set-up of the annual Corvair Parts Auction, traditionally held in February, is handled, pretty much, by just a few NJACE members. I take my hat off to them and the show they put on.

To have close to 60 people descend on your place of business is no small thing. Yet Larry Ashley is always a welcoming, gentle host. This is the third Parts Auction my husband and I have enjoyed. At the previous two auctions there were three auctioneers: Bob Marlow; Brian O'Neill; and Tim Schwartz. This year the trio became a quartet with the addition of David Main. "Clean Dave" hit the ground running. In his inimitable fashion he asked one seller, early in the proceedings, "Not only do I need to sell your items, I also need to interpret what you wrote?" referring to the seller's apparently unclear Auction Lot Card. This brought much laughter and David was on a roll for the duration of the auction.

The Corvair Parts Auction is serious business – sellers want to get a good price and buyers hope for a great bargain – and I would think it is also very hard work yet the auctioneers each make it seem easy. However, the two people who earn my greatest respect are Frank Hunter and Roberta O'Neill, who calmly sit to the side and, amid the often noisy, albeit organized, chaos, keep track of the proceedings. I don't know how they do it and remain sane. Frank and Roberta, great job!

Many of the faces I know from other Corvair events during the year, several of the people I see only at the annual auction, and this year there were some new faces. What is so nice about the event is that people respect Larry's property, respect fellow participants, and pitch in as needed.

In listening to some of the Corvair owners there were some amazing, and rare, parts for auction, many of which were a steal. However, not all lots are car parts, which is good for someone like me who doesn't actually own a Corvair. At last year's parts auction one of the lots was an LP and I happen to like vinyl. The cover featured a Corvair, hence its appearance at the auction. I didn't spot the cover at the time. What appealed to me were the "Twelve Easy Rockin' Hits of the Sixties" that took me back to the days when some of us were wandering around in tie-dye shirts and sandals extolling Love and Peace and flashing the V sign, a la Churchill. I was the winning bidder. Love that LP! (Bob, you really take care of your albums – a plastic sleeve, jacket in good shape, and no album scratches.)

This year I was the high bidder on a NJACE jacket with four different patches: Corvair; Corsa; Corvair by Chevrolet; and the American flag. Electric blue sateen. Really cool. If Grease 3 is ever made, I'm all set to audition.

The men's jacket didn't incite a bidding war; just a handful were bidding. However, the same thing happened this year as last year. The auctioneer who said "Let the lady have it" to the person bidding against me last year for the LP said the exact same thing to the same bidder this year over the jacket! At an auction we are all equal; it should be gender neutral. While I appreciate that the auctioneer meant well, I would hate to think I got a bargain by default of my gender. Finally, a word to the other bidders who were interested in the jacket. The label says it's XL. I am not sure who the good folks in Union, NJ, had in mind when they assembled the jacket. It just fits me!

I understand Bob Marlow has said "[It] looks like we'll do it again next year!" I can't wait.

## My Friend Larry

by *Gurdon Hornor*

Yesterday morning, as I lay in bed listening to the rain pounding on the skylights in the master bedroom and wondering if I lived in Seattle, New Jersey, a guy named Joe whom I had only met once, was leaving me a message on my cell phone down in the kitchen.



The message was about Larry the Mechanic. That was how he was listed in my cell phone. Eventually I found out his last name, but only after I had known him for about six months. Larry didn't know my name either, he called me Mr. G.

I had been looking for a mechanic for quite a while since I had moved to New Jersey three years ago. For some reason I have this fascination with cars and with driving. I don't know how or why, for my parents and brother never cared much about cars at all. Well, my Dad did have a little bit of fascination with oddball cars that may have rubbed off on me. After a long line of Ford Country Squire LTD station wagons, he managed to purchase in succession, a Mercury Capri, two Peugeot station wagons, an Oldsmobile Delta 88 diesel and several Oldsmobile Auroras, one of which lives on today in Florida.

But I digress, to the surprise of no one.

So I have this collection of oddball cars and I have the mechanical aptitude of Yogi the bear. One might wonder why one would buy all kinds of strange vehicles for which parts are "unobtainium". Repair shops alternately salivate or snigger upon my arrival. I have always sensed that I am a reliable source of funds for travel to distant lands.

So in an effort to learn even a minuscule amount about what dwells under the hood and bodies of these vehicles and to encompass the repairing of them to a single location and

individual, a neighbor of mine gave me Larry's number last summer.

He arrived at the property in a beat down blue Chevy Corsica, sporting some lovely shades of Krylon blue behind the wheel wells. His appearance might have sufficed to fill the role of a generic mechanic on every TV show from the 60's. With an ever present nondescript ball cap on his head, and glasses so thick that they doubled as safety lenses, he appeared more bank robber than mechanic!

Over the following months Larry showed up regularly, whacking away at the rear drums on my Imperial, taking my Packard to pieces, replacing gas and brake lines on my Yukon that NJ winters had weathered away. He knew every old school guy in New Jersey. He drove all over the state scavenging parts, visiting machine shops that would do things the right way and to his specifications.

He had no patience for cutting corners and lamented how nobody did anything right any more, that everyone was looking for a shortcut. He would come to the shop and drink his coffee and put on his blue plastic shop gloves, a Dr. of the mechanical realm. He would explain things to me in great detail while I nodded earnestly, wishing that somehow just by proximity there would be some sort of Vulcan mind meld whereby his great powers of mechanical sophistication would leach into my brain.

I had been through this many times before, whether from my good friend Jeff glowing over his GTO's new I-don't-know-what, to my friend's Brian, Allan and Roger showing up at my house to poke away at various problems. My friend Brian is spectacular in a garage, with vivid profanity and good humor, and loves to dwell on the peculiar intricacies of everything Corvair. I understand nothing he says but his great enthusiasm always warms me.

At present, Larry had taken apart the transmission on my '69 Jeepster that had failed at the end of my driveway, was waiting on new springs that had to be manufactured for my '37 Packard and my Imperial that had been stripped of everything in it's motor compartment that it looks like a quarry in there.

The Packard's springs are dependent on which model of 120, which motor and the number of side mounted spare tires. The Packard manual is written from the age of gentlemen and would be a great primer on how to behave on the road for the general public today. I am fully confident of it's being roadworthy this century. I've owned it for almost four years and it hasn't gone more than 100 miles without breaking down.

He also had my V8 Corvair partially reassembled with the utmost confidence of it's impending ability to travel further than a football field from my house. It is the fastest car I've never driven. I've owned it for almost four years and it hasn't gone more than 100 miles without breaking down. I think I may have said this once already.

As well, he had been a Mopar enthusiast his whole life. He had just finished taking apart the 413 cubic inch behemoth of a motor apart, and parts of it had been delivered to shops throughout New Jersey. The smile in his toothless mouth was almost a grin, as he detailed to me how my two and a half ton winged homage to American excess would be able to spin the tires off the wheels. "No Larry," I said, " it doesn't need headers!"

Larry had become a fixture on the property, gradually accepted by my wife and children. He enjoyed coming out to work here, the solitude and peacefulness of his work often interrupted by the kids getting a bike out or a few deer peeking their heads out to see what the noise was all about. As time went along he loosened up a little bit, he brought his sister Tina over to see the place and to say hello to our horses. It was not unusual to see him pull up on Sunday morning at 7 am, because he had that kind of a work ethic.

He was struggling in his finances, he couldn't find a job and I was happy to help him out from time to time, and he was happy to help me. There was a pain in his eyes, that of a proud man who had skills and knowledge who was suffering. The world seemed to be passing him by and I hoped that our farm was a respite to him and I could see the joy in him from time to time.

One day when he got the Corvair running he went flying up and down the driveway in it, and

then he turned it around and did it again, and then one more time. "Holy Cow," he said, "That Corvair's got some balls!" He was so proud that he got it going. There was nothing he couldn't do and he never needed any help fixing anything.

Larry and I had big plans. We were going to go Hershey, he couldn't believe that there were still so many guys like him around somewhere, all together. I wanted to go to Somerville cruise nights and car shows and I was absolutely positive that if I could get him just a few more jobs he would be back on his feet.

But then there was that phone message yesterday morning that just knocked the crap out of me, that instantly filled my heart with such a sudden sadness. Larry had died Tuesday last week. Something to do with something, I don't know I didn't care. He had died alone in his apartment and Joe was bringing over some parts for me.

Eventually I walked up to my garages. His overalls are still there neatly folded, and a smattering of tools that he usually kept in his trunk. The peanut butter pretzels sitting on the lift next to the Dr. Pepper he didn't finish the last time he was here. There are parts strewn over two garages that somebody other than Larry will have to decipher and wonderful old cars that need to be loved on until they purr like kittens.

Some time this summer that Imperial and I will go out for a drive with its newly rebuilt engine, with all the parts that Larry had gotten just right, and I'll breathe deep and sigh and the world will be right again. I wish I had a picture of him, but the one in my head will last forever.

His favorite car in his youth was a Dodge Challenger with a Hemi. When he spoke of it I could picture him cruising it down some New Jersey boulevard, cracking open a few beers in a parking lot and talking shit with the guys. I bet he won a few races in his day!

I think that those cars up in the sky will all be running a little better now that Larry's gone, I bet they have all the parts too and I don't think the coolers are ever empty in heaven.

## NJACE Calendar of Events

### Wednesday, April 4

Officers' Meeting, 6:30 PM at the Empire Diner. Members are always welcome.

### Saturday, April 7

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

### Saturday, April 28

Spring Driving Tour to the Liberty Hall Museum (see page 2)

### Saturday, May 5

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

### Sunday, May 20

North Jersey Auto Show, at Bergen Community College, Paramus.

### Sunday, May 27

43<sup>rd</sup> annual VCCA "Motorama" Car Show and Flea Market, North Haledon.

### Saturday, June 2

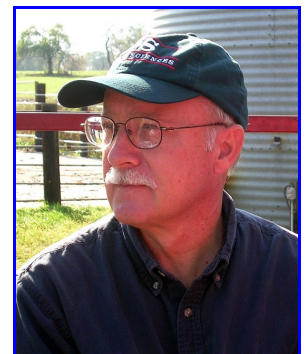
Annual "Drive Your Corvair" breakfast at Picatinny Arsenal, 9 AM.

## Hitchin' a Ride

Hello! I'm trying to set up a trip to NJ then to the Convention. I'm in need of a ride from NJ to Pittsburgh so I'm proposing an idea.

I'll pay for gas and lunch break if some brave NJACE member is willing to let me ride shotgun to Pittsburgh. Such a deal!

I plan to fly (via airplane) to Newark on the 19th then visit my Mom and Dad's gravesite in Franklin Lakes. I'm hoping to have a New Jersey pizza with Tim, Frank, Karen etc. and others sometime before the trip to Pittsburgh. I'm renting a local (NJ) car since I might go up to Boston to see my sister then drive back. I'll be staying at a hotel in Mahwah... I also have to stop by my old employer (the business part of the



trip) in Mahwah.

After Pittsburgh it is back to Colorado...so no return driving trip to NJ is needed.

Any takers?

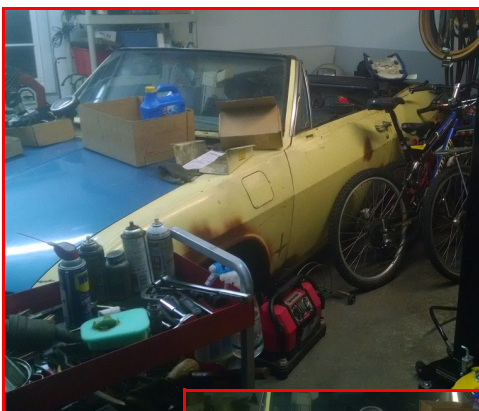
–Ken Schiffner, email  
kschiffner48@gmail.com

## NJACE Classifieds

April, 2018

**For Sale:** I have 52 issues of the *CORSA Communique* from 1995 to 2002. And, about 100 *Hot Rod* magazines from the 60s, 70s and 80s that need a new home. Open to offers. Will separate. I can be best reached at my E-mail address, [ktgw32a@prodigy.net](mailto:ktgw32a@prodigy.net). Bruce Greenwood, Ramsey NJ.

**For Sale:** 1966 Monza convertible, 110-HP, automatic. Power top, AM/FM radio, air conditioning, clock. Mechanically rebuilt personally at my AMOCO service station, driven home and stored in my garage. Bodywork, top and paint needed to finish. I have all the interior, body and trim pieces, plus many extra parts to go along with it. Open to offers. E-mail me with offers, questions, etc., [ktgw32a@prodigy.net](mailto:ktgw32a@prodigy.net). Bruce Greenwood, Ramsey NJ.



## Who Knew? Part 4

by Bob Marlow

Here's the Chevy line-up for 1967, with the brand-new Camaro leading the way. But wait! Where's the Corvair?



At the time that this photo was made, the Corvair had not yet officially been spared from the executioner. As the Camaro was being developed, the intent was that it would replace the Corvair in the showrooms. Well, not replace it directly, because the Chevy II would carry the compact economy banner to do battle with Ford's Falcon, while the new Camaro would take on the Mustang. The Corvair would be relegated to the dustbin.

Ford's Mustang, a phenomenally-successful sporty car built off the bones of the Falcon, had been inspired by the original bucket-seat four-on-the-floor Corvair Monza, and it led quickly to the decision at GM to replace the expensive-to-build Corvair with a Chevy II-based car – the Camaro. But the publication of Ralph Nader's *Unsafe at Any Speed* was the influence that prolonged the Corvair's production life. The thinking at Chevy

was, if the Corvair was discontinued so soon after the book's damning criticism, appearances would be that GM agreed with the charges.

So the Corvair, originally expected to be gone for '67, lived on.



## Minutes

### of the General Membership Meeting Saturday, 3/3/2018 Parsippany, NJ

The meeting was called to order at 9:48 AM by President Brian O'Neill. Upon motion duly made and seconded the minutes of the December 2, 2017, membership meeting were approved as printed in the Fanbelt newsletter.

Upon motion duly made and seconded the Treasurer's Report was approved as presented by Treasurer Tim Schwartz. [The Treasurer's Report is included as part of this newsletter.]

Activities Report: Frank Hunter reminded members that he needed a count by tomorrow of those planning to attend the show on March 25. Complete information is in the March Fanbelt. He also suggested that those planning to attend the CORSA Convention should book their hotel rooms soon. Details of our June tour will soon be announced.

Publicity Report: None presented.

Old Business: None.

New Business: None.

Upon motion duly made and seconded the meeting was adjourned at 9:53 AM.

*Respectfully submitted,  
David Malcolm, Secretary*

## Treasurer's Report

### February 28, 2018

Checking Balance as of December 31, 2017		\$3,992.59
Income:		
Dues	\$ 188.00	
Parts Auction (gross)	629.00	
Food/Parties	900.00	
Checking Interest	0.62	
	<u>+ \$1,717.62</u>	
Expenses:		
NJ State Filing fee	\$ 25.50	
Food & Refreshments (Holiday Party & Auction)	1,591.07	
P.O. Box rent	200.00	
	<u>- \$1,816.57</u>	
Checking Balance as of February 28, 2018		\$3,893.64
CD Balance as of December 31, 2017		\$4,725.71
Interest Income	+\$ 15.91	
CD Balance as of February 28, 2018		\$4,741.62
Grand Total as of February 28, 2018		<u>\$8,635.26</u>

#### Notes:

Food & Refreshments for the Auction came to \$308.47, so after expenses the club netted \$320.53. The Holiday Party cost \$1,282.60, less \$900 paid by attendees members it cost the club \$382.60.

## And The Winner Was... Who?

### by Frank Hunter

On March 25th, a cloudy and cool Palm Sunday, a groups of NJACERs ventured to see "And The Winner Was..." at the Bergen County Players' old firehouse theater in Oradell. A show filled with musical reviews from Tony award-winning musicals since 1949, the performance was a combination of songs and an explanation of how a Broadway show is presented by the songs and characters chosen.

*continued*



While many of the songs were familiar, all the NJACers were stumped on the three Tony award trivia questions during the show. The prizes each time was a lovely magnet of the theater!

After the show, the group went to the River Edge Diner for a spill-filled dinner. Thanks to Carol (Barrell) Rothenberg, who tallied up all the Tony award shows the group has seen. It's not a surprise that a bunch of car folks did not recognize or have not seen very many award winning musicals. Every year there are many popular shows, but only one (except in 1960) wins!

### Legislative Doings

by Bob Marlow

As distributed by email to our members in late February, New Jersey Assemblyman John J. Burzichelli, representing District 3 in Cumberland, Gloucester and Salem Counties, has introduced Assembly Bill 3123 to revise the statute governing the usage limitations on motor vehicles registered as historic, commonly referred to as "QQ plates."



Under current law, owners of QQ-registered historic motor vehicles are permitted to operate them solely for "exhibition and educational purposes." This bill would revise that law to permit the use of these vehicles also for occasional travel or pleasure driving, which the proposal defines as not more than one day per week.

The current restriction is not strictly enforced – police officers generally do not target QQ-registered cars unless their operation is obviously outside of the "exhibition and educational purposes." Still, I am aware of one

instance in which a QQ-registered car was being used for daily commuting, and the resulting summonses were not only for the misuse of the registration, but also for lack of insurance, because the owner's historic insurance policy was deemed to be applicable only to driving for the permitted "exhibition and educational purposes."

This bill seeks to make the law fit more closely to practical reality. But it is not the first go-round for this proposal. It was introduced in a prior legislative session, but died in committee. This new effort was introduced on February 8, and has been referred to Assembly Transportation and Independent Authorities Committee, where it will likely die again unless the committee members and other members of the State Assembly become aware of strong constituent support.

So... if you like this proposal (the full text of the bill can be seen at <https://legiscan.com/NJ/text/A3123/id/1724533>), then contact the office of your Assembly member to indicate your support for A.B. 3123. You can find the name of your Assembly member at <http://www.njleg.state.nj.us/members/legsearch.asp> and if you wish you can send an email message to your representatives right from that page – I did.

If you wish also to contact the members of the Assembly Transportation and Independent Authorities Committee, they are:

- Benson, Daniel R.
- Bucco, Anthony M.
- DeCroce, BettyLou
- Giblin, Thomas P.
- Kennedy, James J.
- McGuckin, Gregory P.
- Jones, Patricia Egan
- Clifton, Robert D.
- Freiman, Roy
- Karabinchak, Robert J.
- Lopez, Yvonne
- Prieto, Vincent
- Wimberly, Benjie E.



## Dues Doings

The administrative year for NJACE memberships runs from April 1st through the following March 31st. We established this many years ago so that renewal time does not come on January 1st, and so that memberships can be renewed before the warm weather "driving season" arrives.

As this March 31st approaches, our membership stands at 80 households, some 22 of which are now due for renewal. If you are do for renewal, you will receive a reminder notice as a separate email message this week.

Dues are \$19 for one year, and \$36 for two years, and are the same whether you are an individual or family. Dues have not increased in more than a decade, and we do not expect them to increase for years to come. The club's financial footing is strong and stable.

### NJACE Officers for 2018

President, Brian O'Neill  
Phone 973-729-5586  
Email [bmoneill@juno.com](mailto:bmoneill@juno.com)

Vice-President, Nick Ford  
Phone 201-572-5797  
Email [mb05203-64110@yahoo.com](mailto:mb05203-64110@yahoo.com)

Secretary, David Malcolm  
Phone 201-635-9696  
Email [david.s.malcolm@verizon.net](mailto:david.s.malcolm@verizon.net)

Treasurer, Tim Schwartz  
Phone 201-447-4299  
Email [tim@bristolnj.com](mailto:tim@bristolnj.com)

Activities VP, Frank Hunter  
Phone 201-934-0244  
Email [fdhunter@juno.com](mailto:fdhunter@juno.com)

Publicity VP, Bob Marlow  
Phone 201-444-1859  
Email [rwmarlow@optimum.net](mailto:rwmarlow@optimum.net)

## Shrouded in Mystery

by Al Lacki

It takes so many kinds of screws, nuts and bolts to fasten the tin to the engine! Here's a list compiled by "Melb-Mike," a Greenbrier owner on the Corvair Center Forum, and based on what he found on his 1964 Greenbrier:



### LOWER SHROUDS AND REAR BODY-ENGINE SEALING STRIPS:

- 14 @ 1/4-20 x 1/2" cap bolts
- 4 @ 10-24 X 3/8" cap screws
- 6 @ #10 X 5/8" (approx) Hex Head sheet metal screws
- 2 @ #10 X 1/2" slotted head sheet metal screws
- 1 @ #12 X 5/8" Hex Head sheet metal screw

### UPPER SHROUDS:

- 13 @ 1/4-20 x 1/2" cap bolts
- 6 @ 3/8-16 X 3/4" cap bolts
- 1 @ 5/16-18 X 3/4" cap bolt
- 9 @ 10-24 X 3/8" cap screws
- 6 @ #12 X 5/8" Hex Head sheet metal screws
- 3 @ #10 X 1/2" Hex Head sheet metal screws

*[Editor's Note: Because the gentleman who compiled this list based it on his 1964 Greenbrier, not only will this list vary significantly from what you will find on a Corvair car, especially a late-model Corvair car, it will even vary from other-year Greenbriers! But it's a start...]*

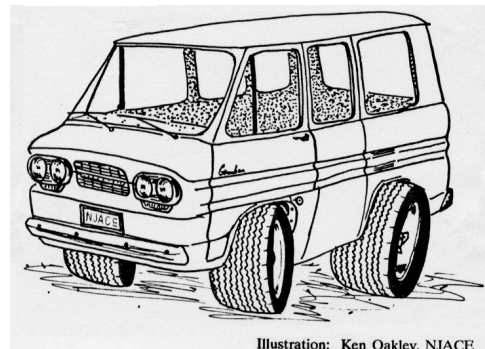


Illustration: Ken Oakley, NJACE