

October 2018

the *Fanbelt*

new jersey association of CORVAIR enthusiasts

Time for the

Fall Foliage Tour



This Year featuring Apple Picking, Pumpkin Patches, and more! Details on Page 2.

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.

Activities Report

by Frank Hunter

Our Fall Foliage Tour is all set for **Saturday October 20!**

We will start at the **Empire Diner** (1315 US Route 46, Parsippany) at 11:00 AM – arrive early if you want to have breakfast at the diner.

Then, traveling down County Route 513, we will go through the town of Chester to go apple picking at **Melick's Califon Orchards** (472 County Road 513, Califon), arriving approximately 12 Noon.

After apple picking (and pumpkins and peaches and pies and more) we'll continue a few more miles on CR 513 to have lunch at **Riley & Jake's** (1831 State Route 31, Clinton). After lunch we'll visit the **Town of Clinton** with its many shops and art and historical museums.

Drive your Corvaire, although all cars are welcome, and bring the family for a fun day!

Last month's **All Air Cooled Gathering** was a rousing success, with more cars overall than we've ever seen before, including 13 1/8 Corvairs. NJACE was represented by:

- Steve Braverman, 62 Greenbrier
- Ray Coker, 65 Corsa coupe (1st place)
- Nick Ford, 67 Monza coupe
- Neal Franks, 66 Monza coupe
- Dick Kellner, 65 Corsa conv
- David Kuhles, 66 Monza coupe
- Al Lacki, 66 Monza coupe (3rd place)
- David & Elizabeth Malcolm, 69 Monza coupe
- Bob Marlow, 63 Rampside
- Robert Newell, 64 Spyder conv (2nd place)
- Tim Schwartz, 63 Greenbrier

In addition there were two non-member Corvairs, a 61 Lakewood from nearby Dover, and a 61 Rampside from Eastern Pennsylvania.



The 1/8 Corvaire? That was the center-mount 4-bbl intake picked up in the swap meet by Ray Coker, and the 66 4-speed transaxle traded to Greg Dittrich by Bob Marlow.

See you at the Foliage Tour!



The Red Mill in Clinton, the most-photographed location in New Jersey

Update from David Rothenberg

[Editor's Note: As reported via email earlier this month, David Rothenberg injured his leg during the September tech session, by means of an innocent act: Helping to push Brian O'Neill's convertible into the garage. What appeared at the time to be something along the lines of a pulled muscle quickly proved to be more serious. Here is David's update]

It has been a month since I injured my leg. I am in better shape today and I am steadily improving every day. It has been a very painful process. There are many days ahead for my recuperation.

The injury occurred at 11:00 AM on Sept 1st. When I got home around 5:00 PM my calf muscle had swelled to about twice its normal size. This caused me some alarm and after I discussed the issue with Carol on the phone, I went to an immediate medical care center AKA "Doc in a Box."

I had to wait about an hour and when I finally saw the doctor, she directed me to go to the ER immediately. I called my daughter and she met me at my apartment and drove me to the ER.

After a short time in the waiting room I was brought into an ER bed and within a short time I was seen by a doctor, who immediately requested a surgical consult. As it was the Labor Day weekend an "On Call" doctor was summoned.

It was now about 10 PM. The surgeon took one look at my leg and had me prepped for surgery.

During this whole time, Carol was in southern New Jersey with her parents. When my daughter called her at 8 PM she was already in her car heading back to Montclair. By the time I was in the OR prep room, Carol arrived just in time before being taken in for surgery.

The diagnosis was "Compartment Syndrome." Google it.

Usually an injury of this type occurs from a car accident or by something heavy falling on a person. The treatment for this type on injury is to relieve the swelling by allowing the muscle to expand outside of the "Fascia" or membrane surrounding the muscle.

Unfortunately the treatment is to leave the incision open and allow the muscle to return to its normal size on its own. So, I was in the hospital for 6 days. The day before I was released, a special medical "bandage" and vacuum system is applied to the open wound.

The "bandage" needs to be changed every second day. Removal of the bandage is an extremely painful process. It is a 13 on a scale of 1 to 10. Having had kidney stones, twice, I think I know pain. So a 13 is not far from correct.

I was given Morphine at the hospital for the first two days. Then I was downshifted to a non opiate pain reliever at my request.

I am very lucky that I am only in pain when the "WoundVac" bandage is being changed, and I take some potent drugs for that procedure, which is done at home. I also started physical therapy three days after I returned home. PT is painful and complete recovery will take a long time. I perform 15 different exercises every day and the Physical Therapist works with me 3 times a week.

The healing is advancing ahead of schedule and my doctors and nurses are pleased with my progress. I am able to walk using a "walker" for assistance, so I am not bed bound.

I want to thank everyone who sent cards, emails and texts, wishing me well. I am working hard to return to normal, and, I will never push a car again. That is why they invented tow trucks.

David Rothenberg

FIRE!

by Bob Marlow

There's a word we never want to have to shout. And the best way to avoid having to shout it is preparation. That's why organizations such as the Antique Automobile Club of America and others require a fire extinguisher with every car at every event, and it is why I have carried an extinguisher in each of my Corvairs through the years. You should, too.



But recently I learned of a new type of extinguisher, and I was so impressed with its promise that I bought one. It's called "Element," it comes from Italy, and I learned of it via a segment on Jay Leno's YouTube channel. You can see that segment at this link:

<https://www.youtube.com/watch?v=oBjXecsF860>

I have always been fearful of the need to use a fire extinguisher, not only because of the damage that a fire can cause but also because of the damage the extinguisher itself can cause. A conventional pressurized dry-chemical fire extinguisher can certainly save property and lives, but it makes a mess in doing so. The mess it makes is particularly acute in an automobile, where the chemicals released are very corrosive.

The Element extinguisher creates no such mess, because it puts out fires by depriving the fire of oxygen, and does so without the mess and corrosiveness of conventional extinguishers. The Element also offers the advantages of a longer

discharge time, more compact dimensions, lighter weight, and no expiration date.

Here's a photo of the Element extinguisher as installed in my Rampside, alongside the traditional dry chemical extinguisher it is replacing.



While I have the Element extinguisher mounted in plain sight, it is so small and light that it would fit easily in the glove compartment. I considered mounting it behind the seat, but I wanted it placed where I could reach it fast.

You can learn more about the Element extinguisher, including how to order it how to use it, and to see in-use video demonstrations, at the distributor's web site:

<https://elementfire.com/>

I am about to buy two more of them, in the larger size, one for the kitchen where Sue wants one, and one for the garage where I want one.

Be Prepared!



President's Message

by Brian O'Neill



It's October! A lot of cool things have happened in the month of October. For example on October 2, 1959 our favorite car, the Corvair, was introduced. Ah, the good old days when dealerships soaped up their windows unloaded cars behind the shop in the middle of the night all to build suspense for the introduction of the new models.

I wasn't really in tune with the Corvair when it came out. Driving around in a 1957 Chevy was my style. I looked at the Corvair with almost what can be described as contempt. Small, unadorned, and heaven forbid 80 whole horsepower? Well, things change, I've gotten older and I now appreciate the technological and design breakthroughs of the Corvair. My love of the Corvair might also have something to do with the fact that my birthday and the Corvair's fall on the same day.

Speaking of October, October is when we open nominations for officers of NJACE. We will open nominations at this month's breakfast meeting which is also a business meeting. Given the tremendous benefits and large salaries that NJACE officers are given, every year I'm surprised by the lack of takers for these plum offices. Don't be shy. Nominate yourself.

This year we are particularly on the hunt for and activities guy. After a number of years as secretary and then activities guy, Frank Hunter is stepping down. Many thanks go out to Frank for his years worth of dedicated service. Now we need someone to fill his shoes.

Also in October is something near and dear to my heart. The Sparta Historical Society Car Show will be held on Sunday, October 14. A number of our members attended last year's show and helped raise our number of registered cars from our first year's 42 the last year's 72. This year we are shooting for 100 cars. Help us reach that goal. Again this year if you bring a

car for the show you get a ticket for a free lunch.

As an added attraction this year we plan to have a six-piece band with a lovely lady singer who will be performing for the crowd. The Sparta Historical Societies Van Kirk Museum also be open. This year our main exhibit features the folk art of the Black Forest. Learn about cuckoo clocks.

Our club's annual Foliage tour is the following weekend, as outlined by Frank in this newsletter. October is a great month!

Yea! It's Car Show Day
At the Van Kirk Homestead Museum



Bill Ashley's
1940 Ford

Photo courtesy of Nancy Madhesi.

Sunday, October 14, 2018 - 11 am to 3 pm

Sparta Historical Society's
Third Annual Car Show is dedicated in memory
of Board Member and Volunteer, Bill Ashley.

Food, Music, and Van Kirk Homestead Museum
for your Sunday enjoyment!

Open to all vintage, classic and special interest vehicles.
No registration fee, no judging; Donations appreciated.

Details and registration: bmoneill@juno.com

Van Kirk Homestead Museum
336 Main Street, Sparta, NJ
(Rte. 517, use Middle School Driveway)

Yes, Free Breakfast!

You just might eat for free if you attend our monthly breakfasts. Each month we draw a member's name at random, and if they are there, their breakfast bill is paid by the club! If they are not there, we draw again until we have a winner! Just another reason to get up and join us on the first Saturday of the month.

NJACE Calendar of Events

Saturday, October 6

Monthly breakfast at the Empire Diner,
Rt. 46, Parsippany, 9:00 AM.

Saturday, October 20

Annual Fall Foliage Tour,
see the details in this issue!

Saturday, November 3

Monthly Breakfast at the Empire Diner,
Rt. 46, Parsippany, 9:00 AM

Sunday, November 18

Gilbert & Sullivan Concert, Ridgewood.
Details in next month's newsletter

Saturday, December 3

Monthly Breakfast at the Empire Diner,
Rt. 46, Parsippany, 9:00 AM

I Warned You!

by *Bob Marlow*

Last month, I ran this photo of a baby-blue 1961 Studebaker Lark 2-door wagon as an incentive to members to submit their "How It All Began" stories, as proposed by club President Brian O'Neill in that issue.



My reason for publishing the photo was to illustrate what could be my own "How It All Began" story, if no others were received.

No others were received. So you're stuck with mine! It begins on the next page...

In 1961 my father purchased two new Studebakers: A Lark wagon just like the one in the photo, to be the family car, and a similar Lark sedan for his mother, my grandmother. Both were six-cylinder cars with automatic transmissions.

1961 was the first year for an overhead valve six from Studebaker, as all Studebaker sixes up until that point were flatheads. The new six was actually the old one, updated with a new cylinder head.

As for the automatic, from the day that the automatic transmission became widely available my father never bought another manual-transmission car.

Fast-forward to 1968, and I'm a teenager on the verge of getting his driver's license. Dad's blue Lark wagon had by then been replaced with a Chevelle, but my grandmother was still driving her Lark sedan. She only drove to church (yes, only driven by a little old lady to church on Sundays) and to the supermarket – both close-by destinations. The car had very few miles on it and my father had a plan: When I got my license he would take the keys from his then-elderly mother and give her '61 Lark to me.

Grandmother Marlow's Studebaker was hardly anyone's idea of an exciting car, but to 16-year-old me it was a CAR! And I liked it, it was handsome in a conservative way, and it was in great condition. Plus, I liked the Studebaker Avanti and so this was, in my teenage mind, the next best thing to an Avanti.

But, as fate would have it, one month before I was to take my test for a driver's license, my grandmother crashed the Lark.

Nothing serious, no injuries, but she crashed the car into another parked car outside the church, and drove on without realizing she had hit anything. The damage was considerable to both cars (the parked car was a '67 Ford Galaxy) and the incident accelerated my father's plan: He took her keys right then and there, no waiting for my driver's license.

And, also without waiting for my driver's license, he sold the crashed Lark as-is to a body

shop owner.

My "first car" was gone even before I took the wheel!

But by then we had Corvairs in the family – my mother had been driving a '61 coupe and we had several Greenbriers as business vehicles for my father's business, so I started looking for a Corvair. And soon I found it, a '62 station wagon for the princely sum of \$265.



By the way, the person selling the station wagon also had a very nice '64 Greenbrier, which I liked, but I could not swing the substantially greater purchase price... \$400.

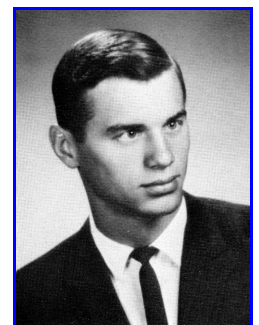
And that's the story of how close I came to being a Studebaker enthusiast instead of a Corvair Enthusiast.

What's *your* story? Submit it to [vairtec@optimum.net!](mailto:vairtec@optimum.net)

Automobile Trivia Quiz!

From Greg Gorski

Greetings from the Florida Gulf Coast. I've been receiving the monthly Fanbelt and I'm glad to see that NJACE is still the thriving and very active club that I remember... AWESOME!!!!



Maybe we need a newer photo of Greg

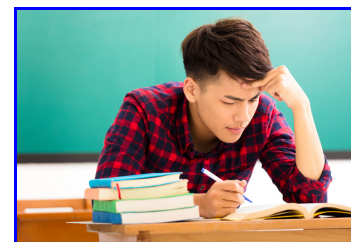
I haven't sent anything in for Bob to put in the newsletter since leaving NJ in 2013 – I'm WAY overdue for a submission! So, I came across some auto trivia that I think will be a challenge for the "experts" to chomp on for the next 30 days. It's 40 questions and each

correct answer is worth 2.5 points.

Good Luck to everyone and I'll send Bob the answers for the November Fanbelt for everyone to check their results!

The questions are as follows:

- Q 1: What was the first official White House car and Which President ordered it?
- Q 2: Who opened the first drive-in gas station?
- Q 3: What city was the first to use parking meters?
- Q 4: Where was the first drive-in restaurant?
- Q 5: True or False? The 1953 Corvette came in white, red and black.
- Q 6: What was Ford's answer to the Chevy Corvette, and other legal street racers of the 1960's?
- Q 7: What was the first car fitted with an alternator, rather than a direct current dynamo?
- Q 8: What was the first car fitted with a replaceable cartridge oil filter?
- Q 9: What was the first car to be offered with a "perpetual guarantee"?
- Q 10: What American luxury automaker began by making cages for birds and squirrels?
- Q 11: What car first referred to itself as a convertible?
- Q 12: What car was the first to have it's radio antenna embedded in the windshield?
- Q 13: What car used the first successful series-production hydraulic valve lifters?
- Q 14: Where was the World's first three-color traffic lights installed?
- Q 15: What type of car had the distinction of being GM's 100 millionth car built in the U.S. ?
- Q 16: Where was the first drive-in movie theater opened, and when?
- Q 17: What autos were the first to use a standardized production key start system?
- Q 18: What did the Olds designation 4-4-2 stand for?
- Q 19 : What car was the first to place the horn button in the center of the steering wheel?
- Q 20 : What U.S. production car has the quickest 0-60 mph time?
- Q 21: What's the only car to appear simultaneously on the covers of Time and Newsweek?
- Q 22: What was the lowest priced mass produced American car?
- Q 23: What is the fastest internal-combustion American production car?
- Q 24: What automaker's first logo incorporated the Star of David?
- Q 25: Who wrote to Henry Ford:
"I have drove Fords exclusively when I could get away with one. It has got every other car skinned, and even if my business hasn't been strictly legal it don't hurt anything to tell you what a fine car you got in the V-8"?
- Q 26: What car was the first production V12, as well as the first production car with aluminum pistons?
- Q 27: What was the first car to use power operated seats?
- Q 28: Which of the Chrysler "letter cars" sold the fewest amount?
- Q 29: What car company was originally known as Swallow Sidecars (aka SS)?
- Q 30: What car delivered the first production V12 engine?
- Q 31: When were seat belts first fitted to a motor vehicle?
- Q 32: In January 1930, Cadillac debuted it's V16 in a car named for a theatrical version of a 1920's film seen by Harley Earl while designing the body, What's that name?
- Q 33: Which car company started out German, yet became French after WWI?
- Q 34: In what model year did Cadillac introduce the first electric sunroof?
- Q 35: What U.S. production car had the largest four-cylinder engine?
- Q 36: What car was reportedly designed on the back of a Northwest Airlines airsickness bag and released on April Fool's Day, 1970?
- Q 37: What is the Spirit of Ecstasy?
- Q 38: What was the inspiration for MG's famed octagon-shaped badge?
- Q 39: In what year did the "Double-R" Rolls Royce badge change from red to black?
- Q 40: How did the nickname of "pick up trucks" come about?



Some photos from the All Air Cooled Gathering...

