

November 2018

the *Fanbelt*

new jersey association of CORVAIR enthusiasts

We Present...



The Mikado

**No, No, No! Not the Chevy LUV pickup from 1977!
The Gilbert & Sullivan comic opera from 1885!
Updated for 2018!**

We have scheduled a group outing to the performance on Sunday, November 18. We'll have lunch beforehand, because eating is what we do best! This updated version of the Gilbert & Sullivan classic has been renamed *The Island Mikado* and is set in modern times. The performance will include in the chorus our own Treasurer, Tim Schwartz, and friend of the club Wynne Webster, and a cast of thousands. (Well, at least a dozen or so.) Full details begin 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

We are taking the advice of Sam the American Eagle* this month and doing something “cultural.”



Sunday, November 18, we’ll meet for lunch in Ridgewood, NJ, and then take in a performance of *The Island Mikado* by the Ridgewood Gilbert & Sullivan Opera Company. It’s a special treat because our own Treasurer, Tim Schwartz, and friend of the club Wynne Webster, are among the performers.

This updated version of the G&S classic, written and produced by the 80-year-old Ridgewood Gilbert & Sullivan Opera Company, sets the opera in the present day, on the (fictitious) Island of Palan. The opera contains all the original music and follows the original story with a change to the character names.

Several years before the action, Harriette, a very wealthy woman, arrives on the Island of Palan, befriends the Gouverneur, falls for his son, Christopher but he flees rather than be forced to marry her. Christopher then meets Blossum and they immediately fall in love, however she and her two sisters (Lily and Rose) are wards of Nicky, and Nico has decided to marry Blossum.

Nicky, Jimmy and Bobby had previously fled the USA on tax evasion charges arriving in Palan, a well know place for money laundering. They become part of the local society. The chorus of men and ladies are tourists enjoying the Island of Palan.

If you are not familiar with Gilbert & Sullivan, it is a Victorian-era theatrical partnership between dramatist W. S. Gilbert and the composer Arthur Sullivan. The two men collaborated on fourteen comic operas between 1871 and 1896, of which *The Mikado* is one of the best known, along with *H.M.S. Pinafore* and *The Pirates of Penzance*.

You can take advantage of group ticket

pricing by signing up at this Saturday’s club breakfast. If you don’t sign up in advance you can still attend but you’ll have to pay the regular box office price.

Tickets are \$15 each in advance and \$22 each at the door. Children 12 and under admitted free of charge.

At 2:00 PM we’ll be meeting for lunch ahead of the show at **It’s Greek to Me**, 21 East Ridgewood Avenue in Ridgewood. Show time is 4:00 PM at the **Ridgewood United Methodist Church**, 100 Dayton Street in Ridgewood. There is plenty of free parking in Ridgewood – you don’t have to feed the meters on Sundays.

* Here’s Sam: Sam performed a Gilbert and Sullivan piece on the original Muppet Show, only after being assured that it was “cultural.”



Fall, Farms, and Friends

by Bob Marlow

On October 20, a group of NJACers set off on this year’s Fall Foliage Tour, which turned out far, far better than the morning weather reports might lead one to expect.



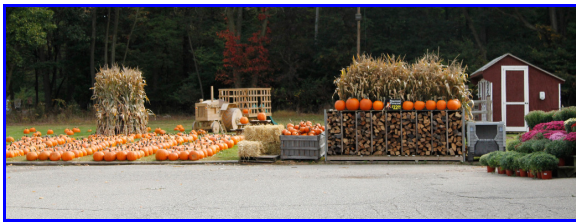
Spot rain showers were predicted for the day, but what little rain that occurred after sunup largely dissipated before Noon, and by mid-afternoon conditions were Autumn-perfect.

Still, the wet forecast kept some people at home and contributed to the decision by Sue and myself to drive her Honda instead of our Rampside. In fact, at the tour’s start only Nick Ford was driving a Corvair.

Tony Gervasio would have been driving his Corvair had it not emitted an ominous “Bang!” and stopped running the prior evening. Still,

undaunted, Tony came to the tour in his minivan and delayed investigating his Corvair's troubles until afterward.

Frank Hunter and Nick Ford collaborated to assemble a route that was both suitably scenic and on roads mostly unused by us previously. During the course of the drive Nick executed a detour that took us to Ashley Farms in Flanders (right down the road from the body shop) where Apple Cider donuts and other goodies were obtained by the group.



The next stop was the originally-planned visit to Melick's Orchards in Califon, where we met up with Dick and Barbara Kellner (in their Corvair!) and Brian and Roberta O'Neill, all of whom elected to skip the Parsippany starting point and join the group there.



After converting cash into apples and pumpkins and cider and pecan pies our tour continued to Clinton where we convened for lunch at Riley & Jake's.



But wait, there's more! as is said on late-night TV. Following a laugh-filled lunch, and blessed with a sunshine-filled afternoon, all but Tony motored to downtown

Clinton and its historic mill, beautiful art museum, and collection of quaint shops. But it was the frozen yogurt store that lured us in, and once we were all seated out front with our sweet treats, the many other visitors to Clinton on this day were treated to two echoing choruses of Brian's classic Serial Sneezes.



A few bottles of Huckleberry wine went home from Clinton also.

It was a fun and relaxing day, and despite weather-related concerns beforehand it turned out to be a nearly perfect Fall tour. All that was missing was a good assortment of Fall colors – Mother Nature failed to cooperate on that score.

Dick Kellner's 1965 Monza



Nick Ford's 1967 Monza

Downtown Clinton



President's Message

by Brian O'Neill

A Big One!

Over the years we have tackled a number of relatively major projects during our tech sessions. In this month's tech session we'll set a record.



The overall goal is to remove an engine and replace it with another. Club member Michael Stone has a 1965 turbocharged Corsa convertible. Michael has been slowly making improvements to the car and it was running quite well. Suddenly, strange noise, no power and 0 compression on one of the cylinders. It could be something relatively minor but we are prepared for the worst.

Here's the plan: Bob Marlow has a complete, ready-to-go 95-horsepower engine. The goal of the tech session is to remove the turbocharged engine and on a temporary basis replace it with the 95. This will enable Michael to take the car back home while the turbo engine is repaired.

Just to be sure we don't do any unnecessary work, before removing the turbo engine we will first pull the valve cover and see if maybe luck is on our side and we have something rather simple like a broken rocker arm. Personally I'm not very hopeful but we should do that first. If all looks well inside the rocker arm cover then the big job begins.

The tech session is scheduled for this Saturday, November 3rd, following our breakfast at the Empire Diner. We will adjourn to the shop at Ashley's Auto Body, where we may do the job on the lift outside or on the shop floor inside depending on the weather. Although the hope is that with enough help we can do the swap in one day, it could be finished up the next day.

Regardless of where we do the project the old axiom that many hands make light work is really true in this case.

Speaking of the breakfast, we will be taking nominations for 2019 club officers. This process was to begin last month but the diner was extremely crowded due to a soccer tournament at Smith Field Park next door, so we were unable to hold a formal meeting. Please consider volunteering to be a part of our club's "executive board."



You 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, November 3

Monthly Breakfast at the Empire Diner, Rt. 46, Parsippany, 9:00 AM. Tech Session to follow! See the President's Message at left.

Sunday, November 18

Gilbert & Sullivan Concert in Ridgewood, 4:00 PM. Lunch beforehand, 2:00 PM. Details in this newsletter.

Saturday, December 3

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

Holiday Break – no activities until January!

Saturday, January 5

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

How I Got Started in Corvairs

by David "Scotty" Malcolm

Like Bob's story last month, mine involves a car accident but in this case it was a Corvair and I was driving. This might have been the end of Corvairs for me but for an odd sequence of events.

In college I had driving a series of Hillmans. The other guys had a Morris Minor Convertible painted powder blue and the best of all a Morgan 2+2, Triumph engine and real wire wheels. We had a great time with those cars trying to get them to start in the fall let alone winter. (I've heard all the Lucas jokes, knock it off and please pass the 7/16 Whitworth open end).



My parents meanwhile had the typical 50's family car a six-cylinder Chevrolet 210 4-door sedan. When they decided it was time to replace it something happened that as far as I know never did before or after: My mother let my father and me go to the Chevy dealer to look at new cars.

While Dad was no gear head he did work as a machinist in aerospace shops and was impressed with the design of the Corvair. In a week we took delivery of a 1962 Monza 98-hp Powerglide, while with a red interior. My mother hated it at first glance. And it needed premium gas to operate properly. I'm not sure that they spoke for months after this car arrived home.

This is where I and the accident come to the rescue. I loved driving that car especially after swapping the Hillman for a 1950 Ford business coupe. You could really throw it around corners as I was doing one fine autumn day in the woods on Long Island when I went into an intersection at which I should have stopped and was met in my passenger-side door by a small pickup truck. (In my defense the police allowed as how someone should have replaced the missing stop sign after the last accident at this corner.)

No seat belts so I did move around a bit and seem to have bent the driver side window frame with my head but no real damage. A family friend had a body shop and they redid the car.

This provided my Mom with the reason to get rid of "that thing" and get a "real car" – a Buick this time.

That should have been the end of Corvairs in my life but my brother Doug married a woman who owned a red 1965 Monza convertible. Doug got the bug and soon he was driving a 140 4-speed coupe. Around this time my cousin Ty Magliola had moved to LI, was working as a mechanic and started racing VW beetles at Islip Speedway. *[Editor's Note: At this time I was in my first season as a speedway announcer, working at the Long Island tracks. The Beetle races were GREAT, although I cringe today when I think of all the oval and split-window bugs that gave their lives for cheap entertainment.]*

Doug and Ty owned and worked on more Corvairs than either can remember. I was married and living in Manhattan. I got talked into a good deal on a Lakewood wagon (ran when parked) that could be kept in my parents garage on LI and I could work on it when I could get out. We all know how well that works so the car was sold.

But I needed a car even though I was still in the city and it made sense for me to come out to LI and look at cars with Doug. At this time his main Corvair ride was a wagon converted to a two door that he had bought from Bob Marlow. *[Built by Ray Johnson of the Chicagoland Corvair Enthusiasts.]*

Meanwhile they were building a road racing Corvair for Ty with of course some professional engine work. Ty had a great time with it. (It apparently is for sale, ran when parked a good 15 years ago.) I only got out to see him race once, at Bridgehampton. Solid fast car until it started pouring and he didn't have rain tires, boy the back end comes around easily under those conditions.

An interruption to the story is a hospital stay for treatment of multiple myeloma, to this day

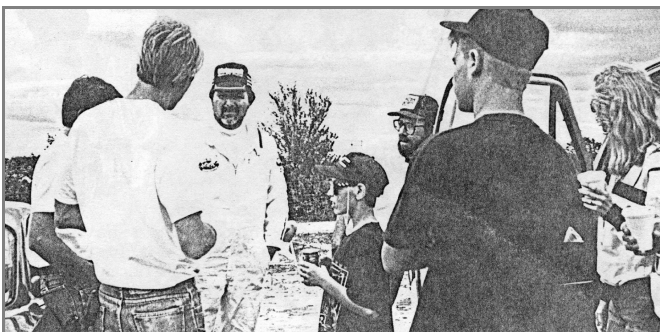
considered an incurable bone cancer. I'm one of the "stars" of my oncology group, 18 years without a remission. After getting out of the hospital and rehab for about a total of two months I decided driving my 1987 Dippy [*Dodge Diplomat if you did not know*] just didn't have enough panache so I hit eBay and bought a 1966 red Corsa 180 4-speed coupe.

I knew enough to know the '66 had a stronger gear box and maybe the shoulder belt mounts but not enough to realize the skills needed for the continued happy running of these cars. I knew of NJACE but didn't get involved, if I had I might still have that car today.

Liz and I were looking to buy a house in part because with every heavy storm I got water into the garage over the floorboards of the Corsa. Finding the perfect and affordable house for us had a small negative – no garage. So the Corsa went on eBay.

Jump to about three years ago and my health is getting better and I love my Grand Marquis but something was missing. Liz said "find a car you'd like and buy it." We bought "Goldie" from Greg in the club and have been enjoying the car and NJACE ever since, a great bunch of people.

This is also the only photo of me with a Corvair until the current one. It's a lousy shot because you can't even see the Corvair and it has been copied from the Long Island Corvair Association's October 1991 newsletter.



Can you guess which person in the photo is Scotty? He's the guy whose head, only, is visible, with a hat, glasses, and a beard. That's cousin Ty Magliola facing the camera.

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



Miguel A. Rueda visited our breakfast on October 6 and joined the club. Miguel, who lives in Nutley, has a 1964 Monza coupe, which he says he bought because "It's unusual and I can work on it without a PC."



Miguel also has a 2017 Indian Chieftain and a 2012 Volvo S-60T5. And five dachshunds! With regard to children and grandchildren, Miguel writes, "several of each." Welcome!

NJACE Officers for 2018

President, Brian O'Neill
Phone 973-729-5586
Email bmoneill@juno.com

Vice-President, Nick Ford
Phone 201-572-5797
Email mb05203-64110@yahoo.com

Secretary, David Malcolm
Phone 201-635-9696
Email david.s.malcolm@verizon.net

Treasurer, Tim Schwartz
Phone 201-447-4299
Email tim@bristolnj.com

Activities VP, Frank Hunter
Phone 201-934-0244
Email fdhunter@juno.com

Publicity VP, Bob Marlow
Phone 201-444-1859
Email rwmarlow@optimum.net

NJACE Classifieds for November, 2018

For Sale: 1962 Greenbrier, Owned for 20 years. 80-hp, 55,000 miles, 3-speed, missing middle seat, 5 year old paint. Located in City island, NY. Can deliver, \$7500. OBO. Steve Breines, email cubasteve50@yahoo.com



Q 2: Who opened the first drive-in gas station?
A 2: *Gulf opened up the first station in Pittsburgh in 1913.*

Q 3: What city was the first to use parking meters?
A 3: *Oklahoma City, installed on the southeast corner of what was then First Street and Robinson Avenue on July 16, 1935.*

Q 4: Where was the first drive-in restaurant?
A 4: *Royce Hailey's Pig Stand opened in Dallas in 1921.*

Q 5: True or False? The 1953 Corvette came in white, red and black.
A 5: *False. The 1953 'Vettes were available in one color, Polo White.*



Answers to the Automobile Trivia Quiz!

From Greg Gorski

Last month we published the Automobile Trivia Quiz provided to us by Greg. Now, here are the answers:

Q 1: What was the first official White House car and which President ordered it?

A 1: *A 1909 White Steamer, ordered by President Taft.*



Q 6: What was Ford's answer to the Chevy Corvette, and other legal street racers of the 1960's?

A 6: *Carroll Shelby's Mustang GT350.*

Q 7: What was the first car fitted with an alternator, rather than a direct current dynamo?

A 7: *The 1960 Plymouth Valiant*



Q 8: What was the first car fitted with a replaceable cartridge oil filter?

A 8: *The 1924 Chrysler.*

Q 9: What was the first car to be offered with a "perpetual guarantee"?

A 9: *The 1904 Acme, from Reading, Penna. Perpetuity was disturbing in this case, as Acme closed down in 1911.*

Q 10: What American luxury automaker began by making cages for birds and squirrels?

A 10: *The George N. Pierce Co. of Buffalo, maker of the Pierce Arrow, also made iceboxes.*

Q 11: What car first referred to itself as a convertible?

A 11: *The 1904 Thomas Flyer, which had a removable hard top.*



Q 12: What car was the first to have its radio antenna embedded in the windshield?

A 12: *The 1969 Pontiac Grand Prix.*

Q 13: What car used the first successful series-production hydraulic valve lifters?

A 13: *The 1930 Cadillac 452, also the first production V16*

Q 14: Where were the World's first three-color traffic lights installed?

A 14: *Detroit, Michigan in 1919. Two years later they experimented with synchronized lights.*

Q 15: What type of car had the distinction of being GM's 100 millionth car built in the U.S.?

A 15: *On April 21, 1967, a Chevrolet Caprice Custom Coupe two-door hardtop rolled off the assembly line at the plant in Janesville, Wisconsin, to claim that distinction. Previously, on March 16, 1966, an Olds Toronado built in Lansing, Michigan, had become the 100 millionth GM car built in North America.*

Q 16: Where was the first drive-in movie theater opened, and when?

A 16: *Camden, NJ, in 1933*

Q 17: What autos were the first to use a standardized production key-start system?

A 17: *The 1949 Chryslers.*

Q 18: What did the Olds designation 4-4-2 stand for?

A 18: *4-barrel carburetor, 4-speed transmission, and dual exhaust.*

1964 Oldsmobile No. 8

PRODUCT SELLING INFORMATION
FOR OLDSMOBILE SALESMEN

A Hot New Number...

Police Needed It—Olds Built It—Pursuit Proved It

New "4-4-2" Features Deliver Superb Performance!

4 -BARREL CARBURETION plus high-lift cams boost power of the "4-4-2" Ultra High-Compression V-8 to 310 h.p.—up 20 h.p. over Cutlass V-8.

4 -ON-THE-FLOOR stick shift synchromesh transmission captures every power advantage both up and down the entire gear range.

2 DUAL EXHAUSTS—complete dual exhaust system features less back pressure for better performance... aluminized for longer life.

PLUS:

- Heavy-duty shocks and springs provide smoother cornering... better pitch control.
- New rear stabilizer bar reduces roll, provides flatter cornering, better handling.
- Dual snorkel air cleaner improves engine breathing.
- Higher lift camshaft helps boost power performance.
- Extra-high-quality rod and main bearings mean longer life in high-performance driving.

NOTE: Order under Option #809... Available in only P-85 V-8 model except station wagon

Q 19: What car was the first to place the horn button in the center of the steering wheel?

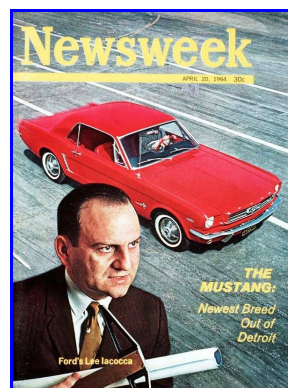
A 19: *The 1915 Scripps-Booth Model C. The car also was the first with electric door latches.*

Q 20: What U.S. production car has the quickest 0-60 mph time?

A 20: *Either the Tesla Model S P100D with Ludicrous Mode, or the Dodge Challenger SRT Demon, depending on who you ask. Both cars accelerate from 0-60 in less than 2.4 seconds.*

Q 21: What's the only car to appear simultaneously on the covers of Time and Newsweek?

A 21: *The original Ford Mustang.*



Q 22: What was the lowest priced mass produced American car?

A 22: *The 1925 Ford Model T Runabout. Cost \$260, \$5 less than 1924.*

Q 23: What is the fastest internal-combustion American production car?

A 23: *The Dodge Viper has an 8.4 liter V10 engine that provides a more than ample 640 horsepower and a top speed of 206 mph.*

Q 24: What automaker's first logo incorporated the Star of David?

A 24: *While the original Dodge Brothers logo incorporated two interlocking triangles, there is no evidence to suggest that it was meant to be a 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"?

A 25: *Clyde Barrow (of Bonnie and Clyde), in 1934.*

TEXAS OFFICERS TRAP AND KILL CLYDE BARROW AND BONNIE PARKER

Outlaw, Supposed Woman Aid and Ranger Who Trapped Them



OUTLAW'S AUTO RUNS INTO AMBUSH IN LOUISIANA

Pair Are Riddled With Bullets on Highway Near Black Lake Before Their Machine Runs Into Embankment.

WAITED TWO MONTHS FOR DESPERADOES

Former Ranger Directs Pursuit and Attack—Fugitives, Weapons in Their Hands, Unable to Fire a Shot.

Ex-Ranger Tells How He Ran Down Clyde Barrow

'Shot Devil' Out of Him and Woman Companion, Frank Hamer Says Relating Success of Six-Month Hunt.

A 26: *The 1915 Packard Twin-Six. Used during WWI in Italy, these motors inspired Enzi Ferrari to adopt the V12 himself in 1948.*

Q 27: What was the first car to use power operated seats?

A 27: *They were first used on the 1947 Packard line.*

Q 28: Which of the Chrysler "letter cars" sold the fewest amount?

A 28: *Only 400 of the 1963 300J were sold .*

Q 29: What car company was originally known as Swallow Sidecars (aka SS)?

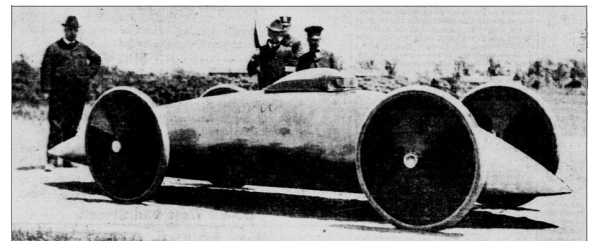
A 29: *Jaguar, which was an SS model first in 1935, and ultimately the whole company by 1945.*

Q 30: What car delivered the first production V12 engine?

A 30: *The cylinder wars were kicked off in 1915 after Packard's chief engineer, Col. Jesse Vincent, introduced its Twin-Six.*

Q 31: When were seat belts first fitted to a motor vehicle?

A 31: *In 1902, in the Baker Electric Torpedo streamliner, which crashed at 100 mph on Staten Island!*



Q 32: In January 1930, Cadillac debuted it's V16 in a car named for a theatrical version of a 1920s film seen by Harley Earl while designing the body, What's that name?

A 32: *The "Madam X," a custom coach designed by Earl and built by Fleetwood. The sedan featured a retractable landau top above the rear seat.*

Q 33: Which car company started out German, yet became French after WWI?

A 33: *Bugatti, founded in Molsheim in 1909, became French when Alsace returned to French rule.*

Q 26: What car was the first production V12, as well as the first production car with aluminum pistons?

Q 34: In what model year did Cadillac introduce the first electric sunroof?

A 34: 1969

Q 35: What U.S. production car had the largest 4- cylinder engine?

A 35: *The 1907 Thomas sported a 571 cu. in. (9.2liter) 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?

A 36: *The 1970 AMC Gremlin.*



Q 37: What is the Spirit of Ecstasy?

A 37: *The official name of the mascot of Rolls Royce, she is the lady on top of their radiators. Also known as "Nellie in her nightie."*



Q 38: What was the inspiration for MG's famed octagon-shaped badge?

A 38: *The shape of founder Cecil Kimber's dining table. MG, by the way, stands for Morris Garages.*

Q 39: In what year did the "double-R" Rolls Royce badge change from red to black?

A 39: *1933*

Q 40: How did the name of "pick up trucks" come about?

A 40: *Ford, who made the first pick-up trucks, shipped them to dealers in crates that the new owners had to assemble using the crates as the beds of the trucks. The new owners had to go to the dealers to get them, thus they had to "pick-up" the trucks.*

Mark Your Calendars!



It's not too soon to be thinking about 2019!

Sunday, January 13: Our annual Holiday Party, this year with an exciting new twist, it's the Holiday Gala! Watch for the details in next month's newsletter.

Saturday, February 16: Our annual indoor Corvair Parts Auction, our biggest event of the year and the most fun!

Save the dates!



We're in the midst of election season, and back in 1961 William Walsh won the mayoral contest in Syracuse, NY, no doubt due to his good taste in campaign vehicles!