

June 2019

the *Fanbelt*

new jersey association of CORVAIR enthusiasts

Plucky Corvair owners are
Lucky this month, because breakfast is at
Bucky's On The Lake. Isn't that just
Ducky?

(Well, YOU try coming up with
original headlines every month!)

Bucky's On The Lake
at Picatinny Arsenal.
Saturday, June 1
Details in this issue!
RSVP deadline Tuesday, May 28



Plus this month,
the AACA comes to our area
with the big Eastern Spring National Meet
at the Parsippany Hilton, June 26-29.
Read all about it on Page 7.



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.

Rusty Relics Car Show

by *David Malcolm*
aka "Scotty"



Sunday, May 19, was perfect weather for the annual Rusty Relics Car Show at Bergen Community College in Paramus, NJACE was represented by nine Corvairs and sixteen club members.

Several drove long distances to get there – Gary Rubin from Lake George, NY, Ray Coker from PA and Bob Marlow from down the shore.

Liz and I arrived about 8:30 AM and were greeted by Steve at the registration table. He gave us directions to the spot where several of our early arriving members had reserved spots.

We had examples of almost all models except for a four door. There was Robert Newell's gorgeous early convertible, Tim Schwartz's Greenbrier, several LMs including Ray Coker's amazing "Fast Orange," David Main's immaculate (what else would we expect) 1968 Monza, and David Kuhles' extra-nice 1966 Monza, plus two 1969s, Curt Stone's Monza convertible and our Monza coupe. Bob Marlow's Rampside was in the vendors' area.

Breaking up the line of Corvairs was Tim's 1958 BMW micro car which was a huge hit with the children who got a chance to sit in the car and have Mom or Dad take their photo. Then Mom would sit in the car and have her photo taken!

Besides looking at a few of the about 400 other cars and the vendor offerings we spent most of our time talking about our Corvairs and "life, the universe and everything." It was a unanimous decision that the rarest car present was parked next to Tim's van – an AMC four door wagon, straight six, three speed in great condition.

Two of our members' cars were selected for the trophy lap around the field, Brian O'Neill's convertible and Tim's van, plus Tim's BMW. Those of you who couldn't make the show missed a great time.



The show lineup (minus two)



"Fast Orange"



*David
"Clean Dave"
Main*



*Scotty
and Liz*

*More photos from the Restored Rusty Relics' car show appear on Page 7.
(Photos by David Malcolm, Tim Schwartz, and David Main)*

President's Message

by Brian O'Neill

Back to Bucky's

NJACE will start the summer season with the popular outdoor breakfast at Bucky's On the Lake at Picatinny Arsenal. That's right, our June 1st Saturday morning breakfast will be at this great location, not the Empire Diner.



We will be having breakfast on the patio at the end of Lake Picatinny. The buffet menu includes scrambled eggs, egg whites, Canadian bacon, sausage, home fries, assorted pastries, bagels, chilled fruit juice, orange and grapefruit sections, cantaloupe, honeydew and watermelon and of course coffee and tea.



But there's more. After our breakfast and a brief business meeting we will take a walking tour of along Farley Ave, along with Kibler and Buffington Roads, demonstrating the history of some of the oldest houses in the Picatinny downtown area and the historic core of the administration and headquarters area of the Arsenal. Tour will be approximately 1.3 miles round trip. Our guide again this year will be Jason, the Picatinny Arsenal's resident Cultural Archaeologist. Those of you who attended the 2017 and 2018 Picatinny breakfasts know how interesting these tours can be.

The fun starts at our usual breakfast meeting time of 9:00 AM. The cost per person for the breakfast buffet is \$15 and is all-inclusive. Please note, NJACE is subsidizing this event so if you say you are coming and then do not show up, you will be liable for the \$15 per person cost.

As always there is the need to sign up in advance due to security protocols at the Arsenal, so **as long as you are not reading this after Tuesday, May 28, you still have time to let me know that you'll be there.** My phone number is 973-729-5586 and my email is bmoneill@juno.com. RSVP now! Spouses, family, and friends as welcome as long as everyone is on the list.

Finding Bucky's is easy. But to gain entry to Picatinny it's absolutely necessary that your name and the name of anyone coming with you be on the RSVP list. Next, you need to make sure that each person has good photo identification with them. You have to have the registration and insurance card for your vehicle, and you have to know that you are going to Bucky's.

To get to the Picatinny Arsenal gate is easy, just follow I-80 west to Exit 34B for NJ Route 15 north toward Jefferson/Sparta. The Picatinny gate will be on your right just a short distance north on Route 15. (Don't follow your GPS, it will take you to the wrong gate.) The gate personnel will inspect your vehicle. The guards there will have a list of everyone who is authorized entry for the party.

Once you go through the main entrance of the Arsenal, drive to the traffic light – it may be blinking then – and bear right. Proceed a very short distance and make a slight left hand turn. Follow this road past the Conference Center on your left and straight through the stop sign. Continue on this road as it curves to your left. You will soon come to the lake and see Bucky's.

We will return to the Empire Diner for July, but for June this breakfast and tour will be a great change of pace.

See you there – as long as you RSVP!

Objects in the Mirror...

Part One of a Continuing Series

by David Malcolm
aka "Scotty"



While I love driving my 1969 Corvair, going 70 mph on Route 80, surrounded by SUVs whose drivers are busy playing with their phones, can make for a very white knuckle ride.

While a Corvair is never going to match the safety features we take for granted these days, there are some things that can be easily done to make you safer and feel more comfortable.

Having a 1969 I've got headrests, a supposedly safer dash board design, shoulder belts (who designed these things?), a dual master cylinder, side marker lights and 4-way flashers. But in addition to these factory items I've added features to my car that improve both safety and my comfort level while driving.

These upgrades are added easily to many of our Corvairs. None of them involve modifications to the car that cannot be undone easily if you wish to go back to stock.

First Up:

Three-point Retractable Seat Belts

When I got my "new" but almost 50 year old Corvair, safety was my primary concern. First, Steve Calandra fixed the brakes. Attention now had to be paid to the seat belts. Old belts may look OK but you should not trust them with your life. [Editor's Note: Years ago I read this phrase about old seat belts: "They'll snap like a piece of bamboo."]

The stock shoulder belt on these cars winds up across your neck – neither safe nor comfortable. Because of this and the inconvenience of two separate belts almost no one ever uses them. An internet search for three-point belts for a Corvair put me in touch with John who had bought a set for his 1967 Corvair from Morris Classic in 2014.

When I checked the Morris Classic website in late 2016 (<https://www.morrisclassic.com/>) they did not list the Corvair. An email to Billy at Morris Classic was encouraging – he thought they could put together a set for me. (They use many of the Camaro parts but not all.)

Their belts fasten the retractor to a plate that bolts to the outer seat belt mount. They use the roof mounting point with a drop strap that adjusts the shoulder belt so it fits as it should.

We had a few issues with my set. However Billy worked with me to iron out some initial issues and I got a set that was an easy install bolting to the three stock mounting points, was comfortable to wear and most importantly would work as a new three-point belt should. The only negative was the need for a "floppy" inboard belt.

Billy asked for photos of the install which Morris posted on their Facebook page and then listed the Corvair belts in their catalog (Hooray!).

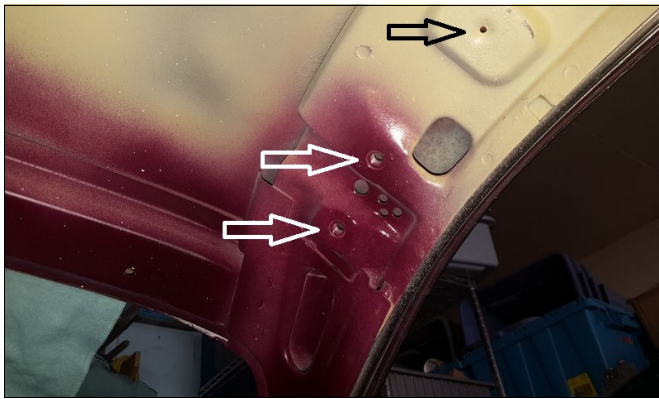
At the last NJACE parts auction Mike Pietro, to whom I recommended Morris at the previous auction, told me that Morris now had fabricated a bracket for the Corvair allowing the use of the typical inboard sleeved bucket-seat belt. Being tired of fishing between the seat and console for my floppy belt I contacted them and got a set.

Not cheap overall, about \$330 (\$25 additional if the buckles say GM), but well worth it. It's nice to see a company making a specific part needed for the Corvair. They are a "bolt-in" installation for LMs made after February 1, 1966 when the mount was added to the roof regardless of whether the optional shoulder belts were ordered.

If you have a 1966 you can check your body plate for a date code of 02A or later. There also was a round hole punched in the body plate to the left of the "B" in Body by Fisher to indicate the presence of the mounts.

Photos illustrating this installation appear on the next page.

Next time: Intermittent Wipers



The white arrows indicate the factory mounting points for a shoulder belt on the driver's side of mid-year 1966 through 1969 Corvair coupes. The black arrow indicated the mounting location for the coat hook, for reference.



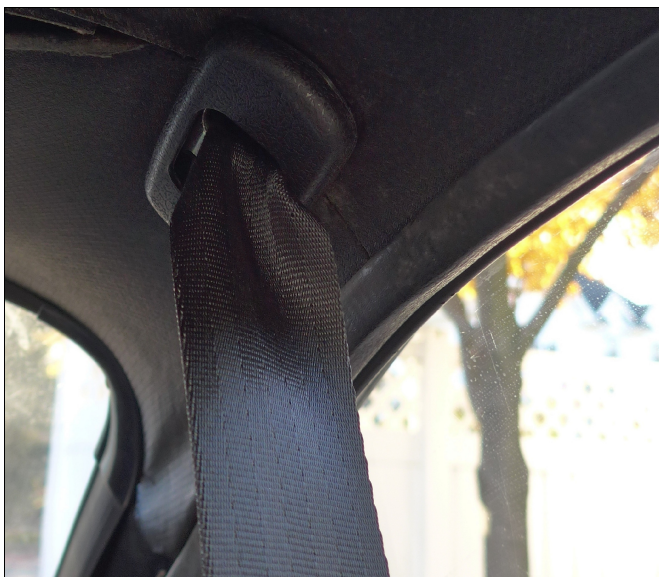
Morris Classic retractor mounted at the factory outer seat belt mount.



A 1966 body tag with the punched hole (indicated by the arrow) which denotes the presence of the factory shoulder belt mounting points.



Morris Classic inner mount



The Morris Classic shoulder belt installed on the factory mounting points.



A clean installation.

NJACE Marketplace

June, 2019

For Sale: *Dave Cavagnaro has passed along this information on an available FC:* **1964 Greenbrier**, 110 hp. 4-speed trans. New paint, tires, interior. Engine and trans has been gone thru as have the brakes. If you watch Barrett-Jackson, you know what these are selling for. \$16,000. Located in suburban Detroit, contact Marvin Granger via email, 1965fourdoor@gmail.com



For Sale: Various Corvair items. **Headers and mufflers**, \$375. **Chrome fan shroud**, \$25. Plus shipping, or pickup in Toms River. Moe Roselli, 732-597-2825.



For Sale: I have a Sears car carrier full of NOS and Clark's Corvair parts that have to go. If you are interested please call me, Albert Bisaccia, (973) 219-9868.

Take advantage of the NJACE Marketplace! Classified-style ads are FREE to all non-commercial sellers. (Commercial ad rates are shown on Page 1.) Publication deadline is the 20th of each month. Submit your ad to the editor via email, rwmarlow@optimum.net.

NJACE Calendar of Events

Saturday, June 1

Monthly breakfast *not* at the Empire Diner; It's our annual visit to Bucky's on the Lake! See the details on page
RSVP necessary by May 28!

Saturday & Sunday, June 8 & 9

Two-day tech session to replace Michael Stone's engine. See details on Page 8

Saturday, July 6

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

We send our condolences this month to father and son members Bill and Greg Dittrich, on the recent loss of wife and mother Janet Dittrich.

Janet was a talented and skilled artist, and she and Bill were married for more than 65 years.

May your memories comfort you.

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Something Different

by Bob Marlow

Wednesday through Saturday, June 26-29, the Antique Automobile Club of America (AACA) is staging their 2019 Spring Eastern National meet at the Parsippany Hilton (the same facility at which NJACE was host to the Corvair Society of America's annual convention in 1984).



Like many clubs, the AACA limits registration to AACA members, but a significant number of NJACE members also belong to the AACA and the big Saturday car show is open to the public for viewing at no charge.

The AACA is the largest car club in the world, with more than 60,000 members!

Events Wednesday through Friday include tours of the Jockey Hollow National Historic Site and the Ford Mansion, a visit to a private collection in Basking Ridge billed as the largest collection of Autocar, Brockway, and Mack Trucks, a trip to the Great Falls in Paterson, a tour to the Frelinghuysen Arboretum, and more.

But the big deal is the formally-judged car show on Saturday, where you will see spectacular cars that you don't see at your local cruise night. From the earliest horseless carriages to cars from the 1980s.

You won't see any street rods because the AACA is all about original production cars. But there is a race car category, where often you'll find cars that raced for the original Vanderbilt Cup.

The AACA conducts several National meets like this around the country each year, and it is not often that one of them happens in our back yard. Check it out! More information can be found online at

<https://njregionaaca.com/>

More Photos from the Restored Rusty Relics' Show:



Tim's high-powered fleet



The Presidential Limousine



Robert Newell's Spyder, Curt Stone's '69 convertible, David Kuhle's Monza coupe



"What's a Matador?"

June Tech Session

by *Brian O'Neill*

It's Almost Over

The Michael Stone Project, that is. It's been a long hard slog. Last month I mentioned a number of the issues that delayed finishing up Michael's engine. All the hard work paid off at our last tech session.



We put the engine without the turbocharger on the club's engine stand and lo and behold it ran! At first it sounded a little ragged but we thought that after the initial 20 minute run-in a valve adjustment would cure the problem. Sure enough, to valves, one on each side, were way out of adjustment. I must be losing my touch!

We adjusted all the valves or I should say Michael adjusted all the valves which was a learning process for him. I have always said that our tech sessions have to goals. The first naturally is to help members get and keep their Corvair's in fine running order. The other goal just as important is to help our members learn how to work on their cars. Now I'm not sure that Michael is ever going to adjust the valves on his car any time soon but now he knows how to do it.

The next step in the Michael Stone Project is to remove the standby engine currently in the car and replace it with the rebuilt turbo engine. As you may remember Michael had significant rear suspension issues. Replacement parts are on hand so that when the standby engine comes out we can fix the rear suspension problems.

Of course this isn't a 20 minute job. So there will be an expanded today tech session at my "Garage Mahal" on the weekend of Saturday, June 8 and Sunday, June 9. The Lady in Charge has graciously consented to feed any and all who come out for this event. The more hands the merrier! Please let me know if you can attend either or both or one of the two days. Phone 973-729-5586, email is bmoneill@juno.com.

Love Me Tender

by *Bob Marlow*

I bought my Rampside from the late Cliff Young in March of 2009, now just over ten years ago.

At the time, there was a NAPA battery in the truck of indeterminate age. The date stickers had not been punched out. It didn't look new, but for the sake of the discussion let's assume that it was. If so, today that battery would be more than ten years old.

Would be? It is! Today, that same battery is still in the truck!

Because the truck is driven infrequently, I put a Battery Tender® on it from day one. Ten years later, let's just say, I'm convinced. To this day, the Rampside cranks healthily and starts up first time every time.



To be fair, the NAPA battery, while old, is what was a top-of-the-line battery back then, and I question whether I'd get the same results with a cheapie no-name battery. And the Rampside has a 47-amp alternator installed, not the original generator. But still, ten+ years of service is impressive.

Of course, I am concerned that my now dog-years-old battery may give up the ghost when the Rampside and I are away from home, away from having the Battery Tender in place. But my curiosity has gotten the better of me. How long will my elderly battery last with continued maintenance on the Battery Tender?

I may be setting myself up for an inevitable AAA call, but I just gotta know...