

September 2019

# the *Fanbelt*

new jersey association of CORVAIR enthusiasts



**Dave Rothenberg and Gary Cohen tied for 2nd-in-Class at the recent New Hope Auto Show**



**Rick Austin's Devin C at the NJACE Picnic**



**Dave Main's 1968 Monza Impressed the Judges at the big AACA Show in Parsippany**



→ **Our Trip to the Fall Classic at Clark's is this month – all the details are in this issue!** ←

*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](http://www.corvair.org/chapters/njace).

## Road Trip!



The bi-annual Bay State Corvairs' Fall Classic will again this year be held on the grounds of Clark's Corvaair Parts in Shelburne Falls, Massachusetts, on Saturday, September 14.

Using the concept that there is safety in numbers, on Friday, September 13, NJACE will convoy to the overnight hotel location in South Deerfield, Massachusetts.

Club Vice President Nick Ford will lead the caravan, as President Brian O'Neill will be otherwise engaged on that date.

We will meet at the I-84 Diner in Fishkill, New York, from which we will depart as a group at 1:00 PM on Friday, September 13. The diner is right alongside I-84 and is a great place to have lunch and meet up. Located right off exit 12 on Interstate 84, the address of the diner is 853 Route 52, Fishkill, New York, 12524.

We will depart the diner and head northeast on Interstate 84 for a short period of time. Then we will take the Taconic Parkway North through some very scenic country until we hit Interstate 90 just over the New York/Massachusetts border. I-90 Eastbound will take us to the intersection with Interstate 91. We will then go north on I-91 to Exit 24 for the Red Roof Inn at 9 Greenfield Road which is also Route 5.

This is not the shortest route but it is the most scenic and the most Corvaair-friendly. It skips the heavy traffic around Hartford and skirts past Springfield. The trip from the diner is estimated to take about three hours. We will arrive in time to check in, make dinner plans, and join the welcome party thrown by the Bay State Corvairs.

The show at Clark's is one of those must-see events. Typically there are over 100 Corvairs with every year and body style being represented.

In addition to this spectacular field of vehicles, Clark's opens their facilities and gives tours of their manufacturing processes. Learning how they turn a blank sheet of vinyl in to fully embossed seat covers is alone worth the trip. Parts can be ordered for pickup at the show which can save a considerable amount of money for shipping. Parts can also be bought at the show with many show specials and a cash discount available.

If you are planning on joining the convoy please contact Nick as soon as possible, so that he can expect you. His email is [mb05203-64110@yahoo.com](mailto:mb05203-64110@yahoo.com) and his phone number is 201-572-5797. Again, don't miss this event!



## Frank's Photos

Want to see photos from July's CORSA Convention in St. Charles, Illinois? Then check out the NJACE Facebook page, where Frank Hunter has posted more than two dozen shots from the week-long event.

The same is true for our recent Summer Picnic. On Facebook you can find Frank's photos of the fun (and of Rick Austin's Devin C as seen on page 1).

When visiting Facebook, just search for "New Jersey Association of Corvaair Enthusiasts, Inc. (NJACE)." On our Facebook page you'll find the photos, random thoughts and insights from Ray Coker, and more. Check it out!



Find us on  
Facebook

**Objects in the Mirror...**  
**Part Four 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 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.

*This Month:*

### Convex Passenger Side Mirror

Finally, I am getting to the upgrade that inspired the title of this article. I'm sure you all appreciate the convex mirror installed on most newer cars – it certainly gives you a better view on the right than a standard Corvair mirror on the passenger side. Again Corvair Center Forum to the rescue.

Tom (toms73novass) looked through listings from Mirror Glass Plus and found one that fits all of our mirrors, part number 3027 for a 1986 Plymouth Horizon passenger side mirror, for about \$25. Installation just involves getting the metal retaining ring out (I found several dental picks helpful) and replacing the old mirror glass with the new one.

*See photo at top of next column*



Source for the Convex Mirror Glass:  
Mirror Glass Plus, [www.mirrorglassplus.com](http://www.mirrorglassplus.com),  
p/n 3027.

A large thank you to the folks at Corvair Center Forum for sharing information and, in the case of Dave W., for many months of work to develop the lenses described last month and making them available at a modest cost.

Corvair folks are a wonderful group that go the extra mile to help. If you've got any ideas for upgrades, tech tips, or a story about you and your Corvair why don't you have a shot at writing it up and sending it to Bob for the Fanbelt. (And it pays really well.)

---

## Cutaway 4-Door #1

Dave Cavagnaro sends along this photo of a 1965 Corvair cutaway display, and he poses a simple question:

“I wonder what happened to it?”



## Cutaway 4-Door #2

Relocated NJACE member Ken Schiffner, now in Colorado and vice-president of the Pikes Peak Corvair Club, has been helping to display “SeeMore,” a cutaway 1966 4-door created by maintained by the club.



## NJACE on the Road

Bob Marlow (left) and Brian O’Neill (right) represented NJACE at the recent Detroit Area Corvair Club’s annual “Corvair Homecoming.” The Homecoming, held in suburban Plymouth, Michigan, is a popular and informal show, swap meet and beer blast at which about 100 Corvairs show up.



## NJACE Treasurer’s Report July 31, 2019

Checking Account Balance as of March 31, 2019		\$2,748.91
<u>Income for the period:</u>		
Dues	\$221.00	
Checking Interest	<u>0.97</u>	
	+221.97	
<u>Expenses for the period:</u>		
Food & Parties – NET (June Breakfast)	\$204.00	
	<u>-204.00</u>	
Checking Account Balance as of July 31, 2019		\$2,766.88
CD Balance as of March 31, 20/19		\$4,849.22
CD Interest	\$ 34.38	
	+ 34.38	
CD Balance as of July 31, 2019		\$4,883.60
Grand Total as of July 31, 2019		<u>\$7,650.48</u>

*Respectfully submitted,  
Tim Schwartz, Treasurer*

### NJACE Officers for 2019

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, Rob Wanhouse  
Phone 732-805-9176  
Email [rwanhouse@panynj.gov](mailto:rwanhouse@panynj.gov)

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

## NJACE Calendar of Events

### Saturday, September 7

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

### Friday, September 13

Club convoy to South Deerfield, Massachusetts, for the following day's Corvair Show at Clark's Corvair Parts. See all the details on Page 2.

### Saturday, September 14

Fall Classic at Clark's, the big biennial all-Corvair show at Clark's Corvair Parts in Shelburne Falls, Massachusetts.

### Saturday, October 5

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

### Also in October

Our Fall Foliage Tour, this year traveling to a distinctive Steam Power museum! Date and details to be forthcoming.

→ Stay Tuned! ←

"hang on" unit was also available.

Corvair Cognoscenti (ooh, I loved writing that) know that all post-1960 Corvairs have their spare tire mounted in the engine compartment, to free up space in the front located trunk. However, if you opted for air conditioning, the compressor, receiver, and massive condenser coil took up most of the free space in the engine compartment, relegating the spare tire back to the front. Such is the price of comfort, I guess.



Other changes include a different drive pulley to accommodate the extra belt for the compressor. The engine fan (not visible under the condenser of 1961-65 models) would have done double duty, pulling air across the condenser and cooling the engine.

Inside, there is a surprisingly well integrated (but alas not color matched) panel in the 1961-64 models which combines the controls, two "eyeball" vents and a "barrel" vent.



The evaporator is mounted to the firewall above the passenger footwell, like most modern cars.

## Cold Comfort: Corvair Factory Air Conditioning

by Tom Halter

*Editor's Note: Summer may be drawing to a close, but interest in air-conditioned Corvairs has never been greater than it is today. The following is an edited version of an article that appeared originally on the Curbside Classic website.*

The Corvair had an interesting transformation from economy car to pony car progenitor with the introduction of the Monza in 1961. This shift upmarket necessitated the introduction of features expected in this vehicle class, including air conditioning.

The factory air conditioning ("De Luxe Air Conditioning") system was first offered in the spring of 1961, at cost of some \$350, or about 16% of the cost of a new Monza coupe. In addition to the factory system, a dealer-installed

### Cold Comfort, continued

Early on, Chevrolet certainly didn't go out of their way to promote air conditioning on the Corvair. The 1962 Corvair brochure has no photos of the option, and makes only a passing reference to it on the specifications page. It was available on any two- or four-door model with a radio (necessary for mounting the interior panel). It was not available on the station wagon nor the turbocharged Spyder.

Interest in the option was suitably low, with the take rate for A/C on the 1961 Corvair at a paltry 1%. In 1962, take rate increased to a whopping 2.5%. While this works out to roughly 5,000 cars, I'm sure that far fewer than that survive today.

For the heavily revised second-generation 1965 Corvair, the system was fully integrated into the new dashboard.



The condenser still rode on top of the fan for 1965, but with a heavy black cardboard duct to bring the air from the revised engine air inlet grille.



A/C remained unavailable with the turbocharged engine in the renamed top-of-the-line Corsa series.

For 1966 and 1967 the condenser was moved up against the rear firewall, improving engine access immensely.



Factory air was dropped in 1968, as the air pump for the emission system now occupied the space where the compressor had been, and desert proving ground testing proved that the combination of the air pump and air conditioning led to overheating of the engine in normal driving.

By the way, factory air conditioning was under development for the Greenbrier vans, but was dropped prior to production. In the Greenbrier, plans included a ceiling-mounted rear evaporator (as later seen in the large Suburban) but we'll never know what a final production version might have been.

---

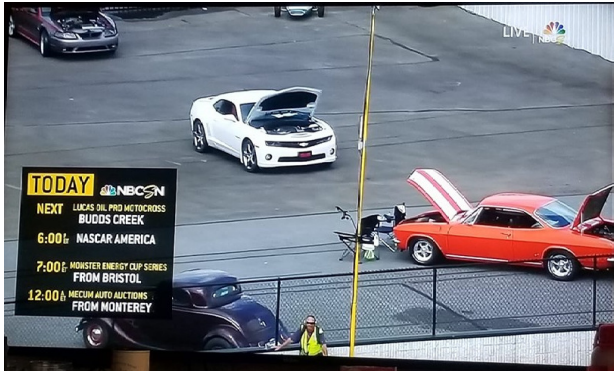
## What's Going on in this Photo?



For the answer, turn to the next page.

## Corvair Spotted in the Wild

During the NBCSN broadcast of Indycar practice from Pocono Raceway on August 17, the TV camera picked up this shot of Ray Coker's '65 Corsa in the paddock.



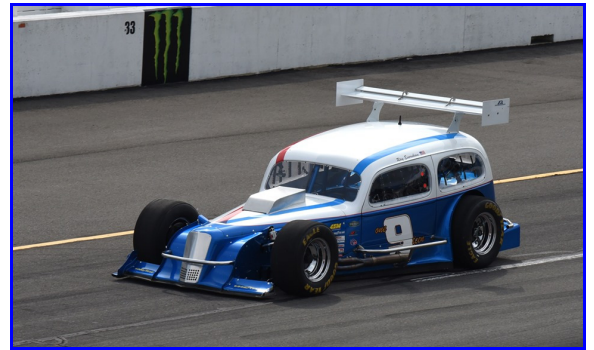
Ray and Cathy were there, along with Rick Austin (Devin C), Mark Lipkovitz (Mazda Miata), Brian O'Neill ('65 Corsa), and Ron Zielensky ('64 Monza) as part of the Classic Racing Times' free car show that took place during the Indycar weekend.

The TV shot was taken relatively late in the day, when most of the cars in the show had already left. A few hours earlier the paddock was packed with cars and people, including Mario Andretti, who signed autographs while getting re-acquainted with the New Jersey-based Offenhauser Midget in which he won three races in a single day in 1963.



Others on hand for the autograph session included two-time Indy 500 winners Arie Luyendyk and Al Unser, Jr., Daytona 500 winner Geoff Bodine, and championship-winning NASCAR crew chief Ray Evernham.

Evernham, originally from Hazlet, New Jersey, was at the track to attempt to reach a 200-mph top speed in his 1936 Chevy "Ghost" Modified. Evernham came up oh-so-short, reaching 196 mph.



Your Fanbelt Editor interviewed Evernham on the public address system following the top-speed run.

---

### *Answer to What's Going on in this Photo:*

At the recent Detroit Corvair Homecoming, attended by NJACers Brian O'Neill and Bob Marlow, a crew took on the task of replacing a worn pilot bushing in a local member's car.

The job, conducted in the hotel parking lot, was completed in a matter of hours. Notice the two relatively young guys in the picture: The Detroit club is encouraging the next generation of Corvair owners!

# NJACE Meeting Minutes

August 10, 2019  
Succasunna, NJ

The meeting was called to order at 12:41 PM by Vice President Nick Ford.

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

Reading of the Treasurer’s Report was tabled so that the report can be published in the next newsletter. [It appears on Page 4 of this issue.]

In the absence of Activities VP Rob Wanhouse there was a general discussion of upcoming events, to include a club breakfast on September 7 and the biennial “Fall Classic at Clark’s” Corvair Show on September 14.

Publicity VP Bob Marlow spoke of the car show being held in conjunction with the following weekend’s Indycar race at Pocono Raceway. The car show is free to enter, and entry includes two tickets to the race.

Old Business: None was brought forth.

New Business: There was a general discussion of whether the Holiday Party at year’s end should consider a new location for a chance of pace, and whether the month of December should be considered instead of January. It was stated also that the officers would be considering an invitation from the VCCA to make the Corvair the feature car for that organization’s 2020 car show in May.

Upon motion duly made and seconded, the meeting was adjourned at 12:51 pm.

*Respectfully Submitted,  
Donna Ashley,  
for Secretary David Malcolm*



# Corvairs That Won’t Rust!

Dave Cavagnaro sent along some information on a line of paper Corvairs – paper illustrations of various Corvairs that can be cut and folded and glued into three-dimensional representations.

They are showing up in various locations on the ‘net, including eBay and elsewhere. A Google search for “Papercraft Corvairs” or “WGPK Paper Cars” will get you to some of them.



**Don’t Forget:** Let VP Nick Ford know if you wish to join the club convoy to the Clark’s show! See all the details on Page 2.