

the Fanbelt

new jersey association of CORVAIR enthusiasts



**Sunday, October 13:
Autumn Colors and a Car Show... Perfect Together!
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**What's So Special
About This Car?
See page 3**



**What About
This One?
See page 4**

- Monthly Breakfast this Saturday, October 5
- Tech Session to follow at Ashley's

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 68, Maple Plain, MN 55359. Meetings of NJACE are held periodically at locations and times as announced in this newsletter and on our website. 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.

President's Message

by Brian O'Neill

Wire We Doing This?

The tech session following the October meeting will concentrate on installing a replacement engine wiring harness in your Corvair.



Clark's Corvair Parts sells new replacement wiring harnesses for virtually every model Corvair, including the main body harness, the dash harness, and the engine compartment harness. Replacing the now more-than-50-years-old harness in your Corvair is a smart move.

Our subject car for the day will be Michael Stone's turbo convertible. In this car, age is not the primary reason for replacement. The original wiring harness was destroyed in an electrical fire!

The cause of the fire was a very strange situation, one I have never seen before. If I wasn't told by the owner of an automotive electric shop that I have trusted for many years I would not have believed it. When I brought the alternator that had been in the fire to his shop to have it checked out so I didn't duplicate the disaster, he pointed to one of the diodes through the back of the alternator. He said that the diode had exploded! I'd never heard of such a thing. He agreed that it was rare but said that he had seen it before.



It didn't take too much to get the alternator back ready to go. But the wiring harness was toast, pardon the pun. So on Saturday, October 5, at Ashley's Auto Body following our breakfast at the Empire Diner we will be installing a new engine wiring harness and the rebuilt alternator.

Remember, a pizza lunch is always part of our tech sessions and fun is on the agenda along with learning more about your Corvair. Join us!

The Business of Breakfast

Our club breakfast on October 5 at the Empire Diner will also be an official business meeting, and on the agenda will be first nominations for club officers for 2020. Here's hoping for a lot of candidates!



And as always, you could WIN a free breakfast just by being there! Each month we have a drawing, and if your name is drawn, you win!

Our breakfasts take place on the first Saturday of every month at the Empire Diner, 1315 US-46 eastbound, Parsippany, NJ 07054.



Fall Colors and a Car Show

NJACE has been invited by the Sparta Historical Society to participate in its 4th Annual Classic Car Show. The event, which has no entry fee and no formal judging, will be held on **Sunday, October 13, 2019**. Drivers are provided free lunch and food is available for purchase for spectators.

Club President Brian O'Neill is in charge of this show and he'd like to see a strong turnout of Corvairs. The location, the lower parking lot behind the Society's Van Kirk Homestead Museum, is a great destination for a leaf-peeping Sunday drive.

The exact address is 336 Main Street in Sparta, which is also County Route 517. The show field will open at 8:30 AM for placement of cars with the actual show beginning at 11:00 AM and running until 3:00 PM.

Included with this newsletter is an entry form which can either be e-mailed or mailed back to the Show Committee. The e-mail address is bmoneill@juno.com and the street address is 45 Whippoorwill Lane, Sparta, NJ 07871.

The Van Kirk Homestead Museum will be open during the car show. Occupied by the Van Kirk family from the 1780s to 1996, the farmhouse is now a museum with exhibits of local and regional interest. Galleries include historical period rooms as well as a major changing exhibition space.

The Historical Society will offer short talks in the Nicholson Family Wagon House featuring the new permanent exhibit, "Travel In and Around Sparta." There will also be programs throughout the afternoon in "What's Cooking at the Van Kirk Farm."

This is also Sussex County Heritage Weekend so a strong crowd of spectators is expected. There will be music by the State Road Reunion Band, food, and special tours throughout the Car Show and The Homestead for the whole family.

Mark your calendar for a day of Fall Colors and a Car Show!

No, we're not going to go with the "Horny" joke

Several NJACERs attended the Fall Classic at Clark's in September, and this distinctive car was one of the more than 75 Corvairs on hand:



What's special about it? It is one if just a handful of surviving "horn slot" cars, Corvairs built from the first day of production on July 7, 1959.

"Horn slot" cars have, well, three slots in the lower front valance, behind which the horn was located until an early production change moved the horn to a location where it was better protected from road splash.



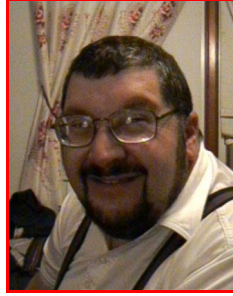
"Horn slot" cars are rare because the horn slots were eliminated only weeks into production. Only the earliest 1960 Corvairs had 'em, and the survival rate for these early cars is very low.

Just one of the cool things seen at the Clark's show!

The Wayne T Special

by Steve Calandra

The Wayne T Special is a 1965 Cameo Beige 500 four-door once owned by the late NJACE member Wayne T. Leonard. Wayne referred to himself as "Wayne T," thus the name I've given the car.



I believe Wayne purchased it from an elderly gentleman back in the early 90s with low miles on the odometer.

I don't know a lot about Wayne himself. I can tell you he was generous in gifting me things like an RCA console stereo from 1956, and a bunch of transcription records from the 40s and 50s with radio shows and commercials, and of course the car which has some history.

I got a call from Wayne in the mid 1990s asking me to go to Florida to get his car started. He had taken the car via the Auto-Train to his mother's home near Orlando a few years earlier. Well, my trip came to fruition in January 1997. I was pretty close with Jim Phillips from the Long Island Corvair Association, so we packed his truck with tools and parts, and took the long trip to Mrs. Leonard's house and started working on the engine that Wayne thought he blew up.

We found the spark plugs on the left bank had the electrodes burned off by a faulty carburetor that ran lean. Luckily Wayne had left some carbs and other parts in the garage. It got a tune up, fresh gas and a battery.

Mrs Leonard asked us if she could make us a sandwich. When we got inside she had made us

a seven-course meal from leftovers. DELICIOUS!

Then off we went to a hotel in Tampa where we did more work like wheel cylinders, an oil change, front tires, and I cleaned the cooling fins with a keyhole saw. The windshield was so loose we had to tape it in.

The odometer showed 37K and I drove it down to Ft. Lauderdale and back. I asked Wayne if he wanted me to bring the car back home to Brick Township where he was living, he said yes because the transmission went bad on his daily driver. The Special made it all the way back, using an quart of oil every 250 miles, then I handed him the keys.

Wayne had the car for many years. He had no garage, so the car was parked on the sandy driveway at his house, under pine trees. It fell into disrepair twice and I had to travel down to his house to repair the exhaust and clean the pine needles out of the cowl.

In 2005 Wayne's depression set in and things fell apart around him again. This time the car was in danger of being towed away by the town. I felt a bit of my heart and soul went in to this car and I couldn't let it go like that. So I gave Wayne some money to have the title transferred then convinced Bob Marlow to take his trailer and we picked up the car. Bob liked the hub caps so I gave them to him.

It took me a few weeks to get the car roadworthy again. There was heavy black mildew on the white door panels and a foot of water in the trunk that ruined two carbs and some nice tools.

This car has given me good service for the past 14 years. It now has 69K on the odometer. Though the body is rusty and not worth fixing, it still runs well and I feel I'll get many more years of driving pleasure. It made the trip to the Clark's show last month (that's where the pictures were taken) and it's still running.

Wayne passed away in late 2016, and I'm sure he is up there somewhere looking down on us. He is happy that the club is still going and his old car is still on the road.



Steve does what is necessary to keep the Wayne T Special on the road...

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It’s time to replace or re-elect these people!
 Nominations for 2020 club officers will begin at
 this month’s breakfast!

NJACE Calendar of Events

Saturday, October 5
 Monthly breakfast at the Empire Diner,
 Rt. 46, Parsippany, 9:00 AM.
 A business meeting, too!

Saturday, October 5
 Tech Session at Ashley’s Auto Body,
 immediately following the breakfast
 meeting. See the details on Page 2.

Sunday, October 13
 Fall Car Show at the Sparta Historical
 Society’s Van Kirk Homestead. See the
 details on Page 3.

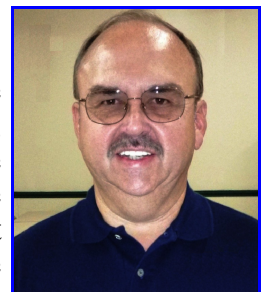
Saturday, November 2
 Monthly breakfast at the Empire Diner,
 Rt. 46, Parsippany, 9:00 AM.

Saturday, November 9
 Club trip to the New York Transit Museum
 in Brooklyn – rescheduled from April!
 Mark the date, complete details in next
 month’s newsletter.

Saturday, December 7
 Monthly breakfast at the Empire Diner,
 Rt. 46, Parsippany, 9:00 AM.

Studebaker Cool: A Corvair!

by Ron Peles



In early September, I drove out to Hershey, Pennsylvania, to the AACA Museum to see the Studebaker exhibit before it all goes back to the Studebaker National Museum in South Bend, Indiana. One of the exhibits is about Raymond Loewy's life. The Loewy display is all in one small room, on the first floor, the last room before you exit into the gift shop.

On display in the room were only two cars, a 1963 R2 Studebaker Avanti, and a black 1964 Corvair "Town Car" which was to some degree restyled by Loewy for his use in NYC in the 1960s.

continued

Studebaker Cool, continued

As the accompanying pictures show, it has a modified rear roof and rear window, with a light on the roof. The rear window area is squared off and the flying pancake rear of the roof and wrap around rear window is totally eliminated and replaced by a higher and squared off formal roof with small limo type rear window.

The car was designed to be chauffeur driven and therefore there was work done in the rear compartment to enlarge the useable seating area, including raising the roof and seat and lowering the floor. The rear tail lights were replaced with rectangular units. The rear door and quarters are covered with cane. It was designed to be a throwback to the 1930's town cars.

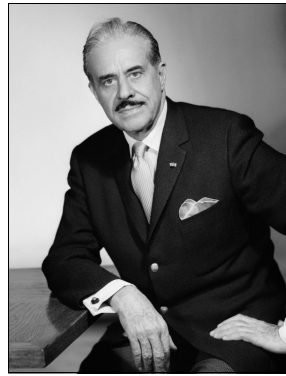
Unfortunately, the car is missing wheel covers so it doesn't look as good as it could but nonetheless very interesting. Who would have guessed that Raymond Loewy, the celebrated industrial designer, would ride around Manhattan in the back of a Corvair?

The overall Studebaker exhibit, titled "Studebaker Cool: 114 years of Innovation" explores South Bend, Indiana's contribution to wheeled transportation. Beginning with the Studebaker Brothers' humble start as a wagon manufacturer helping settlers move across the American frontier in Studebaker built Conestoga wagons, the exhibit focuses primarily focus on Studebaker's automobile production, which ended in 1966.

The exhibit includes everything from the early World War I era to the supercharged fiberglass-bodied Avanti sports car, as well as a sampling of Studebaker trucks, modified cars, and even the Studebaker the public never saw – The 1962 Sceptre. The Sceptre was a Brooks Stevens designed prototype which was intended as the 1966-67 replacement for the Hawk.



More than fifty Studebaker vehicles are part of this expansive exhibit. The Studebaker exhibit, including the Loewy Retrospective, will be on display until October 20.

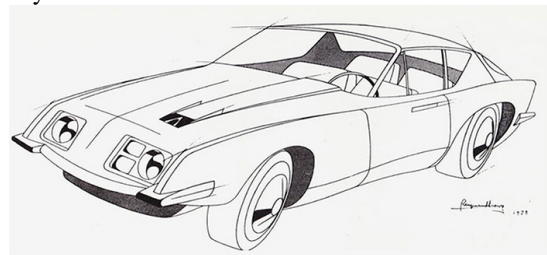


Raymond Loewy, the industrial designer whose work included logos for Shell, Exxon, and TWA, the Greyhound Scenicruiser bus, Coca-Cola vending machines, Lucky Strike packaging, Coldspot refrigerators, the Studebaker Avanti and much, much more

The Loewy Corvair

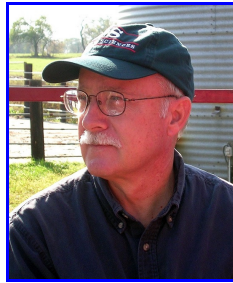


A Lowey Sketch for the Studebaker Avanti



Old Car Shows

by Ken Schiffner
NJACE Denver Bureau



I don't know if it is just me, but it seems there are fewer "old folks" at car shows these days. I see young families and within the families even younger folks. They don't have the same type connection to the vehicles as the older ones.

But this is good news. It used to be that at a show someone would notice a vehicle from the 20s or 30s and you'd hear an elderly voice say "Yup, I used to own one of them. Bought it new." Nowadays, it is a much younger voice saying, "My Dad (or Mom) had one of those." Or even a much younger voice asking "Didn't grandpa have one like that?"

With Corvairs, there are still a lot of us old folks around who respond that a Corvair was our first vehicle, or we had one in high school or in college. Having a Corvair was at the time "in style" at least to those who understood the engineering behind it (or simply liked the looks). These days we go to Club meetings and/or conventions and sit around sharing stories and memories (many of which we've heard before) that still delight.

I sense things are changing however. Lately there are younger Corvair fans that respond, "Yes, I've got one," or "I'm restoring one now," or, "I'm building one as an autocross vehicle," or, "Where can I find one?" Do they really care about old folk's tales of first hand experiences with the Corvair of their youth? I doubt it and, let's face it, does it matter? Some day, when the next Corvair generation is older, their stories will likely not be about their Dad or Mom's Corvair, but about their own.

It is nice to hear these younger people getting involved. They don't need the emotional connections the older fanatics have; they can and will develop their own. Styles change.

Andy Rooney (the late writer and CBS commentator) once wrote "You never see old

men in rocking chairs on their front porches whittling anymore. Rocking chairs, front porches and whittling all have gone out of style. Old men, on the other hand, are all over the place."

In the future, with any luck, there will be a lot of old men and women to whom the Corvair provides a special, at least to them, connection. And there will be younger attendees who will develop their own yet likely different connection. And that's the way it should be.

It's Not Clark's Fault

by Bob Marlow



Predictably enough, the 1965 Monza four-door that Sue and I purchased recently did not have a passenger-side outside mirror. Even the driver's-side mirror was still an option in 1965, but at least the car had one. Being accustomed to driving modern cars with two outside mirrors, as well as our Rampside which also has two outside mirrors, I found driving the car in modern traffic to be a challenge without that right-side mirror.

So I ordered one of the reproductions from Clark's, a reproduction that matches the stock '65-style mirror already on the car. Installing it, however, proved to be a greater challenge than expected.

It's a simple enough process. You mount a small bracket on the door (which requires drilling two holes in the door) and the mirror is secured to that bracket by a single screw. I've done this a number of times over the years, either installing a second mirror as in this case, or replacing an existing one.

But the 1965 reproduction mirror, while appearing identical to the original GM mirror, did not fit its bracket. First, the plastic "pad" that sits between the mirror base and the door had to be trimmed with a knife to allow the mirror to engage the tab on the mounting bracket. Second,

continued

Not Clark's Fault, continued

the mounting bracket had to be tweaked slightly to line up the single mounting screw with the bracket. Third, I had to place a shim between the bracket and the door to raise the bracket slightly, and finally, I had to place a piece of gaffer's tape on the bracket to get it to grip the mirror base adequately.

None of this is due to any failing on the part of Clark's Corvair Parts. The mirror that they sell, a licensed GM Reproduction Part, is sold also by vendors serving the broader Chevrolet community, as this same mirror style is used on other 1965 Chevy models. Clark's neither developed nor specified this mirror.

Rather, the box in which the mirror is packaged tells the story: "Made in Taiwan."

I intend no disrespect to the people of Taiwan, but the simple truth is that reproduction parts such as this mirror are not being made to the same exacting standards that GM's suppliers met 50+ years ago. If you take an original mirror off your car and transfer it to another car, it fits. If you take an original mirror off one car and an original bracket off another car and put them together, they fit.

I am glad that Clark's offers this reproduction mirror and I am happy with its finished appearance on the car. But I do lament that fact that manufacturing quality today is not what it was when our cars were new.



Those Little Vent Knobs – Who Knew?

by Mike Downey

from the Corvair Center Forum

I am impressed with the engineering that went in to this simple device. Never knew this, but they have a "linear friction clutch" in them that provides resistance so that the air coming through the vent won't blow the flap shut.

I always thought that the resistance in these was all due to a rusty wire. LOL.

If yours are difficult to pull/push (and after ~50 years it is, believe me), remove the grill and sand the wire to remove rust and put a drop of oil on it. Then pull the knob out and put a drop of oil on the rod at the ferrule. Exercise the knob in/out a few times and repeat with the oil and cycling the mechanism. Then wipe excess oil off of the rod.

Your heart will be filled with joy each time you reach down and open or close your vent. Smooth as a baby's bottom as they say!



Sparta Historical Society
4th Annual Classic Car Show
Sunday, October 13, 2019
REGISTRATION FORM

Owner's Name: _____

Street Address: _____

City, State and ZIP: _____

Phone Number: _____

Email: _____

Car Make: _____ Year: _____

Body Style: _____ Color: _____

Car History: _____

Special Features: _____

Years Car Owned By Current Owner: _____

No entry fee! Complete this Form and submit via email or postal mail to

Sparta Historical Society Car Show

c/o Brian O'Neill

Email: bmoneill@juno.com

Postal Mail: 45 Whipoorwill Lane, Sparta, NJ 07871

OUR SPONSORS

Jim's Automotive, Rt 15, Sparta, NJ

Douglas Electrical Components, 15 Middlebury Rd., Randolph, NJ

DiMarco's Barbershop, RT 15S, Jefferson, NJ