

June 2020

the *Fanbelt*

new jersey association of CORVAIR enthusiasts

★ 50th Anniversary 1970 - 2020 ★

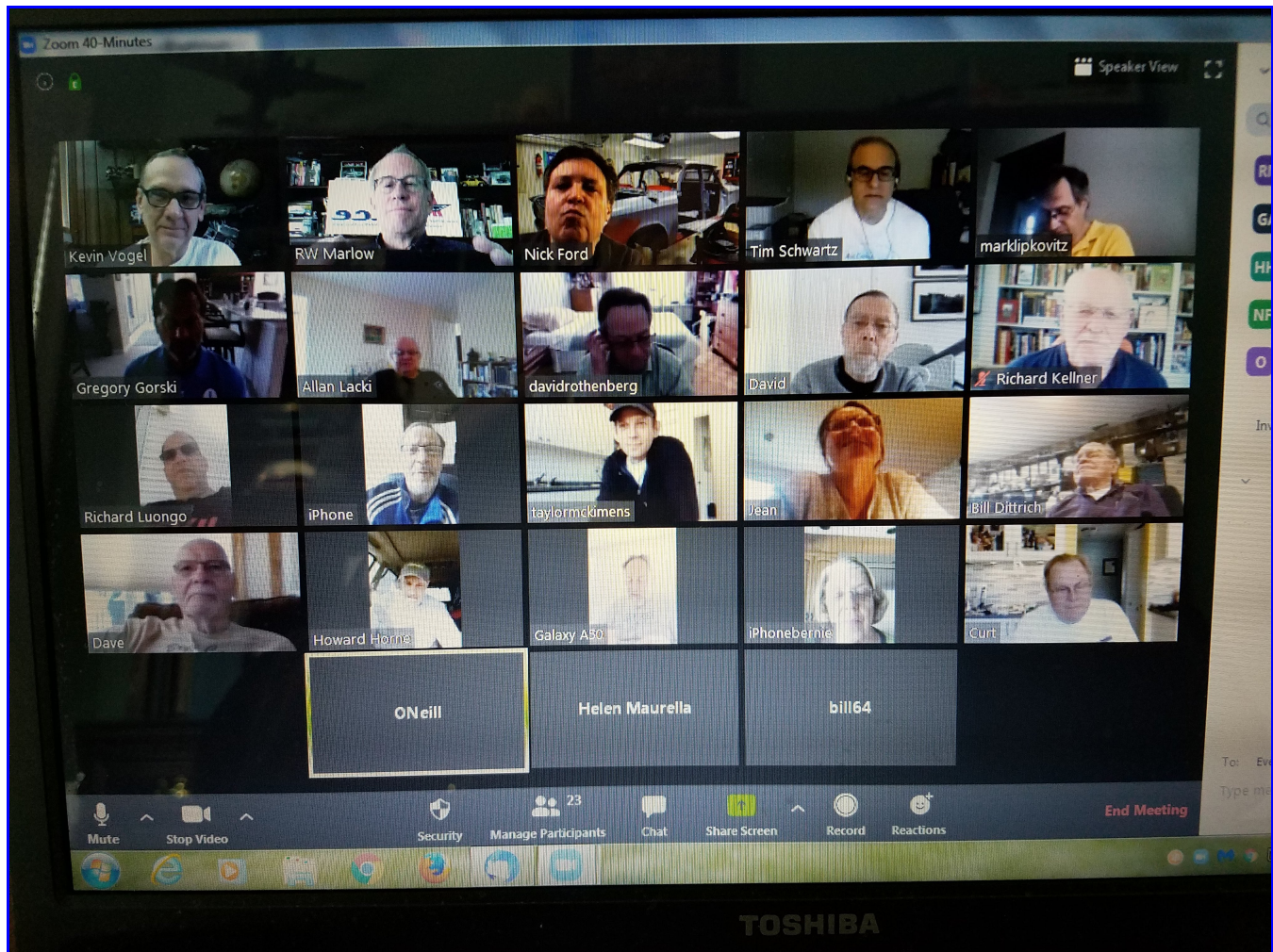


**This month marks
the 50th Anniversary
of our club's founding.
But instead of celebrating,
we still have to practice
"social distancing..."**

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.

ZOOMing with NJACE



Last month our first ZOOM breakfast was a success, so much so that we're going to do it again this month! Yup, even though we cannot come together for breakfast at the Empire Diner these days, we can still enjoy breakfast together – each of us in our own homes.

Join us at 9:00 AM on Saturday, June 6th. It's just like a regular breakfast, except that pajamas are acceptable attire.

Last month the ZOOM platform permitted out-of-state members such as Greg Gorski (Florida) and Ken Schiffner (Colorado) to join us, a special treat!

You can participate with a desktop computer, a laptop, a tablet, or smartphone. (But don't use more than one at once! That causes problems such as feedback and echos.) If you don't have a

device with a webcam, you can still participate, we just won't be able to see you.

The free ZOOM platform that we're using supports an unlimited number of participants but limits the session to a maximum for 40 minutes – just right for breakfast and then on to the rest of your Saturday.

If you have never used ZOOM previously, there are countless articles and Youtube tutorials available online.

We will send out an email invitation Saturday morning shortly before the scheduled start time. This email will come from the same source as this newsletter, the "NJACE Publicity VP" address. The invitation will include a link for you to follow to join the session.

My Engine Rebuild, Part 3

by Ray Coker

Some people swap a V6 or a V8 in their Corvair in replacement of the original Corvair engine. Several swapaholics have installed V8 engines in the front of their Corvair. Others have set the Corvair body on the frame of a 70s GM Monte Carlo. Some have gone so far as to install an Oldsmobile Toronado driveline in their Corvair which included the engine and front wheel drive combination installed in the rear of a Corvair. There have been many engine swaps in Corvairs but my swap is of another kind.



I'm swapping my engine rebuild project for my Rampside bodywork project. No, I'm not "distancing" myself from the engine rebuild for my '65 Coupe. The engine rebuild will cost lots of money while the Rampside bodywork will be relatively inexpensive since I'm doing it myself. I'm swapping garage stalls between the two projects.

Kathy and I have agreed to put a halt on "wallet emptying want-to-do projects" at this time. The landscaping she wants and the engine rebuild I want are put on hold until the economy and the country gets back to normal.

That doesn't mean I will not get Fast Orange back on the road, I will because I really enjoy driving that car but this will give me a chance to make major progress on my Rampside. Who knows, maybe I'll have both of them on the road this year. I picked up my engine components from the machine shop and have them stored in my garage for now.

I've already worked on the truck for a couple of days and I am excited to see the progress. I'm a bodyman by trade, I spent the majority of my life working in body shops performing repairs from a simple dent to major collisions. I've done many jobs where I had to remove the engine and transmission and the complete dash so I could replace the damaged frame rails from the firewall forward. I would then reinstall everything once the paint work was completed by the professionals in the paint shop.

NOTE, I never painted one panel in my whole life, none, nadda, zippo. I was trained and worked in shops where each person had a specialty, there were estimators, bodymen, painters and detailers all of who had a hand in returning the vehicle back to the customer in pre-accident condition.

This time I'm taking on the whole project. I will be phoning a friend with painting related questions, I'll be asking auto paint suppliers questions, I'll be practicing on used doors, I'll be doing work over, if necessary, until I like it. I'll do the bodywork, the priming, blocking sanding, painting the reassembly and the detail work and return the truck to the customer... myself... who is one picky SOB.

Stay tuned for more updates.



"Fast Orange," the 1965 Corsa, settles in for a nap



"Ken," the 1961 Rampside, becomes the patient

From the Bookshelf...

Last month we presented a selection of movies that we recommended for viewing during these "stay-at-home" times. This month we offer reviews of recommended books.

Your local library may remain closed, but these books can be ordered online.

An Artfully Executed Appreciation of Chevrolet's Immortal Corvair



Corvair Style is a respectful, affectionate look at these fascinating, sometimes under-appreciated cars. The author is Richard Lentiniello, executive editor of *Hemmings Motor News* and editor of

Hemmings Classic Car, whose previous volumes have examined the glory of Cadillac and the righteousness of unrestored, original cars of the past.

He clearly loves Corvairs. This book, totaling 196 softbound pages, is a gathering of individual looks at Corvairs from each model year – and more importantly, the stories of owners who preserve, drive and venerate them. Okay, I worked for the guy, but it's essential for me to point out that Richard is an exceptionally gifted photographer of historic cars, and overall, the imagery in this book is outstanding.

I got to know John Fitch, the American road racing legend and designer of Lime Rock Park in Connecticut, through my own work at *Hemmings*. So it was gratifying to see the Fitch Sprint, which was modified from a production Corvair, in these pages along with a Monza coupe personalized by longtime GM styling chief Bill Mitchell.

If you're fascinated by automotive history, you will like this book, which is available for \$35 plus shipping from the author's [website](http://jimdonnellyonwheels.com).

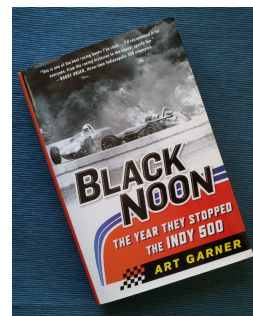
–Jim Donnelly, jimdonnellyonwheels.com

[Note, Author Richard Lentiniello was the guest speaker at the 2012 CORSA Convention in Massachusetts, and one of the cars featured in *Corvair Style* is the 1968 Monza coupe owned by NJACE member David Main.]

A Somewhat Personal Book Review

"There are few events with more pomp and pageantry than the running of the Indianapolis 500. It is part Memorial Day celebration, part three-ring circus, and part Shakespearean drama."

–*Black Noon, The Year They Stopped the Indy 500*



Your reviewer confesses to feeling a sense of a personal connection to *Black Noon* prior to reading it. The 1964 Indianapolis 500 was the first 500 of my memory, the first for which I was old enough to understand and appreciate the event, and the first for which the speedway's radio

broadcast, anchored by Sid Collins, was available to me. The tragic events of that day, which Art Garner's *Black Noon* chronicles in scrupulous and sensitive detail, unfolded early in the race.

To this day I can hear in my head the voice of speedway public address announcer Tom Carnegie as the radio broadcast relayed his words: "It is with deepest regret that we make this announcement. Driver Eddie Sachs was fatally injured in the accident on the main straightaway."

Collins then began a powerful and heartfelt eulogy, improvised live. With the subsequent announcement that driver Dave MacDonald had also succumbed, the significance of what had happened was imprinted firmly into the consciousness of this young fan of racing.

Years later, shortly before his own passing, I met Collins and found him to be both personable and knowledgeable, gracious toward this still-young racing fan and well-informed about racing on the east coast. We did not discuss the 1964 race, but a personal interaction with someone who played an important and very

public role that day only further rooted the 1964 Indianapolis 500 in my psyche.

As the years went by and I became a racing announcer and writer, I met other principals from that day. A.J. Foyt, the eventual race winner. Parnelli Jones, the 1963 winner who contested for the 1964 lead prior to being sidelined by a fuel fire. Johnny Rutherford and Bobby Unser, both of whom were involved in the crash that took the lives of Sachs and MacDonald. Len Sutton, who had finished second in the 1962 race, and Bob Harkey, who finished eighth after starting 27th. Each time, the circumstances of our meeting had nothing to do with the 1964 500 and the race was not mentioned. But I was aware of the connection.

So I approached the reading of *Black Noon* with both anticipation and apprehension. It would be, after all, a story about a double fatality in a sport where many non-fans of racing think death is both expected and dismissed. It held the potential to be either cold and clinical or exploitative and insensitive. As it turned out, my anticipation was rewarded and my apprehension was unfounded.

Black Noon reports the details and circumstances of the 1964 race and the horrific crash that defined it, but it does far more. The book captures the scope and spectacle of the mid-century Indy 500, and it paints a thorough and intimate portrait of the people in and around the race. Not just of Sachs and MacDonald, who rightfully are the center of the book's attention, but of the car owners, mechanics, families.

Writer Garner not only dissects the many factors that influenced events in 1964, but he correctly places the 1964 Indianapolis 500 in its pivotal position. The 1964 Indianapolis 500 was a turning point between the barnstorming daredevils of the early days and the emerging professionalism of modern racing. It was the race when the big, front-engine race cars started to become dinosaurs and the lithe, rear-engine cars began to assert themselves. And it was the race after which "anything goes" gave way to serious considerations about safety.

The personal insights and the inside perspectives make *Black Noon* much more than

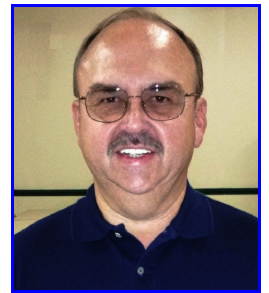
a story about a race that turned out badly. I may have opened this book feeling a connection to the 1964 Indianapolis 500, but all readers will close it feeling a connection to the two men who lost their lives that day, and to the many men and women whose lives were affected directly and deeply.

Black Noon, The Year They Stopped the Indy 500, can be purchased from [Barnes & Noble](#) as well as from [Amazon](#).

—Bob Marlow, [CarShowSafari.com](#)

A Tech Tip to Try While You Are "Social Distancing"

by Ron Peles



While we're all in and not out there, it's a great time to read over old magazines for tech tips. I purchased all of the back issues of *Avanti Magazine*, the quarterly publication of Avanti Owners Association International. Here is a tech tip that worked.

The hood and trunk remote opening cables on my Avanti were stiff and I was afraid of breaking them. Jon Myer, Avanti and Studebaker guru in Ohio, wrote that all you need to do is lubricate the outside of the cables with automatic transmission fluid, using a Q-Tip. Do this a few times a week over a few weeks.

I did it three days in a row and the hood cable is completely free and even springs back after pulling on it to open the hood. I always had to push it back before. The trunk cable is not there yet, but works fine after three days also. This will work on heater cables and I am wondering if this will also work on the Corvair's speedometer cable.

If you have something with a manual choke or even a lawn mower throttle cable it should work. Try it, its basically free, requires no tools and you can't break anything. Plus, ATF doesn't stink like most penetrating oils do.

NJACE Calendar of Events

All group activities continue to be paused due to the coronavirus pandemic. However, we ARE having online breakfast meetings – see page 2 in this issue. In the meantime, watch our Facebook page, our periodic emails, and this monthly newsletter for updates.

Size Matters

by Bob Marlow

Following our online ZOOM breakfast on May 2, I replaced the Powerglide pan on my 1965 Monza, and encountered an annoying, but not disastrous, problem.

I was replacing the pan because the car's original pan had been off at least once during prior ownership, and was rather beat-up. The nut on the dipstick tube had been rounded off by someone using, I'm guessing, Vice-Grips or ChannelLocks or a pipe wrench. And the sealing surface of the pan itself was distorted, causing a persistent leak.

So I got a good replacement dipstick tube from the Corvair Ranch, and Dave Main provided a Clark's cast Powerglide pan which was, of course, in better-than-new condition. (There is a reason we call him "Clean Dave.")

In preparation I bought a case of six quarts of high-quality Dexron VI synthetic blend automatic transmission fluid, and I went online to find out how much of it I might actually have to use. When draining the pan for replacement, not all the ATF comes out; quite a bit of it remains in the torque converter, so I wanted some guidance on how much new fluid to put in.

I found a tech tip posted by a well-regarded Corvair mechanic, which specified not only how much to use but also provided a simple procedure to ensure that the transmission does not get overfilled. For example, this tip recommended to not fill to the "full hot" mark on the dipstick, because the transmission would not be hot at this stage of the project. I printed a copy of the tip and brought it to the work space.

With the new parts installed and everything buttoned up, I then added the amount of new ATF specified. I quote: "Add 3.5 quarts initially."

With the 3.5 quarts poured in, the dipstick indicated that the transmission was overfilled in a major way! The fluid level was several inches above the "full hot" mark. What the...?

Remembering that the "add" mark on the dipstick in fact reads "add 1 pint," I began to question quarts vs pints. I looked again at the printed tech tip, and it most definitely specified quarts. So I turned to the shop manual which, while it does not address specifically how much ATF is needed when only the pan has been drained, specified all other fluid measurements in pints.

So I drained the fluid again, and started over, this time adding 3.5 PINTS. Sure enough, this led to a correct reading on the dipstick.

Quarts vs pints? Size (or in this case, volume) does matter.

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June, 1970

NJACE is Formed

NJACE came into being when two Corvair owners, Joe Petrella and Dean Jaech, decided to stop and meet after waving to each other each day on their commutes. From their brief roadside meeting came the idea of a Corvair club in New Jersey, and the first club meeting was held in June, 1970, with thirteen people in attendance. Today, NJACE has 80 member households.

What else happened in June, 1970?

- Bruce McLaren, 32, New Zealand race car engineer and driver, founder of the McLaren Group, was killed in a testing crash at England's Goodwood Circuit.
- U.S. President Richard M. Nixon announced in a nationwide television and radio address that American troops would be pulled back out of Cambodia after the achievement of "all our major military objectives", and that half of the 31,000 U.S. troops in Cambodia had been returned to fight in South Vietnam.
- Rock music was performed for the first time at "The Met," New York's Metropolitan Opera House, when The Who performed their rock opera, *Tommy*.
- Kent State University reopened its campus for the first time since the May 4 shootings.
- The first criminal trial of followers of Charles Manson, for the 1969 murders of actress Sharon Tate and six other people, opened. The trial would last for seven months, with guilty verdicts returned against all of the defendants on January 25, 1971.
- Kenneth A. Gibson overwhelmingly defeated incumbent Hugh J. Addonizio in the race for Mayor of Newark, New Jersey, becoming the first African-American to be elected as mayor of a major east coast American city.
- Brian Piccolo, 26, American NFL running back from 1965 to 1969, succumbed to cancer. Piccolo attained greater fame posthumously as the subject of the film *Brian's Song*.
- A bill to lower the voting age for Americans from 21 to 18 was passed by Congress, and President Nixon signed the bill into law on June 22.
- In Dallas, a three-judge panel of the United States District Court for the Northern District of Texas ruled unanimously in *Roe v. Wade* that the Texas law prohibiting abortion of any pregnancy (unless the mother's life was in danger) violated the Ninth Amendment of the United States Constitution. The subsequent U.S. Supreme Court decision in *Roe v. Wade* in 1973 would provide the right to an abortion nationwide.
- In the largest U.S. corporate bankruptcy up to that date, the Penn Central Railroad filed a petition for Section 77 bankruptcy.
- The United States Senate voted to repeal the Gulf of Tonkin Resolution that had supported U.S. intervention in the Vietnam War since 1964.
- In Jersey City, former world heavyweight boxing champion Sonny Liston came back from a previous loss and defeated Chuck Wepner. The victory would prove to be Liston's last fight, and he was found dead in his home a little more than six months later. Wepner was nicknamed "The Bayonne Bleeder" for his determination to keep fighting even after being cut, requiring more than 100 stitches to his face.
- The Grateful Dead's "Workingman's Dead" album was released, as was Bob Dylan's "Self Portrait." The Beatles' "The Long and Winding Road" and Ray Stevens' "Everything is Beautiful" singles were each released in June and both reached number one on the charts.
- In the theaters, Russ Meyers' "Beyond the Valley of the Dolls" competed for ticket sales with Barbra Streisand in "On a Clear Day You Can See Forever" and Clint Eastwood in "Two Mules for Sister Sara."
- On television, June was rerun season, but you could watch *Bonanza* (sponsored by Chevrolet), *Mission: Impossible*, *Bewitched* (with streets populated with Chevrolets), *Marcus Welby M.D.*, *The Carol Burnett Show*, and *The Brady Bunch*.
- Bobby Unser won the Indy Car race at Langhorne, PA, Richard Petty won the NASCAR stock car race at Riverside, CA, and Pedro Rodriguez won the Belgian Grand Prix. Closer to home, Stan Ploski and Sammy Beavers each won dirt-track races at the Flemington Fairgrounds.
- Future NJACE newsletter editor Bob Marlow graduated high school. The major news outlets failed to take notice.

Happy NJACE Anniversary!

Zero Carbon Corvair



On Facebook recently, club member Bill Stanley shared a link to an article about a college student who converted his 1963 Corvair to run on either gasoline or hydrogen. The story is too long to reprint here, and the Corvair is really just one aspect of the story, but you can check it out at [this link](#).

And you can see a brief YouTube video about the business that has sprung from his conversion at [this link](#).

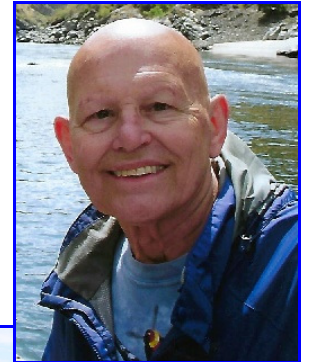


“Marijuana is legal and getting a haircut is not. It took 50 years, but the hippies have won.” ☺

Remembering Ron

In last month’s newsletter, club President Brian O’Neill noted that member Ron Zielensky had just returned home from a hospital stay. Unfortunately, he passed away only days later. Ron’s illness was unrelated to the COVID-19 virus. He had battled cancer for the last couple of years and finally was overwhelmed.

Ron was one of those guys who was always upbeat and full of fun. Although relatively new to our Corvair community, he jumped in and supported



our activities with enthusiasm. He enjoyed doing all he could to get his 1962 convertible running so that it was reliable and fun to drive. His first car had been a 1962 Corvair, and he bought the current car on the occasion of his 70th birthday.

One of our fondest memories of Ron was during a tech session at Ashley's when we were trying to diagnose a fuel pump issue on his car. After a lot of false starts, it turned out the gas tank was empty! We had a lot of fun at Ron's expense and he joined in laughing about it.

Although not a Corvair expert, Ron was a very talented guy with many hobbies. He was an Air Force officer and an entrepreneur. In everything he did he found enjoyment. He will surely be missed. Our heartfelt sympathy goes out to Trudy.

NJACE Classified Ads

for June, 2020

Now online! We've built a web page with multiple color photos of the cars being offered for sale, along with descriptions more detailed than what we usually publish in this newsletter. Go to <https://garagekey.blogspot.com> and scroll down the page to see each ad. You can click on any of the online photos to enlarge them.

For Sale: 1964 Spyder coupe. All original, great running condition. New badging, gas tank and brakes. Interior is complete, clean, and very nice for its age. Body is straight with some cosmetic issues as expected on a car of this age. Some surface rust underneath but nothing too concerning. Overall very solid car. Engine runs smooth and shifts well. Rare combination saddle tan paint and tan interior. Asking \$10,500. See more in the online ad. Phil D'Agostino, phone 856-217-1741, email badnewz80@icloud.com.



For Sale: 1964 Monza convertible, 110-hp, Powerglide. Have owned the car for 32 years. Cadillac silver, light blue interior. All new tires, rebuilt carbs, cotton car cover. Bumper guards, wood steering wheel, wire wheel covers, radio with cassette (have original radio), chrome engine top cover and air cleaner cover. Price \$10,000. See more in the online ad. Lawrence Dombal, phone 973-271-4701.



For Sale: 1965 Monza convertible, 110-hp, 4-speed, 48,133 miles. One owner since the 60s! Asking \$9,500. See more in the online ad. Curt Stone, phone 201-776-8328, email cwscurt@gmail.com.



For Sale: 1965 Monza four-door, 110-hp, Power-glide. No rust, no rust repair, never any rust! Won first-in-class at the 2019 Clark's show. Did I mention that it has no rust? Asking \$8,500. See more in the online ad. Bob Marlow, phone 201-444-1859, email rwmrmarlow@optimum.net.



For Sale: 1965 Corsa coupe, 140-hp, 4-speed. Not a clone, this is a true Corsa. LOS built, rust free. Madera Maroon over Black. Extensive recent work and improvements. See more in the online ad. Asking \$16,500. David Rothenberg, phone 973-809-9316, email enbergl@comcast.net.



What About Parts?

If our online classified ads for cars prove popular, we will be adding a section for parts sales. In the meantime, we have these parts being offered:

For Sale: NOS Body Panels. 1965-69 front panel, GM p/n 7623110 (Clark's NOS C1066 \$722) \$600. 1965-67 driver's side rear quarter panel, GM p/n 7595377 (Clark's CX1842 \$655, but not available) \$900. I will consider offers, or maybe trade for NOS forward control sheet metal. NJACE members given preference. Tim Schwartz, Ho-Ho-Kus, NJ, email tim@bristolnj.com, phone 201-447-4299 (land line, no texting).



For Sale: NOS Rear Grille, for 1965 Corvair. Correct grille for Monza and 500 although it will fit a Corsa as well, it just won't be "correct." It will similarly fit any 1966-69 model. It's old but new! \$185. Bob Marlow, phone 201-444-1859, email rwmarlow@optimum.net.



The members listed below are now past due for renewal, and the clock is ticking – the grace period for renewal finally runs out on June 30.

Please renew, as soon as possible! The membership renewal form can be found on our club web site, [here](#).

Brady, Charles & Lynda
Garfield, Eddie & Kathi
Hornor, Gurdon & Heather
Ludwig, Tom & Liz
Newell, Robert
Rueda, Miguel
Wanhouse, Robert

Dittrich, Greg & Becky
Horne, Howard & Sherri
Kutlu, Hakan
McKimens, Taylor
Pike, Derek
Ryan, Michael
Winant, Dorcey & Rick

We recommend the two-year renewal option! Not only will you save two dollars, you won't be bothered with this again until 2022.

