

the *Fanbelt* njace

new jersey association of CORVAIR enthusiasts

★ 50th Anniversary 1970 - 2020 ★

What's Going On Lately?

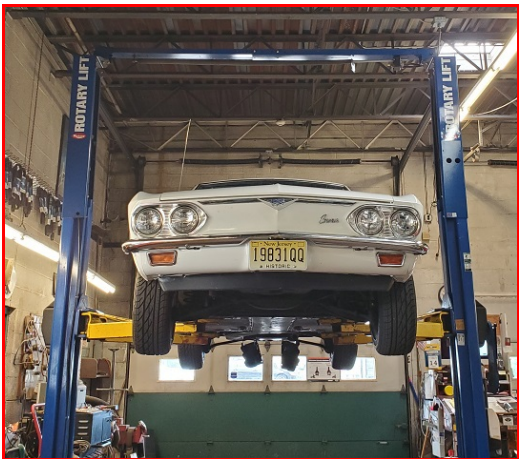
Not Everything is on Hold During the Pandemic



Michael Stone picks up his Corsa at the Corvair Ranch



Al Lacki hoists the tail panel from Brian O'Neill's car



Nick enjoys the benefit of his brother's air-conditioned shop for installing a new exhaust



Larry Ashley has the opportunity to work on his own Corvairs

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.

How Many Cars Are Too Many?

by Ray Coker

Can you own too many cars? That depends on the answers to the following questions:



Does your spouse/partner share your love of owning one car, two cars, three or more cars?

I'm able to own multiple cars because each time I drive, trailer or tow one home I give it to Kathy. It may be a birthday present, a Christmas present or another special occasion but she always gets a smile. Even though she is aware of my little game it's hard for her to become upset when it's "her gift."

There is one unspoken rule, she cannot sell it even though I gave it to her. Once I gave her a Farmall Tractor for Mother's Day and another time it was a nice late model Corvair for Mother's Day.

Once she got a chain saw for Christmas and I tried to buy her an outboard boat motor for a wedding gift but I couldn't find the correct size of horsepower we... I mean she needed for our boat. No, she never got a bowling ball in my size as a gift.

Do you have the room to bring another car home?

There are large driveways, small driveways, large garages and small garages. Some people have in-laws, cousins, best friends, neighbors or know someone who may allow a car they do not own to be stored at their house.

They may allow you to keep a car at their house as long as it's not worked on there, it is not jacked up and sitting on blocks, it is not leaking fluids out of every seal, it is not under a bright orange cover, it is not stolen, it doesn't bother their neighbors and it is not getting parking tickets. And please don't abandon it there.

Do you have family members and friends that will help you maintain these cars?

Can they do a total restoration for you? Do they have time to drive each car to have tires installed, can they change the engine oil, are they good at buffing and polishing cars without damaging the paint, can they do a tune up and most of all do they have the time to do these chores?

Can you afford to bring another vehicle home?

Only you and your spouse/partner can answer that (unless it's a surprise gift for that person you love sooo much).

Okay, now imagine having a spouse/partner who enjoys owning and can afford as many cars/trucks as you both want. Even if that number is over 500 vehicles. Yes, over 500!



With that many vehicles you'll need a place to park all of them "indoors." You'll have multiple garages in several states. Some garages you own, some you lease. Some are climate controlled; some are not.

Every vehicle title and registration has to be accounted for. Insurance coverage must be a nightmare. You will want to remember where each vehicle was purchased and the date. How much did it cost and how much money was put into it? Security? You bet. Each storage facility must have a state-of-the-art security system.

Every vehicle has to be driven once a year, you pour in a couple of gallons of fresh gas, jump start it, drive it several miles, vacuum the interior, clean the windows, wipe down the wheels and tires and put it back in the garage.

Your family and friends have lives of their own so even though they may want to help you they just don't have the time. This means you

better have a crew you can trust to maintain these 500 vehicles.

Twice in the past eight years I've had the opportunity of seeing many of the vehicles in a private collection of 500+ vehicles. Chevys of all models, Corvettes, Impalas, NAPCO trucks (google that), over sixty 1957 Chevys, street rods, hot rods, cars that graced the cover of Hot Rod magazine, station wagons, pro-street cars, drag race cars and many many more. A few Buicks and Cadillacs but no MoPars.

Last week I even got to ride in a 1957 B/Gasser (drag race car) with a straight axle front end, open headers thumping the Chevy heartbeat out under the fenders, rolls bars and a 4-speed transmission. We didn't race it down the drag strip but we did drive it down a highway smiling the whole time.

I'll be getting a phone call this week telling me when another one of the private storage facilities is going to be open because they will be driving each one of those cars a few miles, vacuuming them, cleaning the glass the wheels and tires and putting them away for another year.

I cannot wait to see what I'll get to see and maybe ride in this time. I also need to meet the owner of this hoard of Chevrolets because one thing is missing, he doesn't own a Corvair.



Whoops!

In last month's issue we wrote about three of the GM Corvair-based concept cars, the Monza GT, the Monza SS, and the Astro I.

We stated in that article that all three of these vehicles were built as running and driving examples, and all three survive today in the GM Heritage Collection.

Well, the latter part was correct. But the Astro I was never a runner. Retired GM employee and friend of NJACE Pete Koehler set us straight:

The Astro I was never a running, driving fully operational vehicle. The engine was not a modified 164 cid Corvair engine. The chassis that the Astro I was built on was used previously for other concept projects. There were two previous uses of the chassis, which I believe started out as a Porsche 356. The Astro I's project number was followed with the letter "C" which would indicate the third iteration.

Perhaps in a previous life the chassis under the Astro I was operational, but this time it was a static display vehicle. It was called a "PushMobile" for this reason.

When I had the car at my house here in Michigan we noted that the engine was indeed a Corvair engine – a stock 140 HP Corvair engine. It was not hooked up to run. The powerglide transaxle was not connected to anything. No shift cable and the shift lever was just glued to the fiberglass floor of the show car.

Still a very cool concept, but not a running driving vehicle.



ZOOM with us



Indoor dining is still verboten in New Jersey as this is written. Similarly, indoor gatherings of more than 25 people are prohibited. So we will continue to meet via the ZOOM online platform this month.

Our September ZOOM breakfast will take place on **Saturday, September 5, at 9:00 AM**. You can join on your computer, tablet, or smartphone.

This month's ZOOM meeting will include another informal "formal" business meeting for the club, to keep abreast of the requirement that we have four such meetings per year.

As before, in advance of the meeting we will send a link via email. Just click on the link, or copy-and-paste it, to join the meeting at 9:00 AM that Saturday.

For the business portion of the meeting, club VP Nick Ford will be our chairman, as President Brian O'Neill does not have a web cam. He'll be there, we just won't be able to see him. So Nick will take the reins.

As we have done recently, we'll take a few minutes during the session to go 'round the horn, to give everyone an opportunity to speak, ask questions, and tell us what they're been up to lately.

Join us! Saturday, September 5, 9:00 AM.



Sparks Will Fly!

by Al Lacki

Brian O'Neill's track car is something of a rolling laboratory of ideas for eking out extra performance from a late model Corvair. Aside from the long block and body shell, it's more NASCAR than Corvair.



Among other things, the front and rear suspension are pure race-car design, and the rear suspension is especially impressive because it is a five-link setup, with two trailing links and three lateral links per axle. All three of the lateral links are connected to the diff case; two on the bottom and one at the top.

The multi-link suspension along with the floating axle shafts make for lots of agony when doing an R&R job on the powertrain – a near annual ritual because Brian is always working with new engine setups.

Wouldn't it be neat if the engine could be pulled straight out the rear of the car without taking the transaxle with it? Certainly, and it's been done before by making the entire rear of the car removable!

Rear-engine Fiats designed in the 1950s were designed to do just that. The body panel and engine mount cross brace were held in with just a few easily-accessible bolts. Remove 'em and presto – easy access to the engine.

Early on, Corvair racers like Doug Roe caught on to the idea and made the rear ends of their rear engine machines removable, too. John Brakke, too. All to make engine swaps quicker and easier.

For the past year or two, Brian has been talking about doing the same to his Corvair track car and, last weekend, he decided to pull the trigger. Brian, John Egerton, Mark Lipkowitz and yours truly got to work.

The race car has had surgery in this area before. The stock steel panel was replaced with

one made of fiberglass twenty years ago. So, removing the panel was a mostly matter of drilling-out plenty of the rivets that secured the panel to the rear edges of the fenders and the big steel cross brace that connects the right and left frame rails. This brace also serves as the attachment point for the engine mount. It took a while to locate all of the rivets but we got it done.

Of course, this opened up the rear end of the car, but that cross-brace was still in the way and so we proceeded to remove it. And it was at this point that John Egerton became the star of the show with his angle grinder and Sawzall. Sparks were flying all over the place as John cut the brace, first on the passenger side and then on the driver side. Naturally, the engine had to be supported by a jack to keep it from slamming to the ground and the engine mount bracket was unbolted before the final cuts were made.



Now, I must digress a bit, for as noted above, that cross brace supports the back of the engine. It can't be permanently deleted. Yes, to make the engine removable from the rear, the brace needs to be removed, but the brace also needs to be replaced once the engine is reinstalled. Brian and John arrived at a solution. The brace would be attached to the right and left frame rails using

a pair a heavy-duty bolt-on brackets.

John just so happened to have a pair back in his workshop and he brought them to Brian's garage first thing in the morning. Brian, Mark and I took turns drilling holes in the brackets, side rails and cross brace for the necessary bolts and nuts. The brackets were made of hardened steel, so this was no easy matter. Brian's drill press got a workout and the drill bit needed to be sharpened a couple of times. And of course, there was a lot of measuring and checking before we put drill to the metal. The long-term plan is to weld the brackets to the cross brace but bolt them into side rails, and there will be other stiffeners welded in place to make everything secure at racing speeds.



When all the metal work is done, Brian will figure a way to re-attach that fiberglass panel back to the cross brace and the edges of the rear fenders, maybe with Dzus fasteners or other removable fasteners. It shouldn't be too hard. We can see the light at the end of the tunnel.

When that time comes, Brian will be able to remove and install another engine in his race car much more easily. In time for the NECC's 2021 track day schedule, of course!

NJACE Calendar of Events

All group activities continue to be paused due to the coronavirus pandemic. However, we will continue to hold ZOOM online breakfast meetings. The next one is Saturday, September 5th, at 9:00 AM. And as always, watch our Facebook page, our periodic emails, and this monthly newsletter for updates.

Social Distancing at the Racetrack

by *What's-His-Name*

On Saturday, August 1st, Northeast Corvair Council (NECC) once again showcased its skills by securing a great venue, promoting a driving event, organizing the various classes of cars and pulling off a day of driving excitement at Pocono Raceway in Long Pond PA. Even the weather cooperated, it was hot and it didn't rain.



People familiar with the Pocono Raceway are always saying "if you don't like the weather, wait five minutes." Fortunately for the NECC organizers, volunteers and the drivers who wanted to test their driving skills the hot dry track did not turn into a slippery wet track.

Twenty-two cars were either trailered, towed or driven to the track from NJ, NY and PA with hopes of setting the FTD (fast time of the day) or beating their own track time from their previous visit. Drivers who want to tackle a part of the Tricky Triangle for the first time need not fear, they can enroll in the NECC sponsored Taste of the Track. During this segment drivers are informed of the corner workers duties and what each flag color indicates, they will see the layout of the track, they will learn about timing the cars and best of all each driver will be allowed to drive their own car on the track following the pace car.

Everything about this driving event is top shelf beginning with the Pocono Raceway operations personal and including the track

safety crew which consists of the Fire Safety Team and the First Responders. Whether you are driving slow-mph or fast-mph safety is priority one. Each car going on the track has to pass a safety inspection, driving helmets must meet the latest requirements, convertibles must have roll bars and all drivers must wear appropriate clothing.

The road course used this weekend was the north end of the track which included a high-speed drive around turn #3 (clockwise), down a back straightaway and just before turn #2 you cut back into the infield for six turns coming back out at turn #3 to complete one lap.

The cars were assigned to four different groups, beginning at 9:00 AM each group got a chance to drive on the track to get familiar with the track layout, to check out the handling of their cars and to get the driver's heart rate up. Once each group had a chance to explore the track it was available to all groups for hot laps and a test and tune opportunity until 12:00.

At 1:00 PM the groups were once again brought out to the starting grid to begin their timed laps which included one warm up lap, two timed laps and one cool down lap. Once all the timed laps were completed the track was open to all drivers to get in as many hot laps or practice laps they wanted to until 5:00 PM.

Although this event is promoted by the NECC it is open to all manufacturers. There were Fords, Chevys, Subarus, Mazdas, Porsches, a Maserati Bi-Turbo, an Alfa Romeo 4C and a Factory 5 Cobra all being driven as fast as possible yet in a safe manner. There was even a V6-powered Chevette! Helmets were fastened, seatbelts were cinched tight and the loud pedal was pressed to the floor with the driver's concentration focused on the track.

A mid-engine V8 Corvair suffered catastrophic engine failure and we had a couple of cars run off the track "slideways" while negotiating the tight curves. That's not bad considering 350-450 laps were run that day by 22 different cars with many drivers living "on the edge."

Check out the photos on the next page.



NJACE Classified Ads for September, 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. Parts and accessories too! Updated regularly! Go to <https://garagekey.blogspot.com> and scroll down each page to see everything. You can click on any of the online photos to enlarge them. If for any reason one of the contact links does not work, let us know!

New This Month:

- David Weiner is offering his [1965 Corsa convertible](#). In addition to the email link on the *Garage Key* web site, you can contact David at 201-665-7664.
- Ron Peles is offering his [Deande car hauler car trailer](#). In addition to the email link on the *Garage Key* website you can contact Ron Peles at 908-479-1777.
- We've added a "Miscellaneous" category (which is where you'll find Ron's trailer).

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Learn more about Northeast Corvair Council driving events at www.neccmotorsports.com

And Now for Something Completely Different

At last month's online breakfast meeting, I mentioned a bit about my son Mike's creation – his Toyota Tacoma Camper Top. I thought I'd provide a little more information, web site link and some of his thought process that evolved to making his camper top. BTW, Mike loved driving & working on my 1965 Corsa! So here are his words and a link to the original full story and photos.

–Greg Gorski, proud father



When I moved to Oregon, my lifestyle quickly evolved to being centered around camping and exploring Oregon's back country. At the time I owned a 2005 Tacoma with a basic Leer canopy. I had built out a small bed frame to support a Japanese fold out bed so I could maximize gear storage and hold my surf boards, but it always felt cramped. I dreamed of something bigger with more headroom and features to accommodate travel for days on end.

A slide-in camper for a Tacoma, even for a used one, was too expensive for me to consider. Aside from cost, a slide-in solution left me with the problem of day-to-day city use practicality. I don't camp every day.

During this time my wife and I spent two weeks in the south island of New Zealand, driving the backcountry in a small custom camper. The camper had exactly what you need with some inconvenience so it forced you to be resourceful. When we returned home I decided I needed a new truck shell solution and what I wanted in fit, finish and functionality did not exist. I decided that I would take on the build.

I wanted a camper aerodynamic in design but with a balanced look that would sync with the design lines of the truck. For the camper shell's weight I didn't set a hard target, I just challenged myself relentlessly to question the build approach. A lot of time was spent problem-solving and thinking through all the possible solutions that were cost effective, simple, and reduced

weight while maximizing strength and interior space.

Oregon weather can deliver just about anything on a camping trip depending on elevation and location so being adaptable is key to having a great trip. Feeling connected to nature and the views was an important consideration that led the tent design having three windows, the shell having three windows and one in the roof to view the Milky Way while falling asleep.



To read the details of Mike's design and construction, and to see many more photos of the project and the finished product, visit <https://www.overlandkitted.com> and search DIY Tacoma Camper.

Ima Makin Progress

by Ray Coker

Following the proscribed recovery period from my carpal tunnel surgery, I returned to working on my Rampside.



The fitment of the ramp is driving me crazy. I have to keep reminding myself it's a 59 year old truck that was in the first year of production and the body gaps are not going to be as precise as the body gaps on the other cars we own. Being a bodyman all my life and having to make the gaps correct is in my soul and it's hard to ignore.

This past week I got the truck ready to prime except for blowing it off again and wiping the whole truck down with wax and grease remover to eliminate any sweaty hand prints, oil from the air tools etc.

I have the epoxy primer and the HVLP painting system ready to go. Once I apply two coats of the epoxy primer I'll have 72 hours to apply the sandable primer.



As I noted in the June newsletter, I have never painted a car before. I have never painted so much as one panel before! But I am turning my garage into a paint booth for this project.

Plastic sheets will cover all the walls. I will drop cloth many things including the complete workbench to stop over spray and dust, plus I'll wet the floor.

I'm using the HPLV paint system that uses low air flow which in itself will eliminate a lot of overspray. I've taped up a lot of the lower

sections on the truck to stop overspray on the engine, suspension etc.

I will put a fan in one window just for the heck of it. I'm worried, scared and anxious.

A Quiz: submitted by Nick Ford

How many NJACE members does it take to untangle an air hose?



Answer: Three (apparently). Pictured are Mark Lipkowitz, Rich Luongo, and Brian O'Neill

Yes, we're ZOOMing again this month, with an **online ZOOM breakfast meeting on Saturday, September 5th, at 9:00 AM.**

This will also serve as our second business meeting of the year.

Ahead of the meeting we'll send notification of the meeting via email, with the link to join.



B O N N E V I L L E

A gentleman by the name of Gregory T. Lloyd took his Corvair to the 2020 Bonneville Speed Week in August, where he attained an official top speed of 146.125 mph and set a new class record.

Find the full story at this link:

<https://www.hagerty.com/media/>

