



Fanbelt

October, 2011

www.corvair.org/chapters/njace

New Jersey Association of Corvair Enthusiasts



Fall / Winter Tech Series: Corvair Engine Overhaul

It begins this month
with a
Corvair Birthday Party
on October 1st

Complete Details Inside

★★★★★

Plus

Fall Foliage Tour
October 15

Read all about it 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.

Happening This Month:

- October 1:
Breakfast Meeting, followed by
Tech Series Kickoff & Corvair Birthday Party
- October 15:
Fall Foliage Tour

Happening Next Month:

- November 5:
Breakfast Meeting, followed by
Tech Series Session II

Gazinta

by Brian O'Neill

What's Gazinta, you ask. It's not a thing it's a process. Ever put together toys for kids on Christmas Eve? Remember? Tab A gazinta Slot B. Right! Well, NJACE is now offering a program designed to show you how things gazinta other things on Corvair engines. It's a three-part series beginning this Saturday, October 1, right after our breakfast meeting.

From the Pronto Deli we'll make the easy trip to Ashley's Auto Body in Flanders. The correct method to disassemble a Corvair engine in need of overhaul will be demonstrated. A dismantling demonstration? No way! Just grab some wrenches and start unbolting, you say. Yes, you can do that but there are a number of tricks to make the job easier and ways to save yourself problems when it comes time to put it all together again.

The second act of the Gazinta Program takes place in the Garaj Mahal in Sparta right after the November gathering at the Pronto. The trip to the Garaj Mahal is longer than the one to Ashley's but the "clean room" environment along with the heated floor – it's November – will make the trip worthwhile. Using brand spanking new and clean parts, the correct way to assemble the case with crank and cam will be demonstrated. Also on the

agenda will be the correct installation of valves in the heads.

The December session, against right after the chow at the Pronto Deli, will wrap up the Gazinta Program. In this session, again in the warm and bright Garaj Mahal, we'll show the correct way to install piston rings, the pistons into the cylinders and how to put the cylinders into the case. Mounting the heads will be the grand finale.

No diplomas will be awarded but you'll sure have a better understanding of how a Corvair engine goes together and what's involved in rebuilding one. Don't miss this! Again, it's the first Saturday of October, November, and December, each time immediately following our regular breakfast at the Pronto Deli.

But Wait, There's More!

At the first session this Saturday the standard NJACE lunch of pizza is being replaced with subs, hoagies, wedges, grinders or whatever you call those creations on long loaves of Italian bread. As an added attraction, there will be a birthday cake celebrating the October 2, 1959, release of the Corvair.

Free Breakfast?

You bet! Every month, one member wins a free breakfast at our monthly gathering at the Pronto Deli on Ridgedale Avenue in Cedar Knolls. It could be you!

But it can only be you if you are there. We draw a member's name from a hat, and if that member is there, he or she wins! But if that member is not there, we draw again – and again and again until we have a winner.

So come on out this Saturday morning, September 3, for breakfast with your NJACE friends. It might just cost you nothing!



Fall Foliage Tour

The weather is cooler and the leaves are turning, which means that it is time for our annual **Fall Foliage Tour**.

The date is **Saturday, October 15**, but the rest of the plans are not yet final. We will update the membership via e-mail messages and our web site. But our intention is to meet somewhere in or near Hackettstown about ten AM and tour westward.

Along the way our stops will include a winery, a lunch break at a restaurant that is highly recommended to us, and a loop into Pennsylvania for a stop at a popular apple farm. The end point will be close to I-80 so you can just hop on the Interstate for the trip home.

This year we will again be joined by members of the Late Greats Chevy Club, so mark the date and plan on joining the tour.

NJACE Classified Ads for October, 2011

For Sale: **1964 Monza coupe**. Green exterior and interior, 95-hp, Powerglide automatic transmission. Has a new battery. Needs a front bumper and muffler. \$2000. Contact Ray Ciampi, 201-998-8720. Best time to call is between 9-11 P.M.

For Sale: **Evolution 4** custom car cover for Corvair cars, tan color, used sparingly and mostly for indoor storage. Like-new condition, kept in a large bag when not in use. Suitable for all-weather use. New from Clark's this cover is \$188.20; my price is \$60. Can deliver to this month's breakfast, tech session, or foliage tour. Contact Bob Marlow, 201-444-1859, vairtec@comcast.net

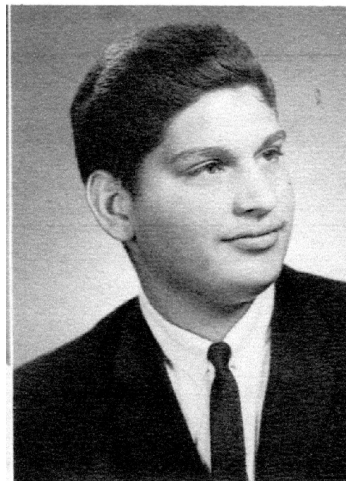
Classified-style ads of interest to Corvair owners are free; submit your ads to Vairtec@comcast.net

In a Time Before NJACE...

by Greg Gorski

An interesting "find" as I was going through my Arthur L. Johnson Regional High School freshman yearbook. A classmate – fellow NJACE member Tony Gervasio!

He was a senior when I was a freshman... small world. Here is his yearbook picture and my senior picture from three years later.

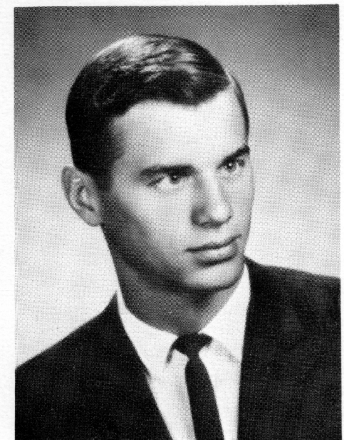


Anthony Gervasio

Practical Arts Clark
Tony . . . a future auto
serviceman . . . a fine photog-
rapher . . . a good friend.
Photography Club 1,3; Football
1.

Gregory Gorski

True Regional Crusader . . . all-
around guy . . . Skip . . . outstand-
ing in many ways . . . personality
plus . . . Greg.



Where Y'all Been?

by Brian O'Neill, President

In the past few weeks, NJACE has had a breakfast meeting, attended a car show for air-cooled cars and conducted a formal business meeting. Too few of our members participated in these activities. Where y'all been? You have been missing some great times.

At the Air-Cooled show for instance, our Vairs were a real attraction. All the spectators stopped, carefully looked over our cars and were very complimentary. The business meeting at the Barn featured excellent food and the usual good-natured banter among the members.

Come on out and join us for future activities. Information about the October Fall Foliage Tour is in this newsletter. It's another fun event and it may be the last real chance to drive your Vair in beautiful weather. Yep, we've a ordered brisk, sunny day!

If you've never seen the inside of a Corvair engine or you just want to learn more about how they go together, plan on attending one, two, or all three of our "Gazinta Program" series on engine rebuilding.

It's ll too good to miss!

The Garage Key

by Bob Marlow

There is a familiar expression, "*When one door closes, another door opens.*"

The complete quote, attributed to Alexander Graham Bell, is "*When one door closes another door opens; but we so often look so long and so regretfully upon the closed door, that we do not see the ones which open for us.*" The door that closed for me recently was the door on the garage that housed my 1964 "race car," the 1964 500 coupe which for the past eleven years was a significant part of my identity within the small circle of Corvair performance enthusiasts.

I decided to sell it, and somewhat to my surprise, it sold quickly.

I decided to sell the car because Lime Rock Park, the race track in Connecticut rented by the Northeast Corvair Council for annual track days for 30-some years, became too expensive for the organization to rent.

I decided to sell the car because while I participated in events at alternative tracks located in other parts of the country, these tracks lacked both the driving appeal and the geographic appeal of Lime Rock.

I decided to sell the car because the sour economy made it even harder to attend far-flung events.

I decided to sell the car because the last time I put it on a track was a year ago, when the NECC was afforded an opportunity to run at the Monticello Motor Club.

It was time.

In order to market the car, I created a web page with photos and details. My plan was to then place an ad in Hemmings Motor News, an ad which would direct people to the web page. Here is the web page I created:

<http://garagekey.blogspot.com/>

continued



Bob Marlow and his "64" coupe.
See *The Garage Key*, at right.

The Garage Key, continued

But, before I got around to submitting an ad to Hemmings, I posted a link on the Corvair Center Forum. There, one of the readers referred my car to the widely-known collector-car web site, Bringatrailer.com.

Wow! The Bring-a-Trailer site featured my car on Saturday, September 15, and by that Monday I had a buyer at my price.

More impressive than the quick sale were the inquiries I received. While I sold the car to an individual in the US, I received five legitimate inquiries from Europe. The European parties were interested in further modifying the car to make it suitable for entry in vintage racing over there, including more than person interested in getting the car invited to the Goodwood Revival.

While it would have been cool to see my car at Goodwood, the US buyer was the first with the cash and so the car went to him.

To be honest, I never expected the car to sell quickly. Modified cars are, typically, harder to sell than stock ones because modifications are a matter of personal taste. In this weak economy, the market for "toys" is weaker, too. And my price point was high for a non-Spyder non-convertible 1964 Corvair.

Despite my decision to put the car on the market, I expected that it would be hard to sell and that I would own it for quite a while longer. Still, having made the decision to sell I sold it with no regrets other than wistfully remembering the time when there was a nearby race track available to me and a healthier economy to support that aspect of the hobby.

I bought the '64 coupe as a neglected, derelict car, and sold it as an admired special-interest vintage car. I thoroughly enjoyed my time with the car. So if that door is closing, what is the new one that is opening? I don't know. I still own two Corvairs and have no plans to sell either one. But as ol' Alex Bell observed, I will not be looking mournfully at the closed door.



"When one door closes, another door opens"



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Don't forget: Our Engine Overhaul Tech Series begins this Saturday, October 1, and includes a Corvair birthday party!