



# Fanbelt

December, 2011

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

New Jersey Association of Corvair Enthusiasts

## Is This Corvair in Your Future?



**Read all about this stunning Monza SS re-creation, in this issue!**

- Plus:**
- **Club elections for 2012**
  - **"Gazinta," the Final Act**
  - **The Holiday Party, the 2012 Convention, and more!**

*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 camera-ready or 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).

## Happening This Month:

- Breakfast Meeting, December 3
- Final "Gazinta" Tech Session, December 3
- Annual Election Meeting, December 13

## Happening Next Month:

- Annual Holiday Party, January 7  
(No breakfast meeting in January!)

## Obama? Romney? Someone else?

Oh, definitely someone else – we are talking about the NJACE elections, not the 2012 Presidential race!

This month we will vote to elect the club officers for the coming year. The election will take place on **Tuesday, December 13**, at the **Black River Barn** on Route 10 in Randolph.

But wait! There's more! In addition to voting for 2012 officers, in addition to enjoying a good meal at the Black River Barn, we'll have a fun and casual "parts identification contest" with Corvair parts (mostly).

The Black River Barn has proven to be a popular meeting place, in no small part because it has a menu with a wide variety of choices. It is easily accessible from all directions. In fact, if you get on Route 10 westbound at I-287, it's just 11 miles west on Route 10.

The meeting will begin at 7:30 PM, but come early for dinner, we'll have access to the room in the back, as before, beginning at 6:30.

You can order from the restaurant's regular menu, and if you want to plan ahead the menu is online at <http://www.blackriverbarn.com>.

Bring your wife or girlfriend, or bring them both! Family and friends are welcome, too. The more the merrier because the restaurant has plenty of room and the restaurant adds additional servers just for us.

(Note: While we want to see everyone at this meeting, persons who are not able to attend can vote by using a ballot that will be sent to all members.)

## GAZINTA, ACT THREE

by Brian O'Neill

The third and final act of the Gazinta Program takes place right after the December breakfast gathering.

In the first act in October, in the shop at Ashley's Auto Body, we tore apart a greasy old engine while showing some tricks that make reassembly easier. In November's act two, in the "Garaj Mahal," we began the assembly of a squeaky-clean engine case with crank and cam.

Act three will be the final assembly of the engine. We'll install a piston in a cylinder, checking the ring clearances. (The other five cylinders have already been done.) We will install the heads and go through the proper head torquing sequence. We will install the pushrods and adjust the valves. When we are all finished we will add oil and check for oil pressure. We'll have a completed engine when we're done!

As last month we will begin approximately 11:00 AM in the "Garaj Mahal" at the O'Neill's. The actual start time depends on when we all get to the Garaj Mahal following the breakfast. Here again are the directions.

☛ From the Pronto Deli using I-287 North and I-80 West; get yourself to Exit 34, Route 15 North.

☛ Drive about 16 miles up 15 North to the "Sparta, Lake Mohawk Business District" exit. Coming up the exit ramp, bear right onto Woodport Road. (Bearing left will put you into a business park and you'll know you're wrong!)

☛ Down the hill at the third light turn left down the divided street at the "Lake Mohawk" sign. At the bottom of the hill, you'll be facing the lake. Turn left and drive 3.5 miles with the lake on your right.

☛ Slow down as you pass the swimming pool on your right – it's below you and kinda hard to see. Just up a small hill, you'll see a very small brown log cottage on the right and a big, two story garage on your left. Turn right here onto West Shore Trail.

☛ There is a card controlled gate just after you turn. On the right is a small covered open shed with a key pad. The code to open the gate is "Clear, 4, 3, 2, 1."

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*Directions to Gazinta, continued*

☛ Drive through the open gate, over the speed bumps and just past the beach and dock area on the right turn a hard left up onto Whippoorwill Lane. Turn right at the "T" and come up to the brown house with the red Corvair convertible – #45 Whippoorwill Lane.

If you get lost the house phone is 973-729-5586.

P.S. Don't forget, lunch is included! The exact menu depends on the good graces of the Lady In Charge. See you at the Pronto Deli and at the Garaj Mahal.

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## The New Monza SS

*edited by Al Lacki*  
*photos on the next page*

The October 2011 issue of the CORSA Communicate had a short article regarding the fascinating Monza SS clone built by Mel Francis and financed by Dick Reinders, both of the Milwaukee Corvair Club. Here, we present additional details, all written by Mel, the constructor. The quotes are taken from the Corvair Center Forum.

**How It Started.** Dick Reinders is my partner in this prototype. He and I met at a Milwaukee Corvair Club meeting two winters ago, when I had just started the project and we found that we had a common interest in the original Monza SS. We both were curious as to what it would be like to drive the original, from a performance standpoint. So, he offered to help me achieve the goal and we have worked as a team ever since.

**Tribute to Larry Shinoda.** This car is somewhat of a tribute to the design work of Larry Shinoda and the vision of Bill Mitchell. It's rumored that Mitchell wanted to put the Monza SS into production. And if he had gotten his way, we would have probably seen a Corvair SS sports car based on production suspension components and it would have been almost as wide as a regular Corvair. This design is inspired by the original SS, but its slightly larger size makes it more comparable to a mid-1960s Corvette.

Larry Shinoda's original body lines are smoother than the way the '68 Corvette actually turned out, with the extra flares around the wheels. This body has always seemed cleaner, not needing flares! The

windshield really completes the smoothness of the design and is from an Opel GT, but with a flush fit around the perimeter.

It's no accident that an Opel GT windshield would suit this car, since the design team that handled the Monza SS pre-production design study, was sent to Germany to assist in the development of the new Opel sports car back in the 1960s. This was the production windshield that the team designed, so I felt it was all still in the family.

**1965 Corvair Platform.** The first thing you'll realize when you see it in person, is that it's larger than the original, which was about the size of a Triumph Spitfire. This car is built on the shortened platform of a '65 convertible, so it had to be wider than the original. In order to keep it all in the correct proportion, the entire body was up scaled by 6%, so it's not a true replica.

But the new dimensions give it the wheelbase and track of a late model Porsche 911, so it will make for an interesting comparison.

The amount of cutting and welding that we went through on this prototype is the type of fabrication that usually stalls out most kit car builds and you find the jumbled remains for sale 15 years later. Cutting up Corvairs is not the way to build these cars.

I'm not in favor of chopping up Corvairs to build them, as too much can go wrong. I only did it to get all our suspension and driveline mountings in the right place.

**Making the Body.** So here it is, with the middle spline attached to the two outer splines with cross-formers. Starting to fill in the gaps with surface panels that receive the actual surface contouring. If you'd like to try shaping in this foam for a project of your own, it's available at Home Depot, most building supply stores and makes very light patterns that are self-supporting.

**Built for the Road.** We want to be able to drive it on the road, not just at closed events, so modern HID headlights and a laminated windshield have been incorporated too.

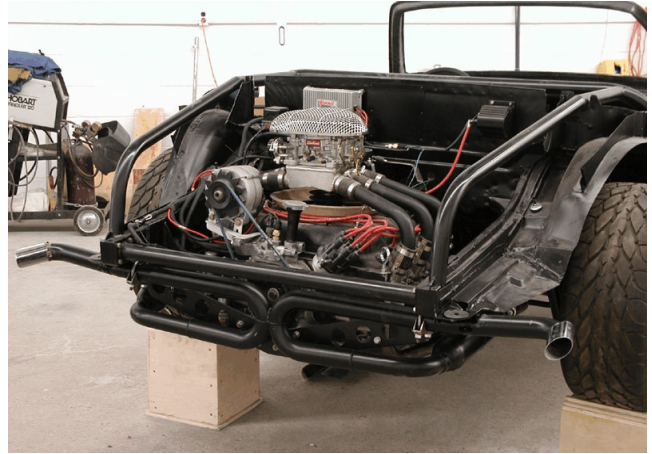
The turn-signals are '66 Corvette units mounted high, for visibility the Hella HID lamps are the low-beams and when you hit the high-beam switch on the floor, the two Hella rally lamps in the nose come on to complete the four beams. It's bright! It resembles a vintage Le Mans racer, all lit up at night!

*continued*





From this junker Corvair a new Monza SS was born



Corvair power, of course. Dig those tailpipes!



The body shape is mocked up with foam panels



A new classic!



The tolling platform prior to body fabrication

This prototype has a central tunnel which ducts air from under the nose directly to the cooling fan intake. We added a larger oil cooler with fan and have moved that up to the front of the interior, as a heater, for early and late-season driving. It will duct out the floor pan in the summer months, when we don't need the extra heat.

As some of you might have already read, we got the car out of the garage this last August and took it to the Detroit Homecoming event. I have started driving it fairly regularly, getting things adjusted and

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### NJACE Officers for 2011

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### *The New Monza SS, continued*

modified somewhat. We changed to a HD front spring from Clark's catalog and now the nose sits up at a better height.

**Corvair Power.** The engine is a 3-liter unit, built by Dave Clemens for us. It's electrically cooled, with a belt drive onto the stock fan at a constant 3000 rpm. We've had no problem keeping the engine at 350 degrees with this setup. That's a Clark's high-capacity alternator, to help out with the amps needed for the fan motor. It has a large, remote oil cooler, that also doubles as the interior heater.

**Future Copies?** Considering today's economy, we seriously doubt if there's a market for these cars. If any copies are made, we will supply the body along with a tube space frame, much like a Cobra kit, and then the owner can outfit it with whatever Corvair mechanicals they'd like. We'll see... that's still off in the future.

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## Christmas in January

Once again, to avoid the jammed-packed holiday calendar, we are holding our **annual Holiday Party** in January.

**January 7**, to be precise, and the party will take place that Saturday evening in the home of Donna and Larry Ashley, in Succasunna, from 6 to 10 PM.

Complete party details will appear in next month's newsletter, but for now, mark the date on your 2012 (2012!) calendar.

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## 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.

See you this Saturday morning, December 3!

## 2012 Convention Update

by Brian O'Neill

On Saturday, November 19<sup>th</sup>, our most recent convention planning meeting took place at the Sturbridge Host hotel, and it was very well-attended and very productive.

But most of the hard work is yet to come, and we can use your help. Please volunteer! There are a number of jobs that need filling and your special skills, knowledge and talents can help make this a successful convention.

Contact me to join the team. My telephone number is 973-729-5586 and my e-mail address is [bmoneill@juno.com](mailto:bmoneill@juno.com).

Al Lacki and Bob Marlow have established a strong online presence for the convention. You can see the convention web site at

<http://www.corvair.org/chapters/necc/convention/index.htm>

and the convention blog at

<http://corsa2012.blogspot.com>

Jim Forgey prepared a great promotional video that you can see on YouTube at

<http://www.youtube.com/watch?v=FH7LaQenIus>

