

What's Wrong With This Photo?



Answer:

This is a GM publicity photo from 1964, and it contains a serious flaw. No Corvair owner, especially the owner of a sharp red '64 Spyder

convertible, would park his car and simply walk away. Corvair owners always look back admiringly at their car.

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, Long Lake, MN 55356. 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.



The pandemic is in retreat, and we are pleased to announce that **beginning with the JULY club meeting we are planning to return to monthly IN-PERSON gatherings!**

Sad News in the Corvair Community

We have learned of the passing in mid-May of Lon Wall, founder, proprietor, and chief character of the Corvair Underground, Inc.



Because the Corvair Underground was located in Oregon, most NJACE members bought their parts from Massachusetts-based Clark's Corvair Parts. But for a solid period from the 1980s through the early 2000s, Lon Wall's quirky rival Corvair parts business was well-known to NJACErs and a popular source for Corvair owners in the western states.

Founded in the mid-70s as a part-time enterprise, the Corvair Underground soon grew to a point where Lon could quit his "real job" and become a full-time Corvair parts supplier. The business remained in operation into 2019, when Lon's health issues made it necessary to close the doors.

We will be returning to the Empire Diner on **Saturday, July 3rd** at 9:00 AM for our first in-person breakfast since March of 2020! But before then, we will have one more Zoom meeting, on Saturday, June 5.

"Zoom Fatigue" has become a new thing, as people yearn for in-person contact after well over a year of virtual meetings for work, family, friends and hobbies. But the online platforms will not be going away entirely. At the very least, the club officers will be continuing to use Zoom for planning sessions.

But here's even better news: **In August, our annual Summer Picnic will return** after having been canceled last year, the first cancellation in the club's 50-year history! Mark the date, **Saturday, August 14** – full details to follow next month.

(Have you gotten your Coronavirus vaccine? If not, *do it!*)

No other Corvair parts catalog ever included features such as a spokes-penguin.

Another distinctive feature of Lon's promotion was the "Nader Buck," a discount coupon in the shape of a dollar bill with a cartoon image of Ralph in the center. A highlight of Lon's marketing career was when Ralph Nader himself displayed a Nader Buck while speaking at the 1991 CORSA Convention in suburban Washington, D.C.

At one CORSA convention, Lon posted a sign seeking volunteers to be on the CORSA Oregon State Board. If someone inquired, Lon produced a sheet on plywood with the words "CORSA Oregon State Board" printed on it and invited the volunteers to stand on it.

I have used the terms "character" and "quirky" with a smile as I recall this charming and memorable personality. He had his critics, but he was a good guy who will be missed in our community.

–Bob Marlow

How I Got Started

Editor's Note: Club secretary David Malcolm has been asking members to submit stories of how they got started in Corvairs. Here's the next installment:

by Jean O'Day

I was first turned on to cars by my high school boyfriend, Gregory. We would go down to Raceway Park in Englishtown, where he and his friends often raced. Back then it was always fun to find good cheap cars in the "Want Ad Press." He also worked on a lot of cars that we could afford and then sold them later for something better.



I was one of the few girls at that time who drove a stick shift, rode a motorcycle, and eventually even had a boat. Nothing could keep me down.

When I was younger, I would go to car races with my teenage friends (I was lucky to have lived in the muscle car era). Later in life my brothers always seemed to have a collector car or two around. I enjoyed sitting with my brother-in-law when he would take his cars to the car shows.

I don't think of myself as knowing a lot about the mechanics of cars, but I have always watched and learned. Even with my limited knowledge, I felt I knew more about cars than most girls. I have had a passion for cars ever since my dad showed me how to wash the car every week, change flat tires and eventually how to drive. I can't remember exactly when it was when I snuck my father's red Rebel out in the middle of the night to joy ride! I liked the speed.

They call the cars that I admire collector cars, so I decided to collect. How this happened was I had tried to quit smoking cigarettes for several years and finally realized that if I were to put away my cigarette money, slowly but surely I would be able to afford an antique car.

The reward system worked for me to quit my cigarette addiction so I continued to save my cigarette money to restore that car, which I still have – it is my 1962 Chevy Biscayne, now fully restored, and I'm a lot healthier and happier for it.



There is a stigma around car culture, that it has always been a guy thing. A car club should not only be for men. About 15 years ago I tried to join a car club but was told "No Women Allowed." I questioned the fact that women were present, but learned they were the wives of club members.

I understood early on that the automobile industry is a heavily male-dominated field. Many women might feel intimidated to approach or attempt to join a car club due to the negative imagery of female show girls and macho guys, and the large majority of male spectators present at the shows.

But I still had my interest in cars, both old and new. I thought that joining an antique car club would be fun and a way to make friends and enjoy good times along the way. I always take on the challenge to do things which fulfill my life and are fun. I don't let anything intimidate me!

When I got my first Corvair two years ago, I knew nothing about the car at all. I was just scrolling through Facebook late one night and when this cute little Corvair convertible popped up, I jumped on the opportunity and bought it first thing the next morning. I was lucky enough to have the previous owner tell me about a Corvair club with a great reputation for being friendly, helpful and a lot of fun.

continued

How I Got Started, continued

When I found that NJACE met once a month for breakfast, I was hooked! With that information, I just showed up at the diner for breakfast one morning and pushed myself into the club. Really, one of the biggest things that has made me a true Corvair enthusiast is all the fun and cool Corvair club members I have met since then.

Jean's first Corvair...*... and her second*

The Corvair was an unusual car for the 1960s, mostly due to the rear engine which spurred criticism. Although there were some real problems, the aftermarket parts and future upgrades fixed most of them and Chevy implemented safer designs for all new Corvairs. Ralph Nader, a popular critic and author of "Unsafe at Any Speed," helped attract me to this

car now because of its undesirability and underdog nature back then.

Seeing how people, including men, women and children, stare at me as I drive by in my old car has always been exciting to me. It's a good feeling having people smile and wave at me when I drive down the street. Even as I get older and have had to slow down my love for cars still takes me out and about. My motto was always – "Have Fun Will Travel!"

Collecting old cars brings back a lot of nostalgia. I can't tell you how much fun I have had searching through the junk yards. I would even take my daughters with me. It was always fun and challenging to seek and find the parts you needed while schlepping through the mud and sometimes you even found the parts you didn't need!

There is so much nostalgia when it comes to cars and the colorful and exciting stories that people share. It's kind of like hanging out with folks at the car club is taking a break from the hustle and bustle of modern-day life.

The NJACE club also organizes fun trips and outings and has a great, very well-organized Board. I am incredibly grateful that they accepted me into the club.

I now have an 11-year-old grandson, James, who absolutely fell in love with my red Corvair convertible and is now very excited and interested in Corvairs. I brought him with me to the NJACE auction and it really was a great experience for him as a young boy. I'm looking forward to him continuing his interest in old cars and following in Grandma Jean's footsteps.

Send us your "How I Got Started" story!

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The NJACE Parts Auction Becomes a Swap Meet

by David Malcolm

Due to COVID restrictions the club had to cancel our ever popular Parts Auction for this year. An outdoor event seemed a good alternative and our latest iteration of the NJACE Swap Meet was born.



Needing a venue we secured the use of the New Beginnings Bible Church thanks to Larry & Donna Ashley. Their facilities would meet our needs for the meet and was located near Ashley's Auto Body shop in Flanders where we've held our annual parts auction.

The NJACE Spring Swap Meet on May 1st began cold and windy, but warmed as the day went on. Off came the hats, gloves and jackets with which the day started.

The meet had 28 vendors with a large variety of items. I was particularly impressed with the wide range of vehicles they drove, including a dump truck, a pink Ford flatbed, and several Corvair 95s including a Rampside, a Corvan, and a Greenbrier.

All vendors and spectators signed in giving COVID tracking information, getting their wrist band and wearing a mask. Thanks to Bernie and Roberta for helping me with registration. Clark's provided door prizes which were drawn during the meet. John Sweet graciously contributed a set of spark plug wires as a prize. There was also a 50/50 raffle to benefit the church.

Donna Ashley organized the lunch which was provided by the church. Folks enjoyed the hot dogs, chips and water. Don't believe

"TANSTAAFL"*, but donations to the church were gladly accepted and generously given. In fact, at day's end the total combined donations to the church from NJACE and the event attendees was more than \$500.

The music was provided by our own Steve Calandra with a great mix of oldies, car songs and some radio jingles made by GM to advertise the Corvair. One I particularly enjoyed said the Corvair was nine years in development when it was first released in 1960. And speaking of 1960 a very nice white four-door Corvair showed up towards the end of the meet and drew quite a crowd of admirers.

Except for wishing that we had more spectators the meet came off very well. It was great to be able to meet in person instead of via Zoom. For many of us these interactions were the best part of the meet. A special thank you to Pastor Stuart and the New Beginnings Bible Church for the use of their parking lot and bathrooms.

Volunteers from the NJACE contributed greatly: Nick for arranging the vendor locations; Larry for coordinating with both the Church and Triumph Plastics for the use of their parking lot across from the Church, and the Officers and members who handled the multitude of tasks needed for an event like this. A special shout out to Francis Westfield who stood for hours at the end of the driveway directing traffic.

Our swap meet was a success in this "plague year." Will we repeat it next year, go back to our Parts Auction or possibly alternate the two? Stay tuned.

**Heinline, R. A., "there ain't no such thing as a free lunch" from The Moon Is A Harsh Mistress (1966).*



To Springfield ... and halfway back

Club members Frank Hunter, Ken Schiffner, and Tim Schwartz each attended the recent mini-convention in Springfield, Illinois, conducted by the Corvair Preservation Foundation.

Tim drove his 1963 Greenbrier camper from New Jersey, and this photo of Tim en route in Ohio was posted on the Corvair Owners Group Facebook page.



Once in Springfield, Tim used the Greenbrier to visit a number of the historical sites in Abraham Lincoln's hometown, and entered the van in the "Car Display" during the convention.



Alas, Tim's trip home did not go entirely as planned. Nearing Indianapolis, ominous noises began emanating from the van's engine. These noises led to an eventual loss of power, but

somewhat happily the loss of power occurred just as Tim and his traveling companion, Christopher Heckel, were exiting the highway for the hotel at which they already had overnight reservations.

It was obvious that the trip would not continue as intended, and a phone call summoned help. John Heckel, Christopher's father, to the rescue.



Once loaded onto the trailer, the van was taken to the Heckel's home in northeastern Ohio. But before leaving Indy for Ohio, Tim, Christopher and John took the time to stop in at the Indianapolis Motor Speedway. There they visited the Speedway's museum on what was the final day of qualifying for the 2021 Indy 500.

Once back at *Chez Heckel*, a valve cover was removed from the Greenbrier's engine, in hope of finding a relatively easy-to-fix problem such as a broken rocker arm or bent pushrod. Unfortunately, all signs pointed to the necessity of delving deeper, so arrangements were made to have the van transported to the Corvair Ranch in Gettysburg, Pennsylvania.

While this episode might be termed a "bummer," Tim remained upbeat. "It could have been worse," he said. "It could have happened at night. It could have been raining. It could have happened somewhere other than right at the hotel where we were going to stay."

Such a positive attitude is helpful when undertaking long trips in a 58-year-old vehicle. In the immortal words of our late friend Wayne Leonard, "It's our hobby. We're having fun!"

—Bob Marlow



Welcome to these new members:

★ **Gary and Patty Bullman** have a 1966 Corsa convertible, maroon with black top and interior, 140-hp, 4-speed of course!

★ **Michael & Carol Coiro** have a 1964 Monza convertible and a 1965 Monza with A/C. Both cars have the 110-hp Powerglide combination.

★ **Andrew & Eric Deutchman** have a 1960 700 four door which drew plenty of attention during the swap meet. Eric is Andy's dad. They also have a 1963 Buick Skylark, a 1963 Plymouth Valiant, a 1964 Dodge Dart GT, a 1966 Dodge Dart 270, and a 1966 Plymouth Barracuda!

★ **Guy & Salomé Gonzalez** have a 1965 four door, also with the 110-hp Powerglide combination. They're new Corvair owners, having purchased the car this past October.

★ **Fahad Kananeh** has a red 1965 Corsa and is a even newer owner, having bought his car just this March!

We also welcome back former member **Christopher Senegeto**, along with **Jennifer Hipp**. Christopher and Jennifer increase our club's reach in to Pennsylvania, where we have currently eight member households, soon to be nine, some ten percent of our total membership.

The best story noted by these new members on the membership forms was from Andy Deutchman who wrote that his father wanted to buy a Corvair in the 60s, but the "family read Nader's book and that wish was dead."

Welcome to all!

NJACE Calendar of Events

Saturday, June 5: Our monthly breakfast meeting, one mo' time on Zoom, 9:00 AM. Watch for the meeting link in your email in the days ahead.

Saturday, July 3: Our monthly breakfast meeting, back by popular demand at the Empire Diner on Route 46 eastbound in Parsippany, 9:00 AM! In-person meetings are back!

Saturday, July 31: Car show at Pocono Raceway in conjunction with the NECC's track day. Details at <http://www.corvair.org/chapters/necc>

Saturday, August 7: Monthly breakfast meeting at the Empire Diner, 9:00 AM.

Saturday, August 14: Our annual Summer Picnic, and event that has been a tradition going back to the club's very first year! Full details next month.

As always, watch our Facebook page, our email messages, and this monthly newsletter for updates.

Four on the Floor

For those of use of a certain age, "Four on the Floor" is an evocative term, conjuring up memories of sports cars and 1960s performance machines. The original Corvair Monza deserves a lot of the credit for kicking off the "bucket seats and four-on-the-floor" phenomenon in America.

But memories are what remain. *Autoweek* magazine recently noted that the last car offered in the U.S. with a four-on-the-floor transmission was the 1996 base-model Toyota Tercel, the absolute cheapest new Toyota for sale in the U.S. at that time. That's 25 years ago!