

September 2021

# the *Fanbelt*

new jersey association of CORVAIR enthusiasts

## This month, we're on the ball!

**Tech Sessions  
return, with Gear  
Shifter maintenance  
and repair as our  
September topic**



You're not alone if your Corvair's over-50-year-old shifter is balky and uncooperative. We have the fixes! Attend our club Tech Session on September 4. See the President's Message on Page 2.

*Also in this issue:*

**Car Shows for the Fall, including**

- Corvairs as the Feature Car
- an all-Air-Cooled show that isn't the VW club
- the President's baby

**plus a new installment of "How I got Started" and a hot & cool picnic**

*Read on!*

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. Commercial advertising space is also accepted, please contact the editor for details. (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](http://www.corvair.org/chapters/njace).

## President's Message

by *Brian O'Neill*

### Return of the Tech Session

One of the best things about being a member of NJACE is the availability of our tech sessions to help you keep your baby on the road. Over the years the crew has assisted many of our members with various problems ranging from the simple to the complex. Most of the sessions have been held at Larry Ashley's shop with some at individual member's homes.



Over the past year as we battled the pandemic, we have had to put tech sessions on hold. Now that we can see the light at the end of the tunnel with most of our members already fully vaccinated, tech sessions return!

Following the September 4 monthly breakfast meeting, we will adjourn to Ashley's Auto Body once again for a tech session. The subject will be manual transmission shifting issues. Right now we have two members who say they are experiencing trouble getting into certain gears. Maybe you are too!

In the past the fix has been to install bronze bushings in the shifter tube and rehabilitate the shifter mechanism in the passenger compartment. Our expert in this area is our redoubtable Al Lacki. He has done several of these rehabilitations and the result has always been a car that can be shifted even better than the day came from the factory.

At this tech session we will not only be working on the two members cars, we will use the occasion as a teaching session for all our members. We will even cover such things as how to shift. That may seem simple but given the way Corvairs are made, there are certain techniques that will make shifting much easier. Many times the shifter issue is really one of not knowing the little tricks on how to select gears in a Corvair.



So all members are invited to Larry's for this session. As usual at our tech sessions lunch will be provided. See you all there.

*For those who may not know, Ashley's Auto Body is located at 274 Hillside Avenue, Flanders NJ 07836.*

## Hot & Cool

by *Bob Marlow*

Our annual Summer Picnic on August 14 fell on one of the steamy hot days that we've been experiencing this summer, but that hot day proved to be cool, daddy-o\*.



First, quite a few of the members in attendance took advantage of the refreshing pool, more than we usually see opting to take a dip. Second, a remarkable cool-down occurred in the weather late in the day, making for a very comfortable twilight.

"Pennsylvania Joe" was a cool hand at the grill, cooking up burgers and hotdogs for the hungry crew. Joe was a "voluntold" for the task and proved to be the right choice.

Cool too was the assortment of salads and desserts that folks brought to share. If anyone went home hungry it was their own fault!

Thanks, of course, go to Donna and Larry Ashley for being our hosts, as they have been for many of our picnics even going back to their former home on Dover.

Speaking personally, it was also a great day for Sue and myself, as it was Sue's first social outing since her brain surgery in late June, and she enjoyed the picnic thoroughly.

*\* How old am I, that I dredged up "daddy-o" to use with cool? It's an early 20th century idiom that is now both dated and in rarely used... unless you happen to be Maynard G. Krebs.\*\**

*\*\* Google Maynard G. Krebs if you must.*

# 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 Steve Calandra*

My father worked for several Chevrolet dealers from 1957 to 1974. The last one was Weinberg Chevrolet in Bergenfield. I used to go to work with him during the summer and see the customers come up to him and say "Tommy, fix my car." As often at the dealerships none of the other mechanics wanted to work on Corvairs. My Dad was the Corvair specialist.



We had several different Corvairs over the years. The one I learned to drive on when I was ten was a 1963 500 coupe, Ermine White with a red interior. I had a 1962 700 4-door that I drove from the front yard to the back yard for four years starting in 1970. Of course, I also let my friends drive it too. I used to drive it to the gas station with "borrowed" plates.



*Steve's front yard-back yard car.*

When I got my license I drove my 1958 Chevy with a 235 cu in six. Then when the transmission pooped out in 1975 Dad brought me home a 1965 500 coupe, black with a tattered red interior. I installed a Toshiba 8-track player and Pioneer speakers. I loved that thing. Still have the 8-track but not the car.

My friends would light the seats on fire when they smoked. I drove that through high school. The front end was so loose that it would shudder and I had to slam on the brakes to stop it. One day a ball joint broke when I was stopping at a light in town and I had it towed home. I sold it for \$50 and that was the last of the Corvairs for about ten years.

In 1985 my friend Pete from North Carolina traded in a 1978 Thunderbird for two cars at a used car dealer. He got a nice looking Pinto and a 1966 Corvair. I told him "you bought two pieces of \$#!+!"

Well, I looked at the Corvair and fell in love again. I went all the way home to get my tools and Uni Syn to balance the carbs. Then drove all the way back to NC, worked on it and got it to run better so I gave him \$600 and a used VCR for it.

Then I found out that there was a local Corvair club. I went to the Englishtown swap meet in 1985 and met Bob Marlow and Wayne Leonard. They told me all about NJACE and that I had just missed NJACE's hosting of the national convention. I joined the club.

Since then I have owned several Corvairs. A blue 1961 Lakewood and then a beat up 1965 convertible where the doors wouldn't open if you sat in it. It turns out the toe board was so rusty the car bent in half and had to be scrapped.



*Steve's first Lakewood*

*Steve's collapsing convertible*



*continued*

*How I got Started, continued*

I picked up a Balboa Blue 1961 Greenbrier with the deluxe interior and an 80 HP PG. I drove it to North Carolina to a mini convention and dropped a valve seat. Fortunately I made it all the way there. I met a fellow in a wheelchair who said he had an NOS pair of 80 HP heads at home and he brought them the next day. I pulled off the bad head and found that somebody had rebuilt the motor with 64 110 heads.

Ken Hand had his mobile repair shop there and I was in luck. All he had to do was switch my valves and springs to the new heads—Right! Wrong! I found out the springs were bigger on my old heads. Now I had to find a set of early springs. I looked all over the convention and had almost given up until I went to the last vendor space next to mine and this guy had a set of NOS valve springs. That did the trick. Ken worked his magic in the machine shop. I replaced the bad head, leaving the 110 head on the other side to be changed at a later date. Corvairs have tough engines and it ran fine all the way home.



*Steve's Balboa Blue Greenbrier... with Studebaker fog lights!*

Later on in life I decided to do Corvair work on the side. I did an engine swap for a guy named Mykel Gossinger. He started calling me the Corvair Guru. The name stuck.

I don't claim to know everything or do all phases of work on the cars. Sometimes I will do a spit and chewing gum job just to get you back on the road quicker.

Anyway I now have four Corvairs. The 1966 Monza Sport Sedan red with black racing stripes

and a 4-speed (that's the one from NC); an Arbor Green 1961 Lakewood that I bought from a dizzy broad who shall remain nameless. Also a 1963 Corvan I got from Bob Marlow around 1992 and the raggedy looking 1965 500 4-door from Wayne Leonard. I also have a 1958 Impala and a 1958 Bel Air 4-door sedan. All have 8-track players in them.



*Steve's Corvan, in "before" condition*

*Steve's current Lakewood*



*Steve's "NC" car*

*Steve's "Wayne T" four-door*



As you all know I'm into audio and I've been repairing 8-track players and cartridges since 1967. I've done repairs for club members, including Brian O'Neill, as well as other folks.

Well, I guess I'll end the story here. If you have any questions (or want your 8-track fixed) you can contact me at [stevenjchevair@gmail.com](mailto:stevenjchevair@gmail.com).

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*Send us your "How I Got Started" story!*

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# Fall Shows

With the “Delta variant” creating new uncertainty about the state of the pandemic and indoor events, we have identified three upcoming outdoor car shows to take us through October:

## Sunday, September 5:

**Air Cooled Nationals ‘21**, part of the “Dead Man’s Curve Wild Hot Rod Weekend” at the Sheraton Mahwah Hotel. Corvairs are specifically invited! See the flyer elsewhere in this newsletter.

## Sunday, October 10:

**Sparta Historical Society Car Show**, at the Van Kirk Museum. This is the “President’s Baby,” NJACE President Brian O’Neill is the show chairman and will love to tell you all about it. Contact him at 973-729-5586.

## Sunday, October 24:

**“Motorama” Car Show**, presented by our friends at the Jersey Lake Region VCCA. Postponed from 2020, **this show will celebrate the 60<sup>th</sup> anniversary of the Corvair** and so we are making it our official club event for October! Find all the details at

<http://clubs.hemmings.com/jlrcca/>

and click on “Motorama Car Show.”

Please join us at any or all of these shows!

## NJACE Calendar of Events

- \* **Saturday, September 4:** 9:00 AM, monthly breakfast meeting at the Empire Diner on Route 46 eastbound in Parsippany.
- \* **Saturday, September 4:** 11:00 AM, tech session at Ashley’s Auto Body, Hillside Avenue, Flanders. Topic is manual transmission shifters and how to restore their smooth operation. See how it’s done, learn how it’s done. Full details appear on page 2 of this newsletter.
- Sunday, September 5:** Air Cooled Nationals ‘21, part of the "Dead Man's Curve Wild Hot Rod Weekend" at the Sheraton Mahwah Hotel. Corvairs are specifically invited! See the flyer elsewhere in this newsletter.
- \* **Saturday, October 2:** Monthly breakfast meeting at the Empire Diner on Route 46 eastbound in Parsippany, 9:00 AM. 3rd quarterly business meeting for the year, 62nd anniversary date of the introduction of the Corvair and 81st birthday of someone we all know.
- Sunday, October 10:** Sparta Historical Society Car Show, at the Van Kirk Museum. For info contact Brian O'Neill at 973-729-5586.
- \* **Sunday, October 24:** "Motorama" Car Show, presented by our friends at the Jersey Lake Region VCCA. Postponed from 2020, this show will celebrate the 60th anniversary of the Corvair. See the details above.
- \* **Saturday, November 6:** Monthly breakfast meeting at the Empire Diner on Route 46 eastbound in Parsippany, 9:00 AM.

*NOTE: Increasing COVID infection rates threaten to bring back restrictions on indoor gatherings. Watch your email for any updates if they become necessary.*

*Items marked with \* are official club events.*



**AIR COOLED**  
**NATIONALS '21**

**SUNDAY**  
**SUNDAY**  
**SUNDAY**

**SUNDAY**  
**SEPT. 5**

**ALL WELCOME**

**BUGS**  
**BUSES**  
**BUGGIES**  
**GHIAS**  
**CORVAIRS**

**ALL WELCOME**

**SPECIAL**  
**SUNDAY NITE**  
**ROOM RATES**

**SHERATON MAHWAH HOTEL**  
**1 INTERNATIONAL BLVD. ROUTE 17N**  
**MAHWAH, NJ 07495**

**DEAD MAN'S CURVE**  
**WILD HOT HOO WHEELS**  
**EXIT**

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