

February 2022

the *Fanbelt*

new jersey association of CORVAIR enthusiasts

The Parts Auction is ON!



At a great new location!

Mark your Calender for Saturday, March 5
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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.

Our Parts Auction Is Back!

by David (Scotty) Malcolm

After a long hiatus due to COVID we will be holding our Corvair Parts Auction on **Saturday, March 5th**, at a new venue, the **Pompton Lakes Elks Lodge** at 15 Perrin Ave., Pompton Lakes, NJ 07442.



So start to find all the Corvair parts you no longer need and bring plenty of cash to acquire some of the items from the wide variety of items always available at our auction.

The Elks Lodge has easy access from major highways for an easy drive and has a large

parking lot. It will provide us with a much larger indoor space to hold the auction, an important factor in these times. There will be a large number of tables to display your “for sale” items and there is comfortable seating. No need to bring a chair!

And here’s some news: The Elks will have **breakfast and lunch** items for sale which will benefit the charities they support including Veterans, Youth, and Community Programs.

We will of course have our usual entertaining auctioneers for your enjoyment. So mark your calendars, get all those parts and cash ready and be sure to join us for a great time.

Looking forward to seeing you all there at one of the club’s most popular events. Help us to spread the word about the return of our Parts Auction.

A Better Auction

by Bob Marlow

Our annual Parts Auction will have a new look this year, thanks to the great new venue found for us by Ed Natale.



The Pompton Lakes Elks Lodge offers indoor space some *four times larger* than what we have enjoyed at Ashley’s Auto Body in years past. The Elks Lodge is providing all tables that we need and all the chairs, too. The parking lot can hold more than 60 cars.

We remain deeply grateful to Larry and Donna Ashley for being our auction hosts for so many years, but the need for more room and more “social distancing” had become evident.

The room we’ll be using is clean and carpeted, with a dance floor in the center, so we have to exercise care with potentially dirty car parts. Please place your parts in clean boxes or similar, and leave the dirtiest and greasiest items at home.

The Elks Lodge does not come free, we are paying a fee to use the room and equipment. So a change this year is that instead of free coffee in the morning and free pizza for lunch, the Elks will

have a selection of real breakfast and lunch items from which to choose. Come hungry!

To further offset the cost of the hall rental we will conduct a 50-50 raffle during the day.

The doors will open for setup at 8:30 AM and we will begin the bidding at 10:30 AM.

A word about the date: Because the first Saturday of the month is the date for our monthly breakfasts, on March 5 we are skipping the breakfast in favor of the auction. So, on March 5, don’t go the Empire Diner, go to the auction.

As in the past, at the auction our shameless auctioneers will offer Corvair parts and Corvair-related items to the highest bidder, with a 10% commission of the sale price going to the club treasury. You may bring parts to sell, you may buy, or you may do both, or you may just come to enjoy the fun.

Plan on making a day of it. Due to the nature of how the auction operates, it is not possible to process any buyers or sellers until the auction is completed. Only when all lots have been offered and the bidding is complete, typically around 2:30 PM, can we tally the sales, collect from the buyers, and pay the sellers.

continued

A Better Auction, continued

Plan on getting there early. As we said we'll open the doors at 8:30 AM, to allow time to tag and display any parts you are selling, have some breakfast, and to peruse the parts being offered.

If you're selling, you will need to fill out an Auction Lot Card for each part or group of parts being sold as one, so please allow sufficient time to do this before the start of bidding.

The Auction Lot Card form is available on the NJACE website so you can print what you need and fill them out in advance. Here's the link:

http://www.corvair.org/chapters/njace/Auction_Lot_Cards.pdf

But you can also get blank lot cards on the day of the auction.

Each attendee will be issued a Bidder Number by which the auction desk will track all purchases.

We ask that items being offered be limited to Corvair parts or Corvair-related items, only. Also, we ask that you not bring more than one of the same item to sell. You can, however, sell multiple

items in a "lot." You could offer, say, one lot of six oil filters, instead of individual oil filters. (Bulk lots often sell very well!)

Remember that only quality items sell easily. Greasy, rusty, bent and broken pieces have limited appeal, and we don't want to bring them into the Elks Lodge, anyway.

The club will deduct a 10% commission on all sales. You may also donate items for the full benefit of the club. We ask everyone to consider donating some items, to help defray the costs of the rental of the facility.

What if the weather is bad? Because this is an indoor event, it will take place regardless of the weather. Only an out-and-out blizzard, or similar curveball thrown by Mother Nature, will cause us to cancel. Generally speaking, you can assume that the event is "on," but if it is necessary to cancel we will get the word out via email and Facebook and the Corvair Center Forum.

Historically, the auction is our most popular event of the year and draw participants from far and wide Don't miss it!

**Dues? Yes, Dues.**

It's that time of year, NJACE membership renewal time.

All NJACE memberships run from April 1 through March 31, for either one year or two years. But for 2021, we suspended dues because of the pandemic's limiting effect on club activities.

The pandemic is not gone but it is in retreat, and our calendar is beginning to look more "normal," so dues collection is returning.

Virtually every member is now due to renew, with the exception only of those new members who joined during the past year.

A membership form is included as part of this newsletter. Please print it, fill it out, and send it in with your dues payment (or give it to club Treasurer Tim Schwartz at the club breakfast on February 5).

Have a question about your membership status? Contact Tim Schwartz or Bob Marlow, their information is in the "Officers" block in this and every edition of the newsletter.



Yup, that's Carroll Shelby (of Cobra fame) hanging out with NHRA founder Wally Parks and Sports Car Graphic's John Christy and two new 1962 Corvairs. Why? Read on.

In November 1961, editors from several Petersen Publishing magazines, including *Hot Rod*, *Motor Trend*, *Sports Car Graphic*, *Car Craft*, and *Rod & Custom*, plus some pretty heavy hitters in the racing community, gathered at Southern California's Riverside International Raceway for what *Hot Rod* described as a "24-hour high-speed economy run" using two bright-red 1962 Corvairs.

It speaks to the power of Petersen's empire at the time that guys named Unser, Gurney, and Shelby were on hand to help shepherd two Corvairs around Riverside's winding 2.7-mile road course for what was later termed a "grueling 1,549.1-mile ordeal."

Carroll Shelby conducted the test, acting as "sports car racing expert" and in his capacity as the chief of the high-performance driving school he hosted at the track. Chevy performance guru Bill Thomas prepped the cars.

One car was left mostly stock, although it did

receive a Sun tachometer, EMPI front sway bar, Shelby-branded smaller steering wheel, dual Moon fuel tanks (to aid in accurately measuring fuel economy), Goodyear Blue Streak tires, and Lucas driving lights.

The second car got those parts too, but it also was fitted with Thomas's four-carb induction setup, a Racer Brown camshaft, Hands magnesium racing wheels, sintered metal brake linings, and open exhaust. The two cars were numbered 98S for stock, 98M for modified.



continued

Corvair Endurance Run, continued

“The plan,” as *Hot Rod* described it, “was to allow each driver two hours behind the wheel, with predetermined averages posted as a target speed for each car and with gasoline consumption and mileage carefully recorded for each hour’s tour.”



Petersen Editorial Director (and head of the NHRA) Wally Parks would start in the modified car, and *Sports Car Graphic* Editor John Christy would take the first laps in the stocker.

Things did not go as planned.

After just the first hour, the stock Corvair was “breezing along,” but the modified Corvair was wounded. A loose key in a timing gear allowed the aftermarket cam to retard, impairing the engine’s output.” The car was parked, though “speculation ran high as to what lap speeds it might have chalked up with Dan Gurney or one of the other scheduled pilots aboard.”

The stock car, then, became “the real star of the show.” Lap after lap “it steadfastly maintained its speed as the hours passed slowly by,” even during an 11th-hour rainstorm that “made the track slippery and laden with deep puddles, testing the skill of the drivers and adding to the event’s challenge to the Corvair.”



At the 24-hour mark, the stocker had run 1,549.1 miles at an average speed of 66.3 mph. Fuel economy was 16.6 mpg, “despite the fact it was driven at speeds varying from 40 mph on some turns to 105 mph on the straightaway.” Just one quart of oil was added during the test, and the “stock brakes were as good as new.” [Editor’s Note: This last comment causes me to surmise that Riverside was a track that was not particularly hard on brakes.]



In the end, *Road & Track* wrote that “contestants and observers agreed this was one of the most demanding controlled endurance tests ever encountered by an American stock car, and Corvair won a flock of new admirers as a result.”



My Uncle Had One with the 4-Cylinder Engine

by Ray Coker



Many Corvair owners have heard this line before. Someone's family member had a Corvair years ago but it was the four-cylinder model. We know that statement is false because all Corvair engines have six cylinders. Always have, always will.

I do, however, have the four-cylinder model – except it's a Volkswagen. Yes, I'm aware this newsletter and this club is about Corvairs but I recently bought a sweetheart 1971 VW Super Beetle to go along with my two Corvairs.

During some lunchroom small talk on my job recently a coworker told me he had a VW sitting in his garage that he has owned for 40 years. *Hmmm*. During more lunchroom discussions I learned he had not registered or licensed the car in 15 years. *Hmmm* again. After a few weeks I told him I could come over with a fully charged battery and some fresh gas and we start the car up. He looked me directly in the eye and said "It needs a new home." *Hmmmmmm* once more.

I didn't need another car but the chance to own a 50-year-old VW, not taken apart and sitting in a garage intrigued me. I drove to his house and saw a very nice, complete, VW Beetle just sitting there on four flat tires needing some love and attention. After a short discussion a deal was made and the car was mine.

Dang, I didn't need another car but for a 50-year-old VW, I just couldn't say no besides Christmas was right around the corner and I was looking for a present for Kathy.

My grandson helped me remove the wheels and after having new tires mounted on the wheels we winched the VW on to my trailer and brought it home. With a little work the engine started up and ran like it had been sitting for a long weekend. No smoke, no rattles, no worries.

It has an Auto-Stick transmission which I wasn't crazy about but what the heck it has worked for all these years so it must be ok. I say

"all these years", in 50 years it had only 84,000 miles put on it. Along with the original owner's manual in the glove box was the original warranty registration packet with the original owner's name, address and phone number. I now have proof of the car's history with the first owner, the second owner and now myself the third owner.

I have installed everything to make it safe and roadworthy including new tires, new brake components all around including new brake drums, new brake shoes, new wheel cylinders, a new master cylinder, new rubber brake hoses, new front wheel bearings and several new steel brake lines.

I did a tune-up, added a new carburetor and a new body-to-engine rubber seal which I had to remove the engine to install. The Auto-Stick transmission works great, the engine runs smooth and it stops when I want to so I'm a happy VW owner for now.

It's now parked in my garage for the winter, in the Spring when I bring it back out I want to look up the original owner and see if she is still on this earth and hopefully take her for a ride. There is a good chance she is still alive, if she was 20ish when she bought it, she would be 70ish now and there is a good possibility she may still be able to take a ride in the car she bought 50 years ago and kept for 10 years.

Hey, it's Air-Cooled!



NJACE

Treasurer's Report

Full Year 2021

Checking Balance as of January 1, 2021	\$3,082.42
<u>INCOME:</u>	
Dues	\$ 264.00
Checking Interest	1.53
Parts Donations	367.00
Fifty-Fifty	42.00
	+\$ 674.53
<u>EXPENSES:</u>	
Post Office Box rent	\$ 246.00
NJ State filing fee	30.50
Swap Meet Supplies	37.47
Summer Picnic	114.86
Tech Session food	95.39
Breakfast Drawings	96.83
Donation	250.00
	-\$ 871.05
Checking Balance as of December 31, 2021	<u>\$2,885.90</u>

CD Balance as of January 1, 2021	\$5,001.26
CD interest for the year	+\$ 18.10
CD Balance as of December 31, 2021	<u>\$5,019.36</u>

Total in all accounts as of December 31, 2021	\$7,905.26
Total in all accounts as of January 1, 2021	<u>\$8,083.68</u>
Operating gain <loss> for 2021	<u><\$ 178.42></u>



I Bought a Car

by Bob Marlow

The humorist Jean Shepherd, best known for the movie "A Christmas Story" and who had a popular late-night radio show on WOR decades ago, once said, "Nostalgia is a disease." I suffer from that disease.

Let me explain.

In January, the annual "AutoMania" indoor swap meet took place in the Agricultural Hall at the Allentown, Pennsylvania, Fairgrounds. Since the Fairgrounds is just five miles from my new home in Allentown, I decided to attend. I visited the swap meet on its second day.

There, I met a vendor with a sign indicting that he had two Corvairs for sale, both located in Haddon Township, NJ, both 1964 models, one convertible and one coupe. Neither was described as a gem but both were described as decent, \$3,000 for the coupe and \$3,500 for the convertible. I have the contact information if you wish to pursue one or both of them.

A bit later I met another vendor who was offering a 1958 Edsel, in excellent condition. I have a certain appreciation for the Edsel. I was not quite six years old when the car was introduced, and as part of the introduction the dealers were offering an incentive: Come test-drive the new Edsel and receive a scale model of the car. My father took the test drive, and I got the scale model. (Dad did not buy an Edsel.)

The Edsel scale model was probably the first such promotional model I ever had, although subsequently I had Pontiac, Studebaker, and yes, Corvair promos. And while I have no idea what eventually became of it, I have long remembered that Edsel model, a model which did succeed in creating a lasting and generally favorable impression of the unpopular and unsuccessful Edsel in the mind of six-year-old me.

So when I saw the '58 Edsel at AutoMania, in the same color as my model from all those years earlier, well, I just had to inquire. There was no price posted, but the seller was affable and friendly and quoted what I considered to be a fair price. I told him I'd think about it.

Twenty minutes later I returned to his booth, haggled with him for a few minutes, received a modest discount from his asking price, and bought the car. Here are some photos:

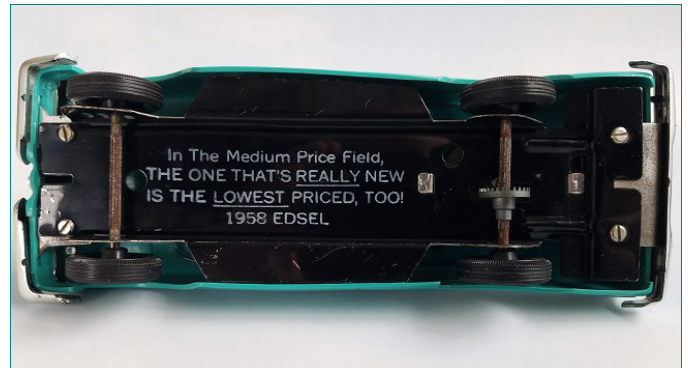
(see next page)

I Bought A Car, continued

Yes, it's that same 1958 promotional model, complete with the friction motor to propel it, and in such condition as to suggest that it was never used as a child's toy. Better yet, when I turned it

over, there on the bottom was an advertisement that I had totally forgotten, but the memory of which came rushing back immediately:

In the Medium Price Field,
THE ONE THAT'S REALLY NEW
IS THE LOWEST PRICED TOO!
 1958 EDSSEL.



The last time I rode in an Edsel was that first time, in the Fall of 1957. I don't expect to be riding in one ever again. But the nostalgic power of the scale model was too much to resist. My 1958 Edsel now resides in a display case in my home office, a pleasant reminder of an Autumn evening with my father nearly 65 years ago.

NJACE Calendar of Events

- * **Saturday, February 5:** Monthly breakfast meeting at the Empire Diner on Route 46 eastbound in Parsippany, 9:00 AM.
- * **Saturday, March 5:** NJACE Corvair Parts Auction, indoors at the Pompton Lakes Elks Lodge. See the details on page 2 of this newsletter.
- * **Sunday, March 13:** Annual Holiday Party, now a St. Patrick's party, at the Cannon Gate Conference Center on Picatinny Arsenal.
- * **Saturday, April 2:** Monthly breakfast meeting at the Empire Diner on Route 46 eastbound in Parsippany, 9:00 AM.

*Items marked with * are official club events.*

NJACE Officers for 2022

President:

Brian O'Neill, phone 973-729-5586
 email bmoneill@juno.com

Vice-President:

Nick Ford, phone 201-572-5797
 email mb05203-64110@yahoo.com

Secretary:

David Malcolm, phone 201-635-9696
 email david.s.malcolm@verizon.net

Treasurer:

Tim Schwartz, phone 201-447-4299
 email tim@bristolnj.com

Activities VP:

Steve Calandra, phone 201-836-6621
 email stevenjchevair@gmail.com

Publicity VP:

Bob Marlow, phone 201-444-1859
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President's Message

by Brian O'Neill

Due to circumstances beyond our control, our annual Holiday Party, scheduled originally for January 23rd, had to be postponed.

I received a call from the Cannon Gate Conference Center at Picatinny, informing me that due to current pandemic concerns, our party date must be postponed. The first available date was



Sunday, March 13th, so I grabbed it.

What does this mean? It means that instead of a traditional year-end Holiday Party, we will call it a Saint Patrick's party! *[Editor's Note: Hey, the President's name is O'Neill! Did you think he could let this opportunity slip by?]*

We will still enjoy the same party with great food, good friends, music by Stevie, and we will continue with the gift exchange. More details will follow as they are finalized, but start checking your wardrobe for green!

Some More Promotional Models (that aren't Edsels)



1964 Spyder



1965 Corsa



1963 Spyder



1966 Corsa



New Jersey Association of Corvair Enthusiasts

P.O. Box 631
Ridgewood, NJ 07451

Membership Form

Date _____

New Membership or Renewal

Individual or Family*

**Family Membership includes two adults and all children under age 21 living at a single address.*

Last Name _____ First Name _____

Name of 2nd Adult Family Member _____

Mailing Address _____

City _____

State _____ Zip _____

Phone (_____) _____

E-mail _____

Our monthly newsletter and other updates are delivered via e-mail.

Printed materials are mailed periodically, as needed.

We do not share our mailing lists with others.

NJACE dues are payable as follows:

One Year Membership, New or Renewal.....\$19.00

Two Year Membership, New or Renewal.....\$36.00

Membership expires on March 31st

Total Remitted: \$ _____

*Please make your check or money order payable to NJACE, Inc.,
and mail this completed form and payment to the address above or deliver it to the Treasurer at any club event.
You should receive your first newsletter within four weeks of our receiving your application.*

NJACE is a Chapter of CORSA, the Corvair Society of America.
CORSA membership information is available online at <http://www.corvair.org/>

Tell us about you and your Corvairs

Your Corvairs (year, model, color, equipment, condition etc) _____

Your other cars and trucks _____

Your other hobbies and interests _____

Your profession _____

Your birthday (and your age, if you wish) _____

Your anniversary (and year married, if you wish) _____

Your children/grandchildren or other family _____

Your pets _____

When and why did you first buy a Corvair? _____

Anything else you'd like to tell us _____

<http://www.corvair.org/chapters/njace>