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What's the Significance of That (slightly out-of-focus) Photo?

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.

President's Message

by *Brian O'Neill*

We're Back! (#1)

Here in NJACE things are looking up!



We're not totally back to normal yet but we're getting there. In-person monthly breakfast meetings are back. Our popular Parts Auction made a triumphant return – see Scotty & Liz Malcolm's report in this issue. We finally had this year's holiday party which we renamed a St. Patrick's Day party because it wasn't until March that we were able to hold it. It was a success! The gift exchange was back and I'm happy to report that I did not come home from the party with bunny slippers.

Those of you who didn't attend either the auction or the party missed two great events.

Looking ahead, Tech Sessions are coming back! The first one will be held this month, on **Saturday, May 7**, immediately following the May breakfast meeting. We are reviving something that we did for many years but somehow just quietly disappeared. That is our "Get Ready for Summer Driving" inspection of members cars. This tech session will be held at Larry Ashley's shop and we will have use of both indoor and outdoor areas as well as the lift.

To help us get organized we request that if you would like us to check over your car you let us know ahead of time, so that we can be prepared adequately. You can either call or e-mail Larry or myself. My phone number is **973-729-5586** and my email is bmoneill@juno.com. Larry's phone number is **973-713-0340** and his email is lashley327@optonline.net. We would like to hear from you by May 2nd.

If you don't let us know but you find that morning that you are available and would like us to look at your car don't hesitate to come. All members are welcome.

We will go over your car with you and we will be giving you a sheet that lists all the items we

check and whether or not we think they are good. We will also provide you with comments on each item if they are applicable. When it's over you will know what may need attention and you will be able to have great confidence to drive your car anywhere you want this summer.

Also in May we will be visiting the **Sterling Hill Mining Museum** in Franklin, New Jersey, on **Saturday, May 28**. We will be visiting the museum and touring the mine itself, and we are inviting a couple of other classic car clubs to participate. Our goal is to have a mini Cruise-In at the mine. The cost per person is \$13.00 per person, which is payable directly to the mine that day. (Seniors 65 years and older, \$12.00; Children 4 to 12 years \$10.00.)

For the day we are working on setting up a group lunch. We have a couple of options: There is a casual restaurant less than 10 minutes from the mine, and our Activities VP, Steve Calandra and I have eaten there and it was very good. If we get a large turnout there is the possibility that this same restaurant will cater lunch at the mine.

Once again to help us plan we need your RSVP by May 14. For this event, contact me, phone number **973-729-5586** or email bmoneill@juno.com. Once we know which of the two lunch options we will be using we will send out an e-mail to everyone to give you the final details.

The Sterling Hill Mining Museum is located at 30 Plant Street, Ogdensburg, NJ 07439. We will meet there at 10:30 AM, and our formal tour will begin at 11:00 AM. Again, the date is Saturday, May 28.

NJACE visited the mine over 20 years ago. Since then they have made number of improvements, and the opportunity to see the mineral Franklinite which is found nowhere else in the world, shouldn't be missed.

Also on the horizon is the possibility that we will be able to have our June breakfast meeting at Bucky's at Picatinny. As soon as I get confirmation I will be working with the historical office there to set up another tour for us.

Stay tuned. Things are happening!

We're Back (#2) by Bob Marlow



In mid-March, my not-all-that-elderly computer went blooey, taking with it my ability to create and distribute our newsletter.

Repairs and recovery were attempted, but in the end it became obvious that replacement was the necessary option.

Once the new machine was built (I used a local vendor) it was time-consuming to recover and re-install all my files – personal, business, and club. Fortunately, I had everything backed up, but it still took a fair amount of time to get everything in place and verified.

Happily, our membership email address book survived and at the last minute I was able to send out a quick one-page newsletter for last month. Now, this month, we're back with a full issue!

Won't You Be Mine?

As noted in the President's Message on page 2, this month we are making a visit to the **Sterling Hill Mine** on Saturday, May 28.

As of this writing we do not yet have final details for the lunch location, but we'll send out an email update once that's nailed down.

Our visit will include a tour of the mine itself, where we will be guided through about 1300 feet of tunnel inside the mine. There are no train rides involved, therefore, it is a walking tour. Along the way, guides will stop at various stations and explain the equipment, history, working conditions, and geology of the mine. We will see the lamp room, the shaft station, mine galleries dating to the 1830's, and much more.

The tour is only the first level of the mine, visitors do not go down to any lower levels.

We will also visit the Zobel Hall Museum, where there are hundreds of fine mineral specimens on display. Before this building became the museum, it had been the miners' Change House. This was the first and last stop of their work day. Among the minerals on display are pegmatite minerals, minerals of China, Russia, and Africa, and individual mineral species such as quartz, fluorite, calcite, stibnite, barite, celestine, and copper.

In one corner of the museum there is a specially designed dark room to display the local fluorescent minerals from Sterling Hill and Franklin zinc mines. This is where you will see why the Franklin area is regarded as the

"Fluorescent Mineral Capital of the World," are will serve as a lead-in for the Warren Museum of Fluorescence, where more than 700 specimens of fluorescent minerals from around the world are on display.

Other displays include mining equipment, ore specimens, meteorites, fossils, inventions by Thomas Edison, artwork, and much more.

Don't miss this only-in-NJ opportunity! To repeat, we will send out further details as they are confirmed, but for now, mark the date, **Saturday, May 28**.

A few things to keep in mind:

1. The mine is a damp 56 degrees fahrenheit year round – a light jacket is recommended.
2. Comfortable walking shoes are recommended.
3. The entire tour is well-lit – no flashlights or headlamps are required.
4. The path in the mine is flat and generally level – there is no climbing involved.
5. The tour is wheelchair/stroller accessible.

Oh, yes – there is a gift shop! (What good museum wouldn't have one?) The "Miner's Pick Gift Shop" has a large selection of minerals, rocks, fossils, jewelry, figurines, books, mining memorabilia, apparel, ultra-violet lights, and more.

The location is 30 Plant Street, Ogdensburg, NJ 07439. We will meet there at 10:30 AM, and our formal tour will begin at 11:00 AM.

**NJACE visits the Sterling Hill Mine
Saturday, May 28, 2022**

Our Parts Auction Was Back! (And Bigger and Better Than Ever)

by Liz and Scotty Malcolm

Many club members may have fond memories of the last NJACE



Corvair parts auction held at Ashley's Auto Body on February 15, 2020. Then life hit the fan. In 2021 the Club regrouped and held an outdoor swap meet on May 1st that year. This year we found a new normal.

Our parts auction returned on Saturday, March 5th, at a new venue: the Pompton Lakes Elks Club. Corvair enthusiasts came from far and wide. Jon Sweet, who always drives from near Pittsburgh, lost the long distance attendance award this year to Tim Shortle, who flew in from Colorado. Tim also attended last year's swap meet and said he had another great time. It was nice to put a face to the person Scotty had shipped some of the remaining A.I.R. parts from his '69 Corvair several years ago!

The Pompton Lakes Elks Club has easy access from major highways and has a large parking lot which is most appreciated. The Elks provided us with a very large room, easily accommodating 18 tables to display sale items. All sellers heeded the request and only brought "clean" parts. We were also provided with a podium and a microphone for the auctioneers, although a microphone is clearly an excess among our auctioneers.

The Elks Club kitchen was open throughout, offering a wide array of breakfast and lunch items at a minimal cost. All proceeds to the Elks Club and their support of a variety of Veterans, Youth, and Community Programs.

Ray Coker, David Main, Bob Marlow, and Tim Schwartz were each their usual, unrestrained selves, keeping the auction and bidding at a fast, often hilarious, pace. On offer were 199 lots, of which 184 sold for a total of \$5,563.00.

Thanks to Al Lacki for making note of some of the highlights (or steals) from this year's auction which included:

- \$175 for a pair of really nice front and rear late model bumpers.
- \$160 for a perfect rear grill for a '61. Unobtainium!
- \$10 for a pair of NOS rear arm rests.
- \$55 for a pair of nice doors for a '65-'66 late coupe convertible. Mostly rust-free. And all proceeds to the Club! Thanks, Mike!
- \$22 for a big 1984 NECC Lime Rock poster. In good shape although not perfect.

One item that combined all the best of our auction was a radio delete plate auctioned by David Main. His hilarious monologue about "if you bought a '69 Camaro 350 4-speed the radio delete plate would be cool, but on a Corvair...?" With an opening bid of \$5, bidding was fast and furious on the radio delete plate, going for \$50 for this rare and odd Corvair item. On eBay a Camaro plate goes for almost \$130. This was definitely the sale of the day.

This year Frank Hunter was ably assisted by Donna Ashley, who kept track of the financial proceedings. The auction had about 50 attendees. There were 44 registered bidders and 20 sellers. NJACE had commissions of \$807.00 from the sales. Our expenses were \$600 for the Elks Hall and \$59.50 for supplies, showing a net profit of \$147.50 to NJACE.

Not only did we have a great time, NJACE actually showed a profit. So successful was this year's auction that we have already reserved the Pompton Lakes Elks Club for our next annual auction: Saturday, February 18, 2023. And the Elks loved us too. According to one of their staff it was a quiet uneventful day for them as, apparently unlike some of their other guests, no fights had broken out!

Save the date and looking forward to seeing you all next year!

Auction photos appear on the next page.



NJACE Parts Auction

March 5, 2022



A nice crowd was on hand...



.. With a nice assortment of parts...



Bob talks, Dave checks tread depth, while Milo just gets "tired..."



Steve gets in a bid...



A Bumper Crop...



Ray takes aim...

Change the What?

by Ray Coker



We all have our vehicle maintenance routines. Change the oil and oil filter, rotate the tires, check the transmission fluid, check all lights, flush the brake system and change the brake fluid... Wait... *What?*

Everyone who has taken their newer car to the dealership for service has probably heard that line, "It's time to flush the brake system and change the brake fluid." Bah humbug! I've never listened to them and have never changed the brake fluid in any of my vehicles. **BIG MISTAKE.**

Recently I was taking my Corvair for a test drive after installing a rebuilt engine, it had been a while since it was on the road and I was excited to be cruising again. During the test drive each time I applied the brakes it would turn to the right. I say turn because it wasn't pulling to the right, it was taking the steering wheel out of my hands and turning to the right. Hmmmm...

I returned to the garage where I adjusted the brakes and inspected all of the suspension components. Everything was in order so once again I took it for a short drive and it still wanted to turn a corner once the brakes were applied when all I wanted to do was come to a controlled straight stop.

I returned to the garage and this time I removed the front brake drums to make sure I had the brake parts installed correctly. The primary and secondary brake shoes were in their correct position, all springs were in place, the adjustment star wheel spun freely so what could it be. I decided to bleed the brake system to make sure there was no air in the lines and that is when I discovered the problem.

I removed the lid on the brake master cylinder to check the fluid level and I discovered a mess consisting of old fluid, crud, rust and trouble. I wasn't pumping brake fluid to the wheels when I applied the brake pedal, I was pumping nasty old brake fluid, crud and rust into the brake lines.

I'm now installing a new brake master cylinder, four new wheel cylinders, new brake shoes and I'm going to use DOT 5 Silicone brake fluid in the new system because it doesn't attract moisture, it doesn't ruin paint if it drips onto it and it lasts longer than standard DOT 3 or DOT 4 brake fluid.

I'm inspecting all the steel brake lines as well as I can and I don't have to worry about the rubber brake hoses because they were replaced with Stainless Steel lines years ago.

I'll soon be driving my car with the rebuilt engine, the rebuilt brake system and wondering what will I have to do next besides enjoying long rides and safe stops.

Update: I won't be completing the brake job anytime soon. I recently fell down on a wet, slippery, icy parking lot where I work and suffered a terrible shoulder injury. I'm out of work and I'm on "no driving or lifting orders" because I cannot raise my right arm. Following an MRI I had Rotator Cuff surgery in April. I cannot work on my car or even drive. Dangit!



PS: I'm making plans to have the brake fluid changed in my other vehicles.

Dem's the Brakes

by *Bob Marlow*

In the article on page 6, Ray Coker noted that as part of the process of changing his brake fluid, he is switching from the glycol-ether based DOT-3 brake fluid to the silicone-based DOT-5. Among the reasons he cited is that the DOT-5 brake fluid "doesn't attract moisture."

That's not quite correct. Neither DOT-3 nor DOT-5 attract moisture. But DOT-3 will absorb moisture whereas DOT-5 will not.

Moisture gets into all brake systems, regardless of fluid type. When it gets into a brake system using DOT-3 fluid it disburse throughout the system and reduces the boiling point of the fluid. Brake fluid must withstand very high temperatures without vaporizing in the lines, and any increased moisture content lowers the temperature at which the brake fluid will vaporize. If the fluid vaporizes, it will diminish the braking performance dramatically.

But as I said, moisture gets into all brake systems, including those using DOT-5. The

difference is, the DOT-5 fluid does not absorb the moisture. Instead, any moisture in the system settles out at the lowest point. Often, the lowest point is the wheel cylinders. On Corvair cars, the lowest point might be the brake line running through the center tunnel.

This is why it is vital to change your brake fluid periodically event when using DOT-5. Our Corvairs, typically, are driven infrequently, which tends to aid moisture infiltration. Whether it is disbursed throughout the DOT-3 brake fluid (reducing braking performance and causing internal corrosion) or settled into the wheel cylinders with the DOT-5 brake fluid (causing corrosion), old brake fluid is not your friend.

In my little-driven Greenbrier I found significant corrosion in the wheel cylinders after only two years! That experience, now well over 15 years ago, is what convinced me to change my brake fluid in all my cars – not just my Corvairs – often.

My experience, along with that of Ray, should convince you, too.

A Tech Session Specifically for Your Corvair

Also as noted in the President's Message on page 2, this month we welcome back our Tech Sessions, with a session intended for every member's Corvair on **Saturday, May 7**, right after our club breakfast that day.

When you are an experienced Corvair mechanic or a Corvair novice, your car can benefit from our Springtime check-up. From undercarriage to roof, we'll check over each member's car for function and safety.

We ask only that you let us know in advance if you plan to attend, so that we can ensure that no member's car is left out. Contact Brian O'Neill or Larry Ashley at the numbers and email shown on page 2.

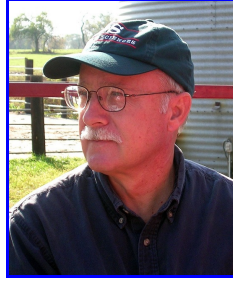


The location for the tech session is Ashley's Auto Body, 274 Hillside Ave, Flanders, NJ 07836. (And, thanks, Larry!)

Early Spring, What is it?

by Ken Schiffner

I think we need a new season to better describe what really happens between Winter and Spring. I propose that we create a fifth season. It might fit uncomfortably between the official start of Spring and the real start of Spring (you know, birds singing, outdoor events, planting, driving a Corvair, that sort of thing).



I move we call it "Bummer."

Why? Because for many of us, Bummer Time is when Winter seems to not want to let go. Instead, we get a roller coaster ride of warm (sort of) and cold. Days sometimes look and feel like gardens can be planted, then hold on (for us up North) freezes come. For those down South, there is flooding. Winds? Sure. North and South. Gusts of over 50 mph. Stay inside. It's a Bummer out there.

For families, the kids are crawling the walls. Want to get outside. Cabin fever. Can't play outdoor sports because the fields are muddy (or maybe even frozen). Parents are at their wits end. What to do? Maybe an outdoor barbecue? Likely not, too cold. Inside gatherings? Sure, but lots to

clean up afterwards. If outside, wear a sweater? No, jacket might be needed. Maybe a sweater AND a jacket. Gloves? Could be, better check the thermometer. Raincoat? Decisions. Why the complications? Bummer.

Allergies start to bother us and seemingly won't go away. Sneezing. Cough and cold medicines come out of the medicine cabinet. Unless you have a heated garage, not much fun working on your Corvair. Go for a drive? Maybe, but the roads might have been salted and/or sanded. Wash the car? Likely not in your driveway. And likely not at a car wash. Car shows? Not during Bummer.

Maybe a new song can be written about Bummer Time. At least something that can be hummed. During Bummer, we'd be too bummed to memorize the words.

So, good idea?

All in favor say, ah, ah, ah, choo!

[Editor's Note: Ken may not be aware that in the New England states five seasons have been observed for generations. These seasons are Summer, Fall, Winter, Mud, and Spring. Perhaps the New Englanders will embrace renaming "Mud" to "Bummer!"]



As of this writing (April 22), the following members have not yet renewed their membership. Alas, this will be the last newsletter for those who do not renew. Please, if your name is on the list, use the membership form that is on the last page of this newsletter to renew. Print it out, fill it in, and send it in with your dues payment for one or two years. (Yes, we need the paper form, because addresses and phone numbers and email addresses do change!) Thank you!

Aguda, Chris
 Asheuer, Larry
 Benvenuto, Corinne
 Bermudez, Aramis & Rita
 Betzalel, Ronen
 Brady, Charles & Lynda
 Breines, Steven
 Caravaglia, Sean & Sian
 Davidson, James
 Dittrich, William
 Frey, Larry & Connie
 Gonzalez, Guy & Salome
 Johnson, Frank & Chris
 Kananeh, Fahad
 McKimens, Taylor
 Rodriguez, Missy
 Rueda, Miguel
 Speronza, Dominick & Susan

Already Paid? Thank you!

About that Photo...

by Bob Marlow

The photo on the front page shows my Rampside, headed down the road on a trailer. The photo shows, in fact, the last time I saw it – I sold it in early April. That’s the buyer’s trailer headed toward North Carolina.

Why? Well, I had several reasons for selling the Rampside, which I bought from a fellow NJACE member, the late Cliff Young, 13 years ago. No one of these reasons alone would justify selling the truck, but collectively, they did.



There is a particular significance to my having sold this truck, because it brought to a close 62 years of uninterrupted Corvair ownership in my family. My father bought a new 1961 Corvair, and from that day onward there had been at least one Corvair, and sometimes as many as six, in the family. More than 60 Corvairs in all. The Rampside was the last one.

My father, my mother, my sister and I all drove Corvairs. My sister bailed out first, getting a Camaro years ago, but my father’s last two cars before he gave up driving for good were Corvairs. I have cousins who drove Corvairs also.

It feels odd to no longer have a Corvair, but I am not leaving the Corvair hobby. Even though I sold the Rampside with a truckload of spare parts, I still have A LOT of both used and NOS parts. I plan to sell those parts largely piecemeal, because swap meets are a part of the hobby I enjoy. That, obviously, will take time. I also have a large collection of Corvair literature and documentation, which for the time being I intend to keep.

Plus, I still have a Corvair club newsletter to assemble each month!

My Rampside’s buyer arrived late on a Saturday afternoon and by the time we had everything loaded it was after dark. Here is the new owner (on the left), with his friend who accompanied him for the trip and who also owns a Rampside:



They spent the night here in Pennsylvania and the three of us attended the big swap meet at the Morgantown Auto Mall on Sunday. Then they headed back to North Carolina and I snapped the front page photo as they departed.

Farewell, old truck!

Fortunately, NJACE Vice President Nick Ford recently took steps to ensure that the club’s Corvair ownership stats remain stable. Shortly before I sold my Rampside, reducing the number of Corvairs in the club, Nick bought a Greenbrier, thereby keeping the count stable!



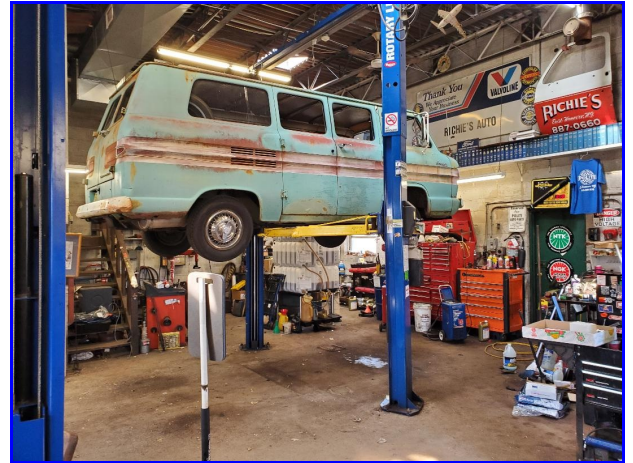
continued

The Veep's Van, continued

Nick's Greenbrier, a '64 with a 4-speed, was owned formerly by my Pennsylvania neighbor Tom Wilcox, and was purchased through the Corvair Ranch. Whether or not you like the "patina" look, this van runs excellently and I appreciate that it has never been repainted.

I have also driven it, and can attest to how well it runs!

Nick is lavishing functional attention on the van and is driving it regularly. I think that it's cool to have another FC in the club.



Corphibian, Yes, Corphibian

by Bob Marlow

The Lehigh Valley Corvair Club holds its monthly meetings in the America on Wheels museum in Allentown, PA, and on the morning of the April meeting the one-and-only Corphibian had just arrived, on loan from Nashville's Lane Motor Museum.

The Corphibian is an independently produced prototype conversion of a then-new 1961 Loadside pickup into both a road-going and sea-going vehicle. It never advanced beyond the one prototype.

At AoW, the Corphibian is part of a display with a theme of American vacations, and includes such things as a vintage Scotty travel trailer and a classic American station wagon.

Also part of the display is NJACE Treasurer Tim Schwartz's 1963 Greenbrier with the factory camper package. I returned to the museum on the move-in day for Tim's van. Mark Lipkovitz was there, too, as Tim's ride home.

Due to the appearance of the Corphibian so close to NJ and to the inclusion of one of our member's vehicles, I think we should plan a club outing to the museum this summer. The "vacation" exhibit is planned to run through the summer. The museum has many other exhibits as well and is always worth a visit.

On this and the following page are some photos from both the day the Corphibian arrived and from the move-in of Tim's van. I hope to have photos of the complete display for next month's newsletter.



America on Wheels, continued

Tim Schwartz's Greenbrier Camper joins the Corphibian in the America on Wheels Museum

NJACE Calendar of Events

- * **Saturday, May 7:** Monthly breakfast meeting at the Empire Diner on Route 46 eastbound in Parsippany, 9:00 AM.
- * **Saturday, May 7:** Tech Session at Ashley's Auto Body, Hillside Avenue, Flanders, immediately following the club breakfast. See the details on page 7.
- * **Saturday, May 28:** Club visit to the Sterling Hill Mining Museum in Ogdensburg. See all the details on page 3.
- * **Saturday, June 4:** Monthly breakfast meeting, but where? Either at the Empire Diner in Parsippany or at Bucky's in Picatinny Arsenal. Watch this space!

*Items marked with * are official club events.*

NJACE Officers for 2022

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Vice-President:

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email mb05203-64110@yahoo.com

Secretary:

David Malcolm, phone 201-635-9696
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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
email rmarlow4040@gmail.com

Also Happening in May:

On Sunday, May 15, the Corvair Ranch in Gettysburg, Pennsylvania, is holding its biennial Open House. If you have never been to the Corvair Ranch – or even if you have – this is a great opportunity to visit.

The Corvair Ranch invites you to enjoy their hospitality and free food while finding those parts you need to keep your Corvair happy. Free raffles, prizes and a giveaway \$100 gift certificate will make it a great Corvair day.

The location is east of Gettysburg at 1079 Bon-Ox Rd, Gettysburg, PA 17325. The time is 9:00 AM until whenever. Rain or shine! Learn more about the Corvair Ranch online at

<https://corvairranch.com>



☞ Check the list on page 8 to see whether it's time to renew your membership! ☞



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 _____
