

## What's Going On Here?



It's proof of the adage, "Many hands make light work." In this instance it's the NJACE "Roving Wrenches" in late March, where an ambitious task of removing, repairing, and re-installing a Corvair drivetrain was completed – successfully – in a single day. Read about it in this issue.

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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).

## Swap 'Til You Drop

by *Bob Marlow*

Twenty-five, count 'em, twenty-five NJACers made their way to Bath, Pennsylvania, for the Lehigh Valley Corvair Club's All Corvair Swap Meet on April 15, contributing in a big way to the success of the event.



The swap meet, the first by LVCC in well over 20 years, exceeding the club's expectations by a wide margin and laid the groundwork for what could become an annual Springtime event.

Admittedly, the LVCC expectations were modest, since this was the club's first attempt at such an event in such a long time. When the weather forecast for the day became pessimistic, the expectations diminished further. But Corvair people defied expectations and came out in droves!

The photos here and on the LVCC Facebook page help tell the story, but there were well over a dozen vendors offering parts and overall attendance was easily double what was expected. Both the Philadelphia Corvair Association and NJACE made the swap meet their "club activity" for April, and NJACE would have won a "club participation" award handily if there had been such a thing.

All told, there were visitors from five surrounding states. Had there been a "long distance" award it might have gone to Neal Stenlund, who drove up from Alexandria, Virginia. But John Sweet, from Stoneboro, Pennsylvania, beat that distance thanks to Pennsylvania being as wide as it is.

Of course, it's fair to note that several of our members, myself included, are Pennsylvania residents. But even so, our club's turnout was excellent.

Okay, but what about the parts? All kinds of Corvair parts were available, everything from a very rare Corvair factory quick steering box to scads of engine tins. There were tune-up parts, gaskets, shiny wire wheel covers, mufflers,

exhaust pipes and so much more. Even a complete, air-filters-to-exhaust-pipe 1964 FC engine, and two entire cars. While the bulk of the parts offered were used parts, we saw several deals on new and New-Old-Stock parts.

Oh, that weather forecast? It was mostly correct, there were on-and-off sprinkles during the day but nothing to dampen the fun and the heavy rain did not arrive until the event was winding down. Still, one has to wonder how much bigger the even would have been had the weather been better. Despite the weather we saw several visitors arriving in their Corvairs.

Thanks go out to all the people who made this event possible. The vendors, the buyers, the sellers and especially John and Barbara Egerton who hosted the swap meet at their little farm in Bath. John Egerton has already indicated that they are willing to do it again next year.



# Roving Wrenches Win the War

by *Mark Lipkovitz*

I've heard it said that when your plan meets the real world, the real world wins. In the case of Jean O'Day's '65 convertible that almost came true.



To refresh your memory, the Roving Wrenches project for March 25 was to remove and replace the main seal in Jean's car, and to do the complete job in a single day. As this involves removal of the powertrain, separation of the engine and transaxle, re-assembly and re-installation of the powertrain, it was no small undertaking.

In this case the plan was for Brian and me to get started on Friday with delivery of the car to Brian's garage where he and I would put it up on the jack stands and do a few things in preparation for the arrival of the Roving Wrenches on Saturday.

The car was delivered on time, but Brian had more pressing business that day. For six weeks he and Roberta had been watching the house of friends on vacation in Australia. As bad luck would have it, a plumbing leak caused a flood in the vacationers' house the had to be fixed, NOW.

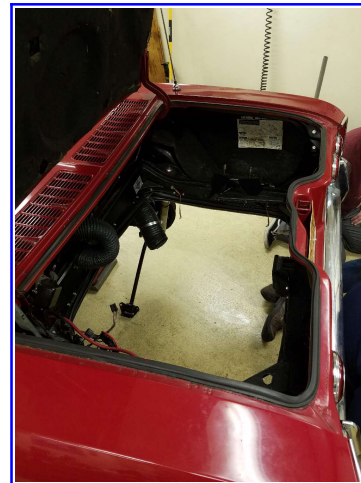
This was discovered on Thursday. Messages to the insurance company, legal permission, proper documentation and repairs were all taken care of. I forgot to mention that this all took place just a few days before the family returned from their six week vacation. So much for starting on Friday, timing is everything.

Back to Jean's car. I arrived about 8:00 AM on Saturday in order to get done that which might have otherwise been done on Friday. You'll remember that the intended start time was set for 9:00 AM. By 9:30 we wondered where everybody else was.

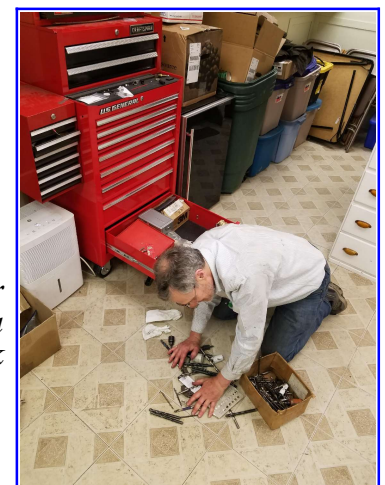
The crew, a various mix of newbies and experienced guys and gal, trickled in and the project went along pretty well, even allowing us time to sit down for a relaxing lunch upstairs.

We finished in good time. You've got to hand it to Brian, organization and cooperation were the order of the day. The plan worked out as intended.

So much for Helmuth von Moltke's quote that "No battle plan survives contact with the enemy." The Colonel said this would be done in one day and it was.



*Shouldn't there be something in here?*



*Mark looks for a needle in a toolbox haystack*

# Minutes

## of the NJACE General Membership Meeting Saturday, April 1, 2023 Parsippany, NJ

The meeting was called to order at 9:33 AM by President Brian O'Neill.

Upon motion duly made and seconded the Treasurer's Report was approved. (A copy of the Treasurer's Report is included in this newsletter.)

### Old Business

There was some discussion of the losses from the Holiday Party and the Auction. The Holiday Party suffered a net loss of \$1,011.42. Expenses were \$2,486.42 for the venue, catering and entertainment. We collected \$1,475.00 (38 people at \$39 each). The price of the club was up this year, and we failed to meet the minimum number (51) to avoid a room charge. Our net cost was \$65.43 per person. The Parts Auction incurred a net loss of \$71.47. The biggest expense is the room rental of \$600 (It will be \$700 in 2024.)

A motion was made and subsequently tabled that would have asked members for a donation to help offset the Auction room charge.

The Treasurer reminded those members who have not yet renewed that their membership fee was due.

The Fanbelt email issue has been resolved.

The Lehigh Valley Corvair Club's Swap Meet is Saturday, April 15<sup>th</sup>. NJACE is supporting it as our club event for April.

The Metro Petro memorabilia sale will be at the Pompton Lakes Elks Club on April 2<sup>nd</sup> from 8 am until noon.

### New Business

Clark's 50th Anniversary Fall Classic Show on September 16<sup>th</sup> at Clark's Corvair Parts in Shelburne Falls, Massachusetts, from 9 am to 3 pm. Pre-Registration is \$20 per Corvair. NJACE will be arraigning a convoy from NJ to the show.

The GM Nationals will be held in Carlisle PA on June 23-24, 2023. The hours are 7 am-6 pm and admission is \$10 Daily, \$15 Event Pass. There will be a swap meet and hundreds of cars on display.

Upon motion duly made and seconded the meeting was adjourned.

*Respectfully submitted,  
Frank Hunter, for Secretary David Malcolm*

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## NJACE Treasurer's Report March 31, 2023

Checking Balance as of December 31, 2022	\$2,449.14
INCOME:	
Dues	\$ 591.00
Parts Auction	454.00
50/50	94.00
Donation (Parts Auction)	10.00
Holiday party	1,475.00
Checking Interest	<u>0.04</u>
	+ \$2,624.04
EXPENSES:	
Holiday Party	\$2,486.42
Parts Auction	629.47
CORSA Chapter Fee	35.00
NJ State Filing Fee	<u>30.50</u>
	- \$3,181.39
Checking Balance as of March 31, 2023	\$1,891.79
CD Balance as of December 31, 2022	\$5034.60
CD Interest	4.13
CD Balance as of March 31, 2023	\$5,038.73
Grand Total as of March 31, 2023	<u><u>\$6,930.52</u></u>

*Respectfully submitted,  
Tim Schwartz, Treasurer*

## NJACE Classifieds

**Wanted:** I am looking for a set of bucket seats for my '63 Spyder Convertible. Red would be ideal, but really any color would do the trick and get me down the road. Hoping someone in the club might have something for me. Chris Senegeto, phone number 215-237-6410.

**New on the "Garage Key:"** A 1966 Corsa convertible in Delaware, offered by a longtime Corvair owner/enthusiast. And, under the "Used Parts" heading, a list of more than 180 available parts. Check it all out at <http://garagekey.blogspot.com/>

## Eating Meeting

**O**ur monthly breakfast for May falls on Saturday, May 6th. C'mon out and join us!

We convene at 9:00 AM in the Empire Diner on Route 46 in Parsippany. And each month, one lucky member – it could be you – wins a free breakfast!

Spouses and family members are always welcome at our gatherings.



# OUR 50TH ANNIV - 2023

Thanks to the support of 1,000's of Corvair owners over the last 50 years we continue to grow and reproduce more parts every year. Have a great year and enjoy our monthly sales and specials all year – Joan & Cal Clark

**SPECIAL SALES EVERY MONTH-** each month we'll send an email (if you have signed up) and list in a sale section on our Home Page [www.corvair.com](http://www.corvair.com)

**FREE 50th MEMENTO gifts with your first order in 2023**

**LIST YOUR CORVAIR FOR SALE- NO CHARGE-** sell your Corvair or a spare you just don't have time for! For all of 2023 we will list it on our website at **NO CHARGE** – check website (Corvairs For Sale)

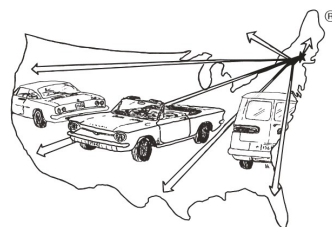
**CLARK CAR SHOW & PARTS SALES-** See our 2023 supplement or website for more details. We expect around 130 cars, and will offer tours of our buildings including the Upholstery Dept. Slide show by Cal. Parts on sale!  
**SEPT 16, 2023 - rain or shine**

**2023 SUPPLEMENT-** On our website or as a hard copy – many new repros & updates.

**INTERNATIONAL CORSA CONVENTION – Wisconsin-** We will be there Tues, Wed & Thurs with lots of recent repros on display. Stop by and say hello. Convention dates are June 19 - June 24

**CATALOG-** over 450 pages, free with an order, \$8 postpaid in USA

Clark's Corvair Parts  
400 Mohawk Trail  
Shelburne Falls, MA 01370  
413-625-9776  
[www.corvair.com](http://www.corvair.com)





## Roving to Rochelle Park

Following our club breakfast on Saturday, May 6, our “Roving Wrenches” will head east to Rochelle Park for a session devoted to Ed Garfield’s new-to-him Corvair convertible.

There are a number of vexing issues with the car, none serious but all somewhat confounding. Ed notes that the previous owner put in a Rube Goldberg fusebox, and things stopped working when Ed removed the 450 amp radio!

In addition to electrical gremlins, Ed has not been able to get the horn to work, the four carburetors need TLC, and there is a strong exhaust smell that makes it not possible to drive the car with top up.

Ed has been an active participant in our previous Wrenches sessions (that’s him kneeling at left on our front page photo) so it’s time to pay it back and pay it forward with a trip to his two-car garage.

The date is Saturday, May 6, and the address is **25 Thiem Avenue, Rochelle Park, NJ.**

Whether you are one of our experienced wrenches or just a casual tinkerer, come on out and join in to help a fellow club member. Lunch is always included!

## The Dead Lion Has Arrived

Wait, that should be “deadline.” Dang auto-spell.

We have come to the end of our annual membership renewal period, and to all those members who have renewed their membership, thank you!

But now the time has come to drop those persons who have not renewed. Last call! If your name is on the accompanying list, **this will be your last newsletter.**

We would hate to see you go. NJACE is a vibrant and active club thanks to its many members. Won’t you please take a moment now,

and download the membership form from the link on our website

<https://www.corvair.org/chapters/njace/joinus.html>

and send it in with your one- or two-year dues payment?

Thank you!

Members still due for renewal:

Androvett, Phil	Backer, Andrew
Coiro, Michael & Carol	DeBlasi, Frank
Deutchman, Andrew & Eric	Dittrich, Greg & Becky
Grisi, Diodato	Horne, Howard & Sherri
Levy, Craig & Stacy	Staats, Ken
Wanhouse, Robert	Weiner, David
Zielensky, Trudy	



We welcome this month new members George and Martha Schikschneit, from Old Bridge.

Their Corvair is a 1964 Monza convertible, Ember Red, and described by George as “a work in progress.” They bought their first Corvair in 2000, and for good reason: George says, “My wife always wanted one.”

Smart man. Smart woman, too! Welcome!

## NJACE Calendar of Events

**Saturday, May 6:** Monthly breakfast meeting, at the Empire Diner on Route 46 eastbound in Parsippany, 9:00 AM.

**Saturday, May 6:** NJACE "Roving Wrenches" head to Rochelle Park following the breakfast, to check out some issues with Ed Garfield's new-to-him Corvair. Full details on page 6.

**Wednesday, May 10:** Car Nutz Car Club Car Cruise Night, 6:00 pm - dusk at the Scotchwood Diner on Rt 22 in Scotch Plains. (Rain date May 17.) Details below.

**Saturday, May 20:** 22<sup>nd</sup> annual Chester Car Show, downtown Chester, NJ, 10:00 am - 4:00 pm. Full details appear below.

**Saturday, June 3:** Monthly breakfast meeting, at the Empire Diner on Route 46 eastbound in Parsippany, 9:00 AM.

## Something for Everyone

In January it was the Holiday Party. In February it was the Parts Auction. In March it was the Roving Wrenches session pictured on the front page. Last month it was the LVCC swap meet. This month, it's **choices!**

On May 6, in addition to our regular monthly breakfast, we have another Roving Wrenches session as detailed on the previous page. Then, it's time to get the Corvairs out with both a Cruise Night (May 10) and a Car Show (May 20).

The Cruise Night on May 10 (rain date the following week) is the regular weekly Cruise Night of the Car Nutz Car Club Car. It's their 19<sup>th</sup> season! The Cruise Night takes place at the Scotchwood Diner, 1928 US 22, Scotch Plains, NJ. The hours are 6:00 pm 'til dusk, and participating car owners get 10% off at the diner.

Questions? Contact [dmvbattista@verizon.net](mailto:dmvbattista@verizon.net).

The Car Show on May 20 (rain date the next day) is the 22<sup>nd</sup> annual Classic Car Show in downtown Chester. This is a great venue which offers, in addition to classic and custom cars, over 80 places to shop, dine & explore.

Car show entry is \$10 (the registration table is located at the top of Perry Street) and spectator admission is free. All registration of cars is done onsite the morning of the show, there is no

pre-registration required. A portion of the proceeds benefit a local non-profit, the Cancer Hope Network.

The schedule of events is:

- 8:00 to 10:00 am: Registration
- 10:00 am to 4:00 pm: Show hours
- 4:00 pm: Trophies awarded

Trophies will be awarded for:

- Best Engine
- Best Truck
- Best Paint
- Best in Show
- Top 5 Winner

Questions? Visit <https://ilovechester.com/>

Let's get some Corvairs out before the public at these events!



## My Rampside Ownership Story

#4 in a series  
by Ray Coker



I'm back in my hometown of Milton, Pennsylvania, reassembling the truck. If you have never assembled a vehicle after a paint job it is sometimes nerve racking. I must be as careful as possible because if I scratch the new paint, the painter is 453 miles away (see last month's installment).

The paint is an AkzoNobel brand and I have found no stores here selling that brand, meaning no one here can mix it for me from a paint code I brought from North Carolina. The colors are Copper with a Tri-Coat Pearl for the side stripe. Those colors blend well together and when the sun shines on it it is beautiful. It is up to me to wet sand and buff the whole truck to make it shine even more.

At this point I have over half of the bolt-on pieces back on the truck with help from a friend, my wife or my grandson helping with heavy or odd shaped pieces. The windshield and the back glass will be installed by a professional glass installer. I do not have the patience to work with glass. I'll do the door glass but that is all.

You will notice in one of the photos a table with several small pieces of the truck on it getting painted with a clear coat added, that is being done here in my garage. Here is a bit of information many people are unaware of. Some paint stores that mix automotive paint can put that paint in spray cans for small jobs. Yes!

Not many stores offer that service but it can be done. Your paint can be put in spray cans for an exact match. I took the left-over paint I brought home from NC to a paint store here in PA and they put some in a spray can for \$8.50 per can. That is allowing me to paint all the small parts in my garage plus I purchased a can of clear from the same store to go on the parts I after I paint them. I've gone through two spray cans and will be going back for a fourth can tomorrow.

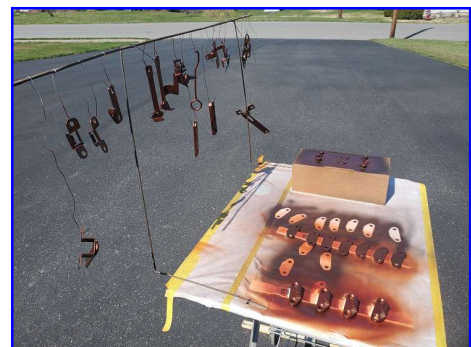
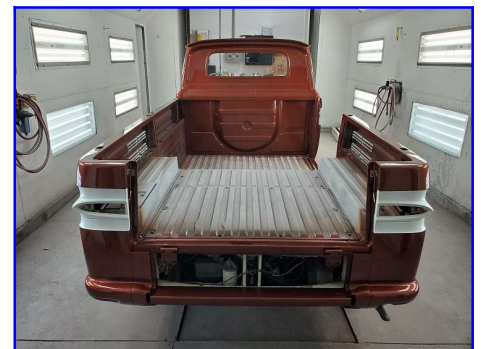
I will be painting the bed of the truck myself.

The cab will get a new seat cover and a headliner. The seat cover is in great shape which I purchased when I first brought the truck home and began driving it, but it is plain and does not match the new color combo. The truck will also get a new set of aftermarket wheels.

I towed the truck to NC and back on my open Featherlite car trailer using my 2020 Ford Ranger truck with a 4-cylinder turbo equipped engine mated to a 10-speed automatic transmission. Many people questioned me trailering something that far with a 4-cyl engine. The truck handled the load very well and I am excited to say it averaged 15.4 mpg going 60 to 68 mph. That is amazing!

That's it for now, the next article should show the truck in the final stage.

*To be continued next month*





## Unsafe at any... Ford?

by **Bob Hall**  
from **Group Corvair**

While stationed in Germany in the late 1960s, my first post was with a battalion that used M151A1 "Jeeps" for motor messenger service (MoMos) between our unit and others. While in many ways the Ford designed vehicle was a big improvement over the earlier M38 Jeep, being faster, more comfortable, and lighter, Ford had designed it with a very simple, crude, rear swing axle design that allowed for more wheel travel than the leaf spring Jeep it replaced.

For off-road, cross-country use it was a great vehicle, but put a young soldier in it and put it on German roads and autobahns at high speeds and it could be deadly. So deadly that a captain fought a successful paperwork battle to complement the M151s with Chevrolet pickup trucks for the highway work. The 1967 six-cylinder Chevy trucks were a great improvement once they arrived, but until then the MoMos were stuck with the M151s.

The captain and battalion exec were talking with me about my 1965 Monza and the bad press its earlier model brothers were getting from Nader's book etc., so I went into detail to counter the urban myths about the early Corvairs, the improvements in the late models, and how much cruder the Ford designed rear suspension was on the M151s compared to the early Corvairs.

Suddenly I had an additional duty. I was tasked with putting together a safety course for the MoMos.

Using the Corps headquarters Audio-Video staff, I got mylar overhead projector slide

drawings of the rear of the M151s both at rest and at full extension of the suspension. I added info to show how the track of the rear wheels narrowed and an overlay showing how the center of roll drastically moved upward as the wheels dropped. Although the M151 had a front weight balance, the drastic change in center of roll and tucking under of the rear wheels could easily cause a spin and rollover with no roof structure to provide any protection for passengers.

The two classes I taught got good reviews and at least there were no accidents with personal injuries from then until the pickups arrived a few months later.

Ironically, the original Ford-designed rear suspension was replaced in the M151A2 by an angled pivot A-arm trailing arm rear suspension very similar to the "unsafe" early Corvairs. A roll cage was also eventually added. The reason you don't see many surplus M151s today is because they were cut up into four pieces and scrapped rather than being released for civilian use on our highways.



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