

the Fanbelt

new jersey association of CORVAIR enthusiasts

March 2024

Inside This Issue...

Parts Auction Recap!!

An Introduction!!

***A Corvair For...
20 Dollars???***



Also In This Issue...

A new section called "*From The Vault*"

A late model coupe for sale

A new car display form with QR code
(feel free to print it out for use)

AND MORE...



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 (CORSAs), 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



Recently, NJACE has seen some significant changes. First, we have a new newsletter editor and this is his first official monthly issue. The club owes a very large debt of gratitude to Bob Marlow, our newsletter editor for well over 40 years! Bob has set a standard that will probably never be matched. I've always said that our newsletter is the glue that holds the club together. We have had members who for various reasons had to be less active in the club than they have been, but then after a time, life changes and they come back to being very active. They told me that the newsletter was the thing that kept them in touch with the club and guaranteed that when their situation changed, they would be back. So, Bob, the entire membership of NJACE joins me in a heartfelt thanks for everything you have done for us. Bob is still very active in the club, as those of you who attended our recent Small Parts Auction know.

Our second change is the location of our monthly breakfast meetings. After just about 10 years at The Empire Diner, we were forced to find a new home. The large parking lot behind The Empire Diner proved to be so valuable to developers, that the diner will soon be gone and in its place will be a number of townhouses and/or apartment buildings. The staff at The Empire Diner also deserves thanks. They were always friendly and took good care of us. We will miss them.

Our new home is the Plaza 23 Diner on Route 23 in Pompton Plains, New Jersey, close to Interstate 80. It is easy to find but be careful as it doesn't look like a traditional diner. As my wife noted the first time we went there, it looks like an office building. But looks can be deceiving.

Although they do not have a private room we can use, they have been very accommodating in setting us up in one wing of the diner. But more importantly, they are willing to give us separate checks, take our orders as we arrive and not wait until every order is done to serve the food. On our thank you list is Ed Garfield, who found the place. Ed is now our Diner Liaison Officer or DLO in Army speak.

So there are the changes that we have seen. What didn't change was our Annual Small Parts Auction. It was another great day with a lot of laughs and some incredible bargains. You can read the results here.

I will be in South Carolina and will miss our March breakfast meeting. My younger grandson is getting married which qualifies as a good excuse for not attending. So unless you are going to a wedding, don't miss our next meeting. See you all when I get back!



Publicity VP Introduction

By Chris Senegeto

Most of you probably know me but I thought I would introduce myself for those who may not. My name is Chris and I recently volunteered for the Publicity VP position and was then appointed by Brian O'Neill shortly after. I want to say that it is truly an honor to have this position and I am going to do my best to continue to put out a quality newsletter for everyone to enjoy.

I want to start off by sharing a bit of history about myself and how I got into the corvair hobby. I grew up in Bergen County NJ and was introduced to Corvairs through Tim Schwartz in the late 90s. We were at a mutual friend's house and Tim had driven over his newly restored 1965 Monza. Having already owned a few air cooled volkswagens, I was blown away by the corvair's engine, looks and features. Tim agreed to let me take it for a drive around the block and I was hooked. Just three weeks later I was the proud owner of a 1967 500 coupe that I intended to daily drive. Of course having no experience with Corvairs and my new automobile not exactly being in tip top condition, it wasn't long, three days I believe, before I was calling for help. It was at that time that Tim introduced me to Steve Calandra and I joined NJACE.

In the early 2000s I moved to Pennsylvania and took a long break from the club and started a family. I would pop in from time to time at various events either by myself or with various family members in tow. I bought, drove and sold several different Corvairs including a 63 700 sedan and a 65 Yenko Stinger clone that I built.

Fast forward to present day and the kids are a bit older and we find ourselves with a bit more time on

our hands. My partner Jen's oldest has graduated college and moved on to a full time job. My son is in his first year at Suny Oswego and the two youngest are in high school and middle school. I once again have a Corvair in the driveway, a 63 Spyder convertible, that I am slowly putting back on the road with the help of some very kind and patient club members. I am also excited to spend more time with the club and take on a bigger role.

As you look through the newsletter you will probably find that it looks familiar as I have tried to keep the same style and format. I have added a new section called "From The Vault" which will feature club member submissions, pictures and stories from the club's first 30 years. Feel free to send in some scans of pictures, pictures of pictures or whatever way you want to send it in. It could be from a club event, member's car, flyer or whatever else you can dig up that you think everyone would enjoy. Please include a caption or story. I am really looking forward to this new section of the newsletter and documenting some great club history.



Oh No, Not Again!

By Ray Coker



My 1965 Corsa Coupe, Fast Orange, has put me through the wringer lately. I have put so many countless hours of blood, sweat, curse words and labor - plus my wife's money - in the car that it should drive itself! It has taken the ride of shame (on a tow truck) to my house two times in the past six months for various reasons.

I purchased the car during the 2004 CORSA Convention in Lexington, Kentucky. In 19 years, it has never been towed home by a wrecker, except for the two times I just mentioned. Everything under the engine lid has been rebuilt, reconditioned, replaced, rewired, rerouted, torqued correctly, adjusted, timed, tightened, fastened, charged, cleaned and polished! Yet for the past month it has driven me crazy while driving it.

The engine would intermittently miss, or shut off then restart and then go miles without doing it again. It did not matter the speed I was driving, what gear I was in or the condition of the road. It would just die and then begin running again. Each time it would shut off I would just leave it in gear so the engine would continue to spin, then it would "take off again" for city blocks or miles before acting up again.

Yesterday, while my grandson and I were driving it, I would have sold it for \$20.00 because I was so aggravated.

Like many Corvairs, it has an electric fuel pump plus it has an adjustable fuel pressure regulator in the trunk. Yesterday as we coasted to the shoulder of the road because the engine was acting up again, I told my grandson, "Let's open up the trunk and

increase the fuel pressure" with hopes that would solve the issue. I left the engine running and as we opened the trunk we both noticed the fuel pump was not running at all. Plus the pressure gauge was at zero. Then suddenly as if the Magic Corvair Genie had appeared, the pump began running and the fuel gauge went up. Like many Corvairs with an electric fuel pump, it was wired so if the engine loses oil pressure the oil pressure sending unit will shut the electric fuel pump off.

That oil pressure switch has three male prongs. While I was working in an auto parts store last year and looking at the available wire connectors for sale I noticed a headlight plug that had three female fittings that would fit the male three pronged oil pressure sending unit. I am all about trying to go the extra mile to make things look good and different. So I wired that headlight female plug so it would work on the oil pressure sending unit (see photo). That is where my problem was all along.

That connector works but it had moved just a wee bit and due to the road condition or engine movement, it was making the fuel pump run...then not run, then run, then not run. I pushed that plug on to the sending unit and it moved maybe $\frac{1}{8}$ of an inch and the problem was solved. We drove the car about 40 miles after that and it ran perfectly. I am so happy I found the issue which was so simple and fixable.

Now that I am aware of the issue, I will find a way to secure that plug to that sending unit so it can not come loose again. The car is no longer for sale for \$20.00!!



PARTS AUCTION RECAP

By Frank Hunter / Pics Chris Senegeto

Our annual Parts Auction, on a snowy Saturday, February 17th, drew 31 registered bidders (vs last year's 44) and 16 sellers. 110 lots of parts were sold for \$3,467.00. The club realized a net profit of approximately \$311.00 plus \$379.00 in donations for a total of \$690.00.

Thanks on behalf of NJACE and the attendees go to Pompton Lakes Elks Club (our host), Frank Hunter and Roberta O'Neill (our bookkeepers), and Brian O'Neill, Bob Marlow, David Main, Ray Coker and Tim Schwartz (our auctioneers). Thanks also to the sellers and especially to the buyers!!



The layout !!! Parts for all years and models!



Let The Fun Begin!



Our
Fantastic
Bookkeepers
Hard At
Work!

From The Vault

Submitted by Bob Marlow



At the Northeast Corvair Council's 1985 Lime Rock meet. NJACE members Lauren Farese, Tom Ludwig and Ron Peles. We lost Ron January of last year, but we are glad to say that Lauren and Tom are still alive and well.

Fuel Pump Update!

From Clark's Corvair Parts via their Facebook page Jan 25th 2024

Update: C6600R Clark's REPRO fuel pumps- for use in all cars and FCs.

Initial testing has been completed. This past summer we had the opportunity to install a repro fuel pump on Cal's Rampside. Our employees took turns driving around, nearly 2,000 miles testing things out!

Another sample was run on a stationary engine and Larry Claypool had agreed to test one and give his feedback as well. All feedback we received was positive - fuel pumps have now moved on to full production and should be available this summer 2024.

NJACE Out and About

By Chris Senegeto

On Feb 4th several NJACE members traveled over to The Village Saloon in Sparta, NJ to see our very own Steve Calandra sing with his fabulous group The Jerseytones! In attendance were Brian and Roberta O'Neill, Joe and Helen Maurella, Jennifer Hipp and myself.

To find out where Steve will be next, you can visit www.njdoowop.com , click enter and look for all of The Jerseytones events!





Owner _____

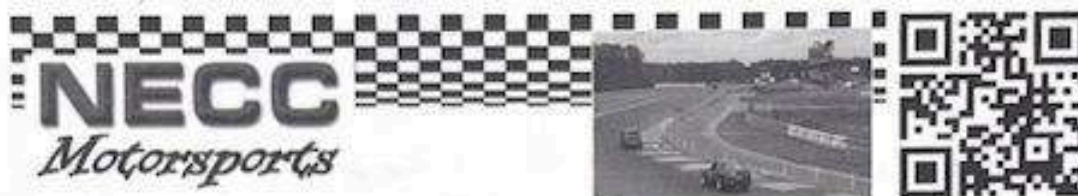
Year _____

Make / Model _____



Scan To Be Taken To NJACE website

www.corvair.org/chapters/njace/



**How would you like to test your car and your driving skills on a
"Real Racetrack"?**

We do not mean 5 or 6 laps. We mean 3 or more hours of
Driving Experience on a Racetrack.

NECC Motorsports ("NECC") has conducted high-performance driving events for 51 years, inviting all makes and models of cars ranging from factory-stock to track-prepared. Visit us at neccmotorsports.com

This year, we are offering track days at these locations:

Saturday June 8th, New York Safety Track in Jefferson NY
Saturday July 20th, Pocono Raceway, South Course, in Long Pond PA

Visit our web site where you will find links to announcements, online event registration, rule books, photo galleries and more. The rule books offer specific regulations for helmets, seat belts, roll bars for convertibles, etc. We also have online event guide books providing maps, schedules, tech inspection forms, instructions and hotel information. For track info, visit:

www.nyst.com or www.poconoraceway.com

Use your smart phone to take a photo of this flyer
and please pass along the excitement.

Calendar Of Events



March 2 Monthly Breakfast Meeting 9am
Plaza 23 Diner
 411 NJ Rt 23 southbound
 Pompton Plains, NJ

March 24 Steve is out singing again with
 The Jerseytones 2-6pm
 200 NJ RT 17 N.
 Paramus NJ
 20.00 admission
 Snacks / Beverages available



April 6 Monthly Breakfast Meeting 9am

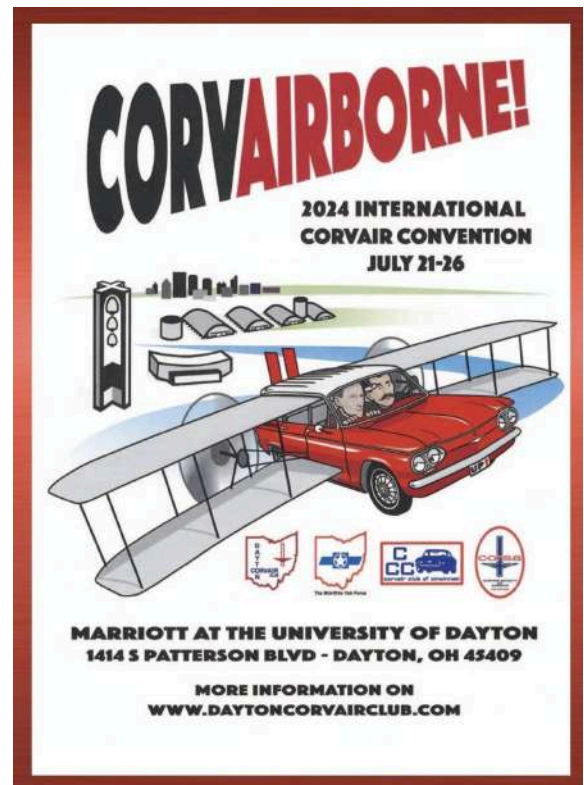
April 13 Lehigh Valley Corvair Club 9am
 All-Corvair Spring Swap Meet
Egerton's Farm
 2510 Community Drive
 Bath, Pa
 John Egerton 610-217-0514
jegerton@ptd.net
 Free admission, free to sell
 Bring your own tarp/table
 Refreshments will be available

May 4 Monthly Breakfast Meeting 9am

FOR SALE

Late Model Coupe

Contact Jeanne Fondacar 201-741-0248



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