

# *the Fanbelt*

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**new jersey association of CORVAIR enthusiasts**

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**June 2024**

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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](http://www.corvair.org/chapters/njace).

## A Car Named Calvin Part 3

### A Little Help From My Friends

By Chris Senegeto

I have heard it said before by others and have even said it myself, the greatest thing about this hobby is the people. This is definitely the case when it comes to NJACE.



After we got the car home and unloaded it from the trailer, I spent the next few days going over the car and made a list of all the things that it needed. It was a very long list. One that even today we are only about half way through.

I thought I would start with just trying to assemble the car the best I could and doing a good cleaning. I picked up a set of tail light lenses, reverse light lenses and a gas tank from NJACE member Steve Calandra. I put the new to me rear lights on, the front lights and installed both front and rear bumper. I did an overall clean up of the car and got the convertible top moving up and down like new! It was really starting to look like a car again. I then finished out the week by sitting down and ordering all of the front brake parts from Clark's Corvair Parts. We were off to a good start.

Pulling the gas tank out of an early model is really not that bad of a job, especially when there is no fuel in it. Once the gas tank is out, you can run new brake lines, which run above the gas tank. After the new brake lines were run, I installed the used gas tank I got from Steve that I painted the week prior. I then installed a new fuel gauge sending unit and was ready to move on to the next project.

With the front end already up on jack stands I decided to tackle the front brakes next. I hadn't

taken anything apart to see the condition of everything before I ordered the parts but figured I would need to replace everything and boy was I right! I stripped everything down to the backing plates, which were then stripped of rust using 80 grit sandpaper and a product called OSPHO (see tech article) and then painted.

I assembled all of the new parts which included wheel cylinders, new hardware, new shoes and new rubber lines. Treated the exterior of the brake drums in the same way as the backing plates and had it all back together within 4 days. I then went ahead and ran the rest of the new metal brake lines to the rear. (note: still have more brake work to do) and put the car back down on all 4 tires again feeling pretty good at all we had already accomplished.

During all of this time (approx. 2 months) I had gone ahead and placed an ad for a set of front seats for the car since the gentleman I got the car from had taken them out and sold them before I got to the car. The ad yielded a really nice set of redone seats from an NJACE member. I drove out to pick them up and had a fantastic conversation with him about the two Corvairs and 1940s Chevrolet in his garage.

I picked up a used windshield from John Egerton at the 2023 Lehigh Valley Club's All-Corvair Swap Meet to replace the cracked one in the car. I also picked up an alternator and a set of carbs from Bob Marlow, as I had decided to purchase a temporary engine for the car from Steve Calandra, so I could drive the car while I take my time rebuilding the turbo engine for it in the future.

This brings me to the subtitle of this month's article, A Little Help From My Friends. We are so fortunate to have clubs such as NJACE that have such a great membership! A big Thank You to everyone who has helped me in my Corvair adventures over the years!

*To Be Continued...*

## Tech Tips and Product Review

By Chris Senegeto



Several years ago while discussing rust treatment options that really work (there really aren't many that do) with several other auto restoration business owners, a product called Ospho came up.

Typically speaking, I like to media blast parts and sometimes entire vehicles but a lot of the time that is just not an option. So, based on others recommendations, I decided to give Ospho a try. I tend to use the product on hard to reach places. I have used it on many restorations and have found OSPHO to be a fantastic product. It is available in many hardware stores and online. You will want to use gloves and a mask when using the product. Typically, I like to sand the area with 80 grit sandpaper before applying the product by spraying it out of a sprayer bottle and then I wait 24 hrs before working with the area that was treated. From their Website...

### HOW SKYCO OSPHO WORKS

When applied to rusted surfaces, it retards/resists rust in chemical change on drying to a tough, hard surface ready for priming.

Skyko Ospho: A balanced formula of Phosphoric, Dichromate, Wetting Agents and Extenders...

Compounded exclusively for the Skybryte Company since 1947.



## NJACE Sponsored Cruise-In

On July 6, The Plaza 23 Diner has asked NJACE to sponsor a Cruise-In after our monthly breakfast meeting. Our breakfast meeting will begin, as usual, at 9am and contain our business meeting.

Our breakfast meeting will end approx. 10:15, and we will then head outside to start to Cruise-In. The Cruise-In will be from 10:30am to 1:30pm and be open to all makes and models of classic cars. Please drive your Corvair to the meeting and take part in the show!

Our very own Steve Calandra will be DJing the event. The Diner will be open for lunch. I will be having a 50/50 raffle as well. In this newsletter, you will find a flier you can print out and hand out to your friends who may want to come.

Please spread the word, as this is a bit last minute and we haven't had a lot of time to publicize the event.

## From The Vault

Submitted by Steve Calandra



Steve's old blue and white Greenbrier with Studebaker lights added on to the bumper.



## Turkey For Anyone?

By Ray Coker



I have been working on my Corvair for a long time now trying to get the Weber carbs dialed in for optimum performance. Recently, I spoke with a Weber Carburetor guru and after several phone calls over several days, I'm finally understanding the jetting process on these carbs.

I'll cut to the chase...the car now runs great and I'm looking forward to the upcoming CORSA Convention where I'll be riding in style with my Corvair.

Recently while enjoying an afternoon drive with my grandson in the car, the windshield of my car met a turkey while the turkey was in flight. That large wild fowl creature hit my windshield directly in my line of vision.

Was I scared...yes.

Did I need to change my underwear...I will never tell.

Did the turkey die...oh hell yea.

When the accident happened, I was in the middle of nowhere with no cell phone coverage. After pulling over to inspect the damage and to cuss a little, I had to roll the driver's door window down and hang my head out of the car so I could see where I was going until I found a safe place to stop. Fortunately, there was no body or paint damage to the car. All it needed was a new windshield, a used stainless steel upper windshield molding, a new left windshield wiper blade and a good vacuuming to get all of the small pieces of glass off the seats, out of the carpet and out of the dash speaker grill. This was my first claim to Hagerty Insurance for damage to my car and I was pleased with their quick response. Hagerty had the car towed to my house and a local automotive glass

installation company ordered and installed the new windshield. A NJACE club member supplied the windshield molding and a vendor on ebay had the 15 inch Aero wiper blade I needed.

It's all back together and I am out cruising on the road once again. Look out Turkeys, I'm on the road again!!



## Corvairs In Miniature

### Volume 3

By Gary Cohen



In the first two articles we covered the two best known brands of vintage 1:43 scale diecast cars: Dinky and Corgi. In this article we will review a Corvair issued by a U.S. toy company that produced the very first diecast metal cars, and by a lesser known brand from the U.K., with an interesting tie-in between the two.

#### Tootsietoy Classic Series Corvair

As quoted from the website of the Made in Chicago Museum: “Chicago based brothers Charles and Samuel Dowst were arguably as foundational to the toy car industry as Henry Ford was to the real thing. It was work on a significantly smaller scale obviously but it was also refreshingly devoid of (Henry Ford’s) pro-Nazi sympathies”.

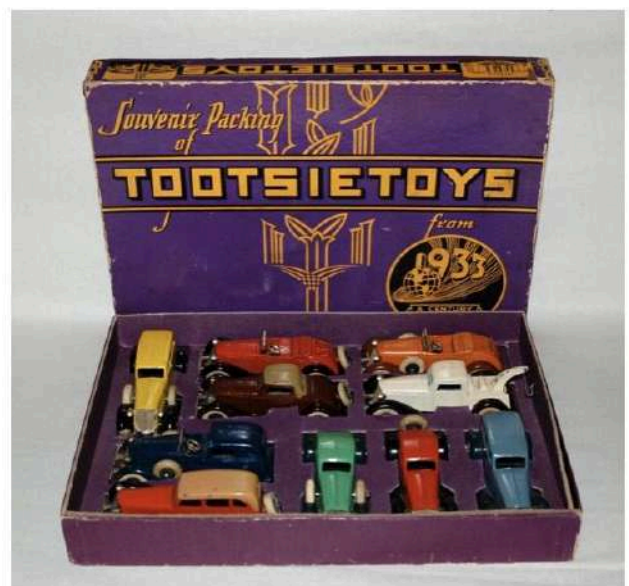
What does the Chicago Museum mean when it says Dowst Brothers were so foundational to the toy car industry? In fact, these brothers, the founders of the Tootsietoy brand, produced the very first diecast toy cars. These were produced starting in 1911 and were simply known as the “Limousine”. I have three of these in my collection, as seen in the photo below.



Speaking of Ford, shortly after releasing the Limousine models, Tootsietoy produced a very accurate rendition of the Model T, both as individual models and in a small kit with miniature tools. Here is a photo of the Model T kit.



In the 1920s and 1930s, Dowst produced Tootsietoys that established a new standard for quality toy car manufacturing and realism. Most famous among their models was the line of Graham cars. The photo below shows a full set of Tootsietoy Grahams in a special souvenir box that was only available for sale at the 1933 World’s Fair in Chicago. This is one of the most special items in my collection, and it’s the only one I have ever seen.





*Continued...*

If you think you've never seen a metal toy made by Dowst, I'm sure you're mistaken because if you've ever played Monopoly, you have no doubt had your hands on the metal tokens, such as the thimble and iron, which were produced by Dowst. Note that when Monopoly was first released in 1935, it had wooden dowels as playing pieces. These were replaced in 1937 by the metal tokens made by Dowst.



Ok, I am getting to the point, though a bit slowly. Around 1960, Tootsietoy released a series of four 1:50 scale American cars in their 'Classic Series'. These included a Chevrolet Corvair four door sedan in an orange-red color. These were high quality models, perhaps not up to the standard of Corgi and Dinky, but close.

Here are photos of the Tootsietoy Corvair in two different packaging types, a vacuum formed blister and a window box. Note, that the blister packaging indicates that these toys are "unbreakable"!



The back of the window box shows other Tootsietoy released with the Corvair in the 'Classic Series'.



But wait...there's a catch. Four of the models, including the Corvair, weren't actually produced by Dowst. They were made for Dowst under contract by an obscure British diecast manufacturer known as DCMT. In fact, by the 1960s Tootsietoy had truly become "toys", they lacked the realism offered by the higher quality diecast car manufacturers. So Dowst reached out to DCMT to produce more realistic models to compete with the likes of Dinky and Corgi.

### Lone Star Chevrolet Corvair

DCMT, which stands for Die Cast Machine Tools Ltd. originally started producing toys for children in 1939. Early production was devoted to toy guns and rifles popular in western films.

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Eventually the company also made toy guns licensed from James Bond films and the Man From U.N.C.L.E. TV series.

Shortly after producing the Corvair as a Tootsietoy, DCMT released the exact same model in the U.K. using their Lone Star Roadmasters brand name. The only difference between these models was the toy brand name cast into the baseplate. Though unlike Tootsietoy, there were several variations of the Lone Star Corvairs. The photos below show a "Fire Chief" variation. Note the very attractive box illustration.



Assuming as Corvair enthusiasts you also take interest in other Chevrolets, here is a unique Lone Star Roadmasters model of a 1960 El Camino. As far as I know, this is the only vintage diecast model that was produced of this vehicle.



The next two photos are of the standard Lone Star Corvair with a later style box window. The second shows other car models in the Roadmaster range.

*Continued...*

To close, here's a photo of the Tootsietoy and Lone Star variations of the Corvair all shown together.



But before I end this article, let me show you one last variation of the Lone Star Corvair, in military trim. Hence forth, I will refer to this one as the "Brian's Car" because in an ideal world, this is what our renowned NJACE President Brian O'Neill would have been driving during his tour of duty in the Vietnam War.



For the additional note of realism, in the next picture look at the baseplate of the Lone Star Corvair, which clearly indicates the car has a 6 cylinder air cooled rear engine. A perfect way to educate future Corvair enthusiasts!



#### In The Next Issue:

The next volume of Corvairs in Miniature we will continue our review on more obscure, lesser known brands.

#### Sources For Vol. 3

Made In Chicago Museum

[www.madeinchicagomuseum.com/single-post/dows-t-mfg-co-tootsietoy/](http://www.madeinchicagomuseum.com/single-post/dows-t-mfg-co-tootsietoy/)

Wikipedia

<https://en.wikipedia.org/wiki/LoneStarToy>

Reference Site For Lone Star Toys

[lonestardcmt.co.uk/roadmaster-cars](http://lonestardcmt.co.uk/roadmaster-cars)







# PLAZA 23 DINER CRUISE-IN



Sponsored by



SATURDAY JULY 6  
10:30am till 1:30pm

All Makes and Models of Classic Cars Welcome  
Live DJ, 50/50 Raffle and Lunch Specials

Plaza 23 Diner 411 NJ Rt 23 (southbound) Pompton Plains, NJ  
For more info call:  
Plaza 23 Diner at 973-835-1952 or  
Chris at 215-237-6410



**“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 2 to 3 hours of *Driving  
Experience on the track.*

NECC has contracts for 2024 with two incredible racetracks.

**Sat 6/8/24, New York Safety Track in Jefferson NY.**

[nyst.com](http://nyst.com)

**Sat 7/20/24, Pocono Raceway, South Course, in Long Pond PA.**

[www.poconoraceway.com](http://www.poconoraceway.com)

NECC is now in its 52nd year of hosting on-track driving days: You can bring your normal daily driver or a full-blown race car, as long as it passes a safety inspection.

Visit us at [neccmotorsports.com](http://neccmotorsports.com) You can find the rules and regulations, Tech forms, and specific requirements for Helmets and Roll Bars for Convertibles, links to register, plus photos of past track events.

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



## Calendar of Events



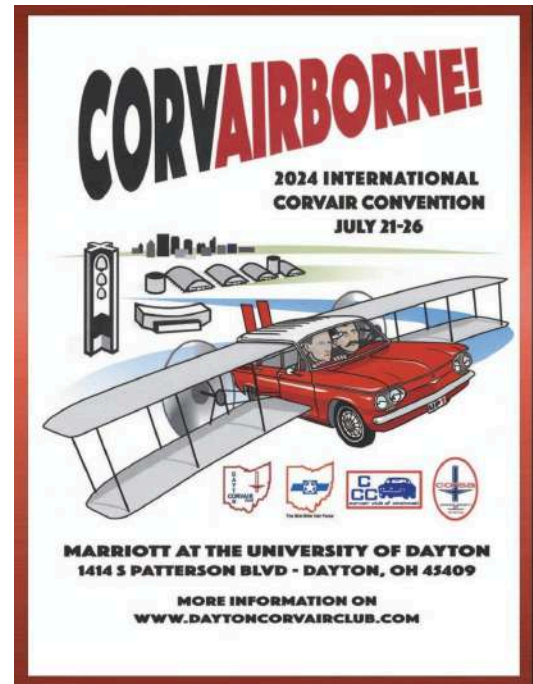
**June 1** Monthly Breakfast Meeting 9am  
*Plaza 23 Diner*  
*411 NJ Rt 23 Southbound*  
*Pompton Plains, NJ*

**June 8** NECC at NY Safety Track  
*Jefferson, NY*

**June 22** Thomas Edison House 10am  
*119 Park Way*  
*West Orange, NJ*  
 Please call Steve Calandra  
 201-836-6621  
 Or Chris Senegeto  
 215-237-6410  
 So we know how many people  
 to expect.

**July 6** Monthly Breakfast Meeting 9am  
*Plaza 23 Diner*  
*411 NJ RT 23 Southbound*  
*Pompton Plains, NJ*

Cruise-In 10:30am - 1:30pm  
*Plaza 23 Diner*  
*411 NJ RT 23 Southbound*  
*Pompton Plains, NJ*



**July 20** NECC at Pocono Raceway  
*Long Pond, PA*

**August 3** Monthly Breakfast Meeting 9am  
*Plaza 23 Diner*  
*411 NJ RT 23 Southbound*  
*Pompton Plains, NJ*

**Sept 7** Monthly Breakfast Meeting 9am  
*Plaza 23 Diner*  
*411 NJ RT 23 Southbound*  
*Pompton Plains, NJ*

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