

the Fanbelt

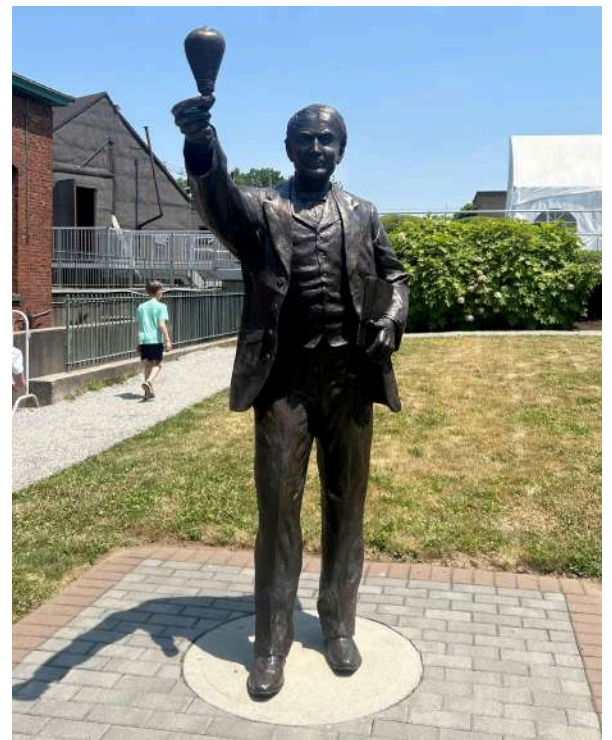
new jersey association of CORVAIR enthusiasts

July 2024



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(convention edition)**
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Have Fun! ...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.

Look Ma! Look What I Did!

By Steve Calandra

(WARNING...graphic image!)

I took a pretty bad fall at The Thomas Edison museum on Friday. I went there to confirm the plans for the tour in person. The parking lot is across the street from the museum. The rule is, when you cross the street you have to carry a red flag with you so that the drivers pay attention and stop for you.

When I put the flag back in its holder I tripped on a small curb between the sidewalk and the fence and skinned my right knee, also tearing a big hole in my pants. A motorist stopped to help me and got the attention of two of the Rangers, Shemaine and Alexander, who gave me first aid. They patched me up but the tape they used didn't hold and the bandages fell off on the way home. Needless to say, the heat was unbearable in my truck and the traffic didn't help either.

This is going to take a long time to heal.



Message From The Editor

By Chris Senegeto



I thought I would take a bit of a break this month from my *A Car Named Calvin* series and keep it simple..... K.I.S.S. right?.... In keeping with the theme from the article to your left, I would like to wish everyone a happy and INJURY FREE Fourth Of July!

On the Fourth of July we celebrate the passage of the Declaration of Independence by the Continental Congress in 1776, which announced the separation from Great Britain. Independence Day! I hope all of you have a fantastic day, in whatever fashion you choose to celebrate!

On July 6, we will be having our monthly breakfast meeting followed by a Cruise-In that we are hosting outside the Diner from 1030am until 3pm. Please drive your Corvair and stay for the show! I would also like to thank The Plaza 23 Diner, and encourage you to do the same, for being such a gracious host!

I would also like to extend a warm welcome to the many new members we have had over the past few months. Welcome to the club! Feel free to reach out to me at chriss.corvair@gmail.com or 2152376410 if you want to submit an article or tech tip or even just to say hello!

On July 20th, the NECC is hosting its second and last driving event of the year at Pocono Raceway. In this edition, you will find a fantastic article written by our very own Ray Coker about his experience with the NECC at their last event. I do encourage you to drive up for the day, even just to spectate, as it is such a fantastic and unique experience. For more information, you can visit their website at www.corvair.org/chapters/necc

A big Thank You to everyone who submits articles, information and read this publication every month! There are so many fantastic things on tap for the next few issues! See you on the 6th!

Go Fast, Be Safe, Have Fun!

By Ray Coker



On Saturday June 8, 31 Registered drivers met at the New York Safety Track (NYST) in Jefferson, NY to test their driving skills on a racetrack that is 2.1 miles long with 17 turns. This driving event and others like it are overseen by the executive directors of the NECC Motorsports, which has been promoting high speed driving events for over 40 years.

Copied From The NYST Website:

“New York Safety Track provides a safe and exciting environment for you and your family. From motorcycle and car and track days to airplane landing areas and dirt bike sections for kids, we have everything you need to turn your weekend into a mini-vacation! New York Safety Track makes you feel like home and offers a variety of options to make your stay fun and exciting. We’ve got you covered! Eat-in, Play, Ride! From bathrooms and showers to airplane landing. We have everything that you might need in one place. Picnic areas, BBQs, bicycling and a roller blading area, mechanic shop, motorcycle storage and much more.”

Even though this driving event is promoted by a group of people who own Corvairs, do you need a Corvair to enjoy one of these track days? NO! Do you need to own a race car? NO! Do you need to be a semi-pro or a professional race car driver? NO!

All you need is a desire to enjoy a fun filled, safe day of driving your own car on the track. Your car must pass a technical inspection, you need to pay the driver’s fee, you need to have a specific helmet, wear long pants and sleeves and no open toe shoes.

Simple, eh?

Each driver had hours of driving time (laps) to test and tune their cars before the timed laps started. Once timed laps began each driver was given two timed laps and one cool down lap. All the drivers realize they are racing against the stopwatch and not against another driver. During the timed laps only two cars are on the track at a time. One driver is released by the track starter and when that car is about halfway around the track, the second driver is released by the track starter. This keeps a safe distance between both drivers who are on the track at the same time.

It is impossible to jot down everything that is going on throughout the day at these track events. You need to come to the next event and join the excitement! You do not need to enter your car and drive around the track, you can come to the track and be a volunteer or just hang out and enjoy the day. The next track day promoted by the NECC Motorsports will be on Saturday July 20th at Pocono Speedway in Long Pond Pa. Check out the NECC Motorsports website for all of the details. www.corvair.org/chapters/necc/



Driver's meeting

Continued...

I have attended several of these track days at both the New York Safety Track and at Pocono Speedway as a club volunteer and I have never taken a hot lap in my car or in any of the driver's cars who offered to put me in their passenger seat for a thrill ride. Why not? It is just not in my DNA. I get a thrill out of helping the club promote great driving events, hanging out with the car owners and measuring their smiles. You can come do the same.

*Brian O'Neill and Rudy Dousset**Al and Joanne Lacki with The Colonel**Dan Schmidt's brightly colored Corvair**Porsche GT3RS owned by Dan Kim**John Egerton's 1964 Corvair*

Continued...



Terry Stafford's 64 Spyder turbo



NECC Exect



Seth Parks 2003 OMS Yamaha R1

From The Vault

Submitted by Bob Marlow



It was 40 years ago this month that NJACE was the host chapter for the annual CORSA convention, held July 25-28 1984, at the then new Parsippany Hilton on Rt. 10. The poster, seen here, greeted the convention attendees in the hotel lobby.

Today, this poster hangs in my basement. (For some reason, Sue won't let me hang it in the living room).

Convention signage has improved over the years, but convention attendance has rarely, if ever, exceeded 858. Yes, 858 registered participants attended in Parsippany in 1984. The convention was a huge undertaking and if anyone suggests that we do it again I'll ask Brian to shoot them!

-Bob Marlow

Corvairs In Miniature

Volume 4

By Gary Cohen



With this, Volume 4, we have almost reached the end of the road, at least with respect to my miniature Corvair collection. Unlike the first three articles, the next two will be a bit of a catch-all, encompassing miscellaneous other Corvair models that I have.

Tekno Monza Spyder

The miniature brand “Tekno” dates back to 1928. It started in a basement in the Danish town of Vanlose, near Copenhagen. A plumber named Mr. A Siegumfeldt decided to sell his business and enter the toy industry, making tinplate miniature models. Tekno ceased making toys in 1972, however in 1974 the Tekno tooling was sold to a Dutch firm named Vanmin, BV. This enabled production to continue in the Netherlands under the name “Tekno Toys”. Soon afterwards the management decided to specialize in production of model trucks as collectibles for adults. This turned out well, as the company continues to this day as a leader in the manufacture of high quality, detailed trucks.

For our purposes, the relevant timing of the late 1960s (exact date unknown), when the original Tekno company released the diecast 1:43rd scale model of the Chevrolet Corvair Monza GT prototype (code name XP-777). The Corvair Monza GT was a mid engine experimental prototype built by GM in 1962 as a concept car. It had a stock Corvair engine turned 180 degrees to position it behind the driver and in front of the rear wheels. It also had a four wheel independent suspension and

four wheel disc brakes, which were very unusual for an American car in 1962 (even if the stock Corvair also had four wheel independent suspension). It was a strikingly small car, with only a 92 inch wheelbase and a total length of 162 inches and only a 42 inch total height. The Monza GT featured two lift up canopies, one to access the driver’s and passenger’s compartment, and the other to access the engine. The front canopy had to be opened to access the rear.

Here are some photos of the real car, which is very beautiful and appears to pre-stage the “Mako shark” design of the 3rd generation Corvette (C3), which launched six years later in 1968.



Continued...



a roof, essentially a “convertible” version which I don’t believe was ever made by Chevrolet.



And here are the photos of the Tekno model.



Eligor Corvair

Eligor is a newer company based in France with some similarities to Tekno. Founded in 1976 by Jacque Greilsamer, son of a well known Parisian mechanic, Eligor is known for model truck manufacturing, though also produces model cars in 1:43 and 1:87 scale. Eligor changed hands three times between its founding and 2020, and they now produce their models in China.

Eligor produced a nice first generation Corvair coupe, such as this one from my collection.



As noted in the next photo, for the mechanically minded young collector, Tekno included disassembly instructions on the outer box. We can only wonder how many future engineers were inspired by their Tekno Monza GT! Tekno issued numerous version in many different colors. They even issued one without

Continued...

I recently learned that they also produced police and fire versions of this casting, shown in the photos below. Note that these are from the web and not from my collection:



The Hubley Real Toys came with adhesive decals. If you ask where Foggy Bottoms Country Club is, I'd have to say I don't have the foggiest clue! Though a quick web search indicates it is in Wheeling, West Virginia.

In The Next Issue:

The next issue will be the final volume and include the last of the miscellaneous Corvair models that I have in my collection.

Sources for Vol. 4

www.tekno.nl/en/history

<https://en.wikipedia.org/wiki/tekno> (toy manufacturer)

https://en.wikipedia.org/wiki/Chevrolet_Corvair_Monza_GT

www.motortrend.com/features/1603-1962-corvair-monza-gt-concept-corvette/photos/

https://en.wikipedia.org/wiki/Hubley_Manufacturing_Company

Hubley Corvair

The Hubbly Manufacturing Company was an American producer of a wide range of toys. Originally incorporated in Lancaster, Pennsylvania, the first Hubbly Toys appeared in 1909 and were made of cast iron. In the late 1930s the company began shifting to diecast zinc alloy, similar to what Tootsirtoy had been producing since 1933. Around 1960, they began producing Hubley Real Toys. These realistic looking model cars were cast in about 1:50 scale.

Trip To The Edison Museum

By Steve Calandra

Not as many members came as I thought, I'm sure it was due to the stifling heat and humidity.

Those who braved the heat were Bernice Fisher, Frank Hunter, Chris Senegeto and myself.

Bernie had a National Parks pass card and got us all in for free. The entrance building was air conditioned and we enjoyed watching a few of Edison's films.

We saw the Black Maria (pronounced Mariah) where he shot his films. It was painted all black, inside and out. It also had a roof that opened to let the daylight in.

Then into the main building. There were four floors of dynamos and motors that ran pulleys across the room to power leather belts for the machinery.

My favorite part of the tour was the phonograph room. I wish they could have let me in to play with them. I asked if he had a record collection but I was told he didn't listen to them because of his deafness. What a shame, I would have liked to have seen a display of his collection.

Then on to the chemistry shop where there were still original chemicals stored. The pipes along the walls and ceiling were color coded for safety to show what was running through them. Steam, water, electricity, natural gas, compressed air, etc...

We then toured the Glenmont Estate house where Edison and his family lived. It was three floors of elaborate carved wood surrounding the doorways and ceilings, elaborate light fixtures but only two phonographs. My house has several in each room! I wish I could go back in time to show him what the phonograph has become.



There was a rectangular concrete building nearby which garaged several old cars. From buggies to a 1934 Ford specially made for Edison himself. There was also a turntable that could manually move the cars into position around the building.

Joe, the Ranger who was our tour guide for the Estate tour, asked about our club. Luckily, we had taken Frank's 67 500 sedan from the parking lot of the Lab to the Estate and was able to fill him in on what a Corvair was.

We were exhausted from the heat by the time we got back to the parking lot and glad to return to our air conditioned cars for the ride home. Frank, Chris and myself stopped at a local diner down the street for lunch and then headed home.

Just as I got out of my Caprice wagon at home, the lower radiator hose slid off the mounting and dumped two gallons of anti-freeze on my driveway! Oh water pumpers!



The Glenmont Estate House, home of Thomas Edison and his family

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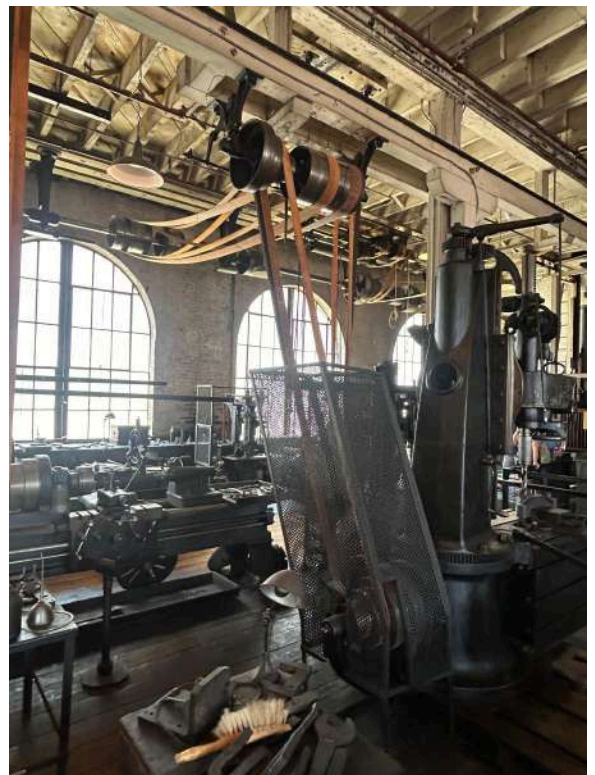
Our Chariot, Frank Hunter's 1967 500 Sedan



The Black Maria, where Edison filmed



Part Of The Edison Phonograph Collection



First Floor Belt System Operated Machinery



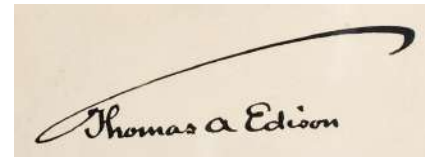
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*Steve Calandra and more of the Belt System
Operated Machinery*



The "Edison Four" at the end of the tour



Frank Hunter in the Edison multi-floor Library

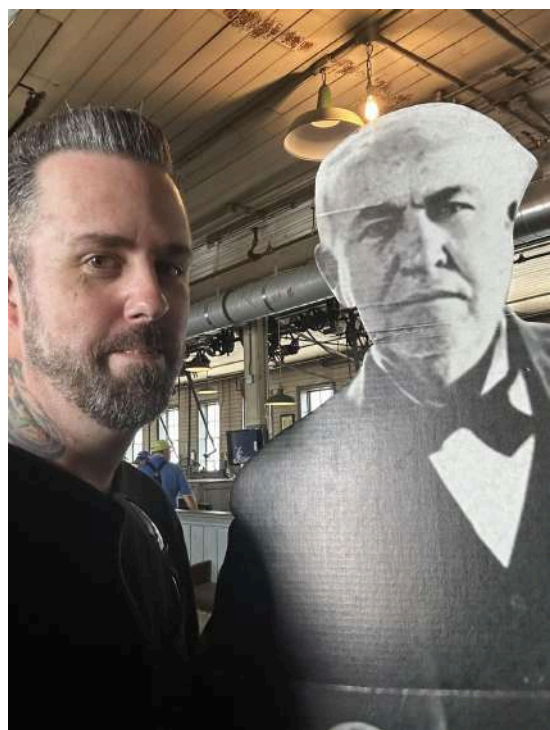


Edison Diamond Disk Record

Continued...



Bernice Fisher and Thomas Edison



Chris Senegeto and Thomas Edison



Thomas Edison Mural in town



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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

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

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 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



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

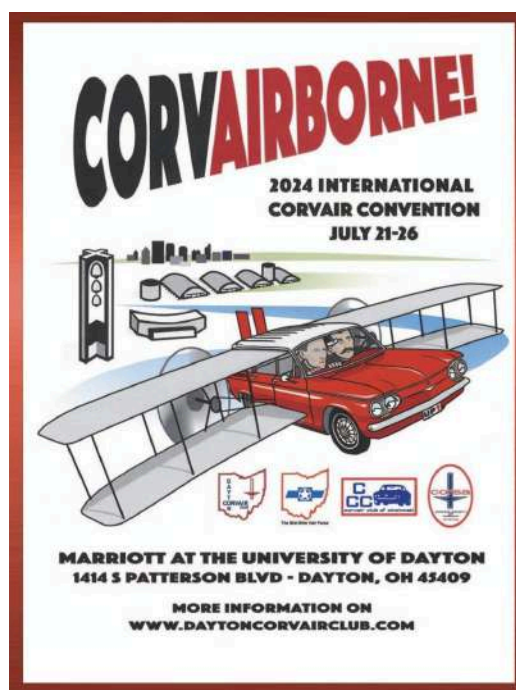
*Info on August and September
 Events Coming Soon!...*

NJACE Cruise-In 10:30am - 3pm
Plaza 23 Diner
 411 NJ RT 23 Southbound
 Pompton Plains, NJ

July 20 NECC at Pocono Raceway
 1234 Long Pond Rd.
 Long Pond, PA
www.corvair.org/chapters/necc/

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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