

the *Fanbelt*

new jersey association of CORVAIR enthusiasts

June 2025

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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 (COSA), 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.

Greg & Bill's Excellent Adventure!

By Greg Dittrich

It all started over 10 years ago when I was admiring Ken Schiffner's 1964 Monza Convertible after an NJACE meeting at the Empire Diner in Parsippany. I mentioned to Ken to please let me know if he ever wants to sell it. Ken made a note and stuck it in his glove compartment.

Fast forward to November 10, 2024. Ken was looking in his glove compartment and came across his note with my interest in the car. He was contemplating selling the car and reached out to me. After some questions and pictures shared, a deal was struck. There was one glitch, Ken had moved to Colorado and I was in Pennsylvania!

I considered shipping the car but after mentioning it to my brother Bill, he suggested driving it home. Ken had maintained the car beautifully! Having mechanic brother Bill joining me, recently retired from restoring British and European cars for 50 years, plus being a proud owner of a '66 Corvair, added to my confidence that we would have a safe trip.

While plans were being formulated, Ken went over the car with further help from Charlie Beets and Steve Goodman – a big thank you to all for your efforts!

Plans were made and May 3rd, 2025 was the day to get the car. I was excited for the trip and Ken was happy to see the car going back to the East Coast where he had many fine memories with the car.

Brother Bill joined me on the flight to Colorado where we were picked up by my niece and nephew, Johanna & Addison Dittrich, who live in nearby Aurora. It was great spending time with them and we enjoyed touring Colorado which included a hike through Roxborough Park. Colorado is beautiful and we had a chance to shake out the Corvair.

It was time to get started on our 1,800 mile tour home.

Our first stop was the Corvair Museum of America in Hastings, Nebraska, where we were greeted by Chris Shade, curator and owner of Shade's Classic Corvair's. The majority of Corvair on display were available for

sale. In front of the museum were many parts cars including a Rampside with a pop-up camper body!

That evening, Bill needed to tighten the fan belt, as it was new and stretched a bit. He used a tool kit Ken had given us which he had won at a Corvair event. The kit was made by Linae Schakel's (Eric Schakel's wife) that has an embroidered case, spare belt, a specially bent wrench and some other tools that made the process much easier.

The next day required lots of driving. Driving for hours provides an unusual amount of time to think about our lives, families, work, hobbies, etc. One thought that struck me is how extensive the farmland is across our country and seeing how hard the farmers work to put food on our tables. It reminded me to appreciate their efforts!

Our next destination was the Auburn-Cord-Duesenberg (ACD) Museum and National Car and Truck Museum in Auburn, Indiana. Both were fantastic but the ACD was the most impressive car museum that I've ever visited. The building is decorated in original and period correct Art Deco decor. All cars are beautifully restored and I could go on for days about each, including a Corvair powered Cord! Known as a 8/10 Cord made in 1966 with a limited production run due to financial issues.

The National Auto & Truck Museum is certainly worth the visit. It's just next door to the ACD and has a fully restored GM Futurliner, a very nice 1963 Spyder, reproduction vehicles from Disney's "Cars" movie, plenty of 60/70's cars and a wide variety of rare trucks. Allow time to visit!

It was time to head for home and our final stop was near home, the monthly meeting of the Lehigh Valley Corvair Club which is held at the "America on Wheels Museum" located in Allentown, PA. The Museum is well worth a visit and is consistently changing exhibits to ensure a fresh experience with each visit.

On our way to the museum, Bill and I picked up our Dad, Bill Dittrich, who inspired our love of Corvairs. He's owned many and at 95 years old is still driving his '66 Corsa! Upon arrival, the '64 was welcomed as it was well known by some of our members.

Overall, the trip went very smoothly though we were both getting a bit stiff due to limited seat adjustments. Our only repair was the loose belt and we used 2 1/4

Continued...

quarts of oil over 2000 miles. We averaged 25.5 mpg with 27.5 mpg being our best mileage.

This car was restored over 20 years ago and made the trip fine. As mentioned, the car was thoroughly checked prior to the trip. As a precaution, we brought some extra parts such as belts, pulley, clutch cable, plugs, points and fuel pump, items we thought would be more difficult to obtain at a parts store. We had a bag of basic tools as well.

My advice, get your car out of the garage and drive it! Bill and I had a great adventure!



Greg and Ken, May 2025

NJACE Out And About

Chris Senegeto racing his Vespa Bravo Moped #113 in the "stock" class in NY at Lafayette Motorsports Park on May 10th with Moped Gp East.

**From The Vault**

From the Small Parts Auction February 1998



How To Tune Up A Corvair

By Steve Calandra,
The Corvair Guru

I've been working on these cars since 1968. My dad worked for several Chevy dealerships and was a Corvair specialist. During the summer I would go to work with him and see 3 customers come up to him and say (Tommy fix my car). None of the other mechanics had the patience to work on them.



I don't profess to be the only expert for Corvair repair, there are plenty of people that can do it, but they're spread out all over the country. Anyway there is a certain way of detecting and feeling how an engine is running by listening and feeling the vibration. My father taught that to me. Some of you may disagree with my methods, I usually use factory specs and I make a few slight changes that I found have improved idle and performance.

Spark plugs

I prefer the original AC R44FF and FFS for the 95 and 110 Hp motors. The R45 and R46FF or FFS for the 80, 84, 98, & 102 Hp motors. You might want to use an R43 FF for the 140 Hp. The original plug numbers are not made any more. So you'll have to use NGK B5HS, BR5HS, Bosch W8AC, or

Denso W16FS-U. They don't have as many threads as the ACs to reach into the combustion chamber, but they work. Setting the gap I prefer 0.40 GM says 0.30 - 0.35. I get smoother idling results at .040.

Do not use Champion plugs. The resistance and heat range varies on 6 plugs with the same number. Ask Tim Schwartz about that. If I see those in your car "I'll Shoot Ya". The motor runs weak at low RPM especially when you have a manual trans, you will find the motor tends to stall starting off in first gear.

Points

Get a dwell meter! Set for 30 degrees. You can gap them at 0.16 to start. Adjusting these things is tricky, and requires a lot of patience. Pull the cap off and grab the fanbelt and rotate the engine until the points are on the cam lobe. (add some light grease to the cam lobe to reduce rubbing block wear).

You'll have to make adjustments in small increments. Then put the cap back on and run it. If the dwell reads less than 30 then the points are open too much. If they are above 30 they are too closed. Point gap affects the timing setting, make sure they're dead on.

Timing

Disconnect the vacuum advance on the distributor. Most late model engines run well at 12 - 16 degrees on the scale. The earlys are a strange bird. My experience is if you set the timing on the scale, the carbs will backfire like the 4th of July. I set the timing advanced at least 1 inch past the scale. This is not spec but it works and you'll have more power without pre ignition.

Carburetors

If you are installing rebuilt carbs that are out of adjustment, do these preliminary adjustments first.

Hold the throttle closed and turn the idle adjustment screw till it just touches the throttle crank.

Then turn it in 1.5 turns. Then turn the idle mixture screw in just till it stops,

(not tight or you'll damage the carb). Then turn the mixture screw out 2 turns.

Leave the choke rods disconnected. Hook up the throttle links. The left hand link should be adjusted so it fits into the cross shaft hole. Run the engine till it's warm. Use a UNISYN or similar device to balance the carbs. The RPM should be at about 600, with the vacuum advance disconnected. If you have success then adjust the idle mixture screw. All carbs will not have the same setting. Turn the screw out a half turn, the idle should go higher. If not, find the sweet spot by turning it in before the idle starts going down.

The engine should run well by now. But you should check your points, timing and carb adjustments over again even a couple of times. If you don't have success, call me and I'll make a house call and rob you blind.

LOL

OK maybe I sound cocky but I have a passion for making our favorite cars purr like a kitten. Sometimes even a newly rebuilt carb has a problem that can't be fixed. That's another story for a future article



NJACE Summer Song Playlist!

This month I asked NJACE members to send in the name of their favorite song to listen to while driving around in their Corvair, because nothing beats listening to your favorite tunes while driving in your favorite car on a lovely summer day! Thank you to all of those who participated! Some sent me more than one...because it's just too hard to choose one. I understand.

Here is the [NJACE Summer Song Playlist](#) (in no particular order).

I Can't Drive 55	Sammy Hagar	(Ray Coker)
Truckin'	The Grateful Dead	(Gary Bullman)
Run, Run, Run	Jojo Gunne	(Steve McGrath)
Go Your Own Way	Fleetwood Mac	(PA Joe)
Cherry Bomb	The Runaways	(Stephen G)
Running Hard	Renaissance	(Bob Marlow)
I Get Around	The Beach Boys	(David Stone)
Surfin USA	The Beach Boys	(Miguel Rueda)
Stairway To Heaven	Led Zeppelin	(Gene Avella)
No Particular Place To Go	Chuck Berry	
		(Frank DiBlassi)
Our Car Club	The Beach Boys	(Chris Senegeto)
Rebel Rouser	Duane Eddy	(Brian O'Neill)
Tough Little Buggy	The New Beats	(Steve Calandra)

Dave Stone says...Chris, If you'd asked me last week, while awaiting my new fuel pump, it'd have been "You Ain't Goin' Nowhere" by the Byrds. But the pump is in, and I'm now leaning toward the Beach Boys "I Get Around"

PA Joe says...It is very difficult to choose only one song. Of course, the Beach Boys Surfin USA, Little Deuce Coup, Chuck Berry's No Particular Place to Go, all rank up there. But I would choose Fleetwood Mac- Go Your Own Way from their Rumours album.

Bob Marlow says...Anything by Harry Nilsson is always welcome. (I second that Bob!)

For "spirited" driving, I chose Our Car Club By The Beach Boys.

For "relaxed" driving I would have chosen I Only Have Eyes For You By The Flamingos.

Brian O'Neill says... Rebel Rouser. Been my song since the 1950s.

Gary Bullman says...Another song worth mentioning when it comes to cars is "Rootbeer Rag" by Billy Joel. I've used it to check the sound quality of every stereo install for decades now.

Steve Calandra also adds I Love To Boogie by T Rex and also Yellow River by Christie



In Memoriam

Frank C. Burkhard, Jr.

Longtime NJACE member Frank Burkhard passed away peacefully at home Monday, May 5, 2025, at the age of 93. He was preceded in death by his beloved wife, Milly, who with Frank was a familiar face at NJACE events until her passing in 2000. Frank is survived by his son and fellow car enthusiast Jim Burkhard, Jim's wife Kimberly, and grandchildren Frank, Greta, Agatha, and Beatrice.

Frank was born in Queens in 1932. He spent his early years there and in Nassau County, Long Island, attending Chaminade High School in Mineola, where he was the valedictorian of his 1950 class. Following high school, he attended Brooklyn Polytechnic Institute. His studies were interrupted for two-years of active duty in the U.S. Army from 1954-56. Following that, he completed his degree, earning his Bachelor of Science degree in Chemical Engineering in 1957.

In his early professional life, Frank was employed as a chemical engineer for several chemical plant construction firms in New York City, including Chemico Chemical Construction Corporation and Hoechst Uhde. During this time, he traveled extensively for his work visiting many countries in Europe and Asia, enjoying their culture, and forging deep friendships.

In 1965, Frank married Milly, and son Jim was born the following year. He took a new job with Allied Chemical and the family moved to Lake Intervale, in Parsippany the following year. He was to spend nearly five decades at that home. His job with Allied Chemical's Selexol Division was the one in his life he most enjoyed. Even in later years, he remained proud of his work there and spoke very highly of his Selexol colleagues and friends. In the early 1980s, Allied sold his division to a company out of state and he switched jobs in order for him and his family to remain at the home they loved. He closed his career with Foster Wheeler, before retiring 25 years ago.

In retirement, he spent time visiting friends, traveling to car club events with his son, and spending most holidays with Jim, Jim's wife Kimberly, and the grandchildren near Rochester, NY. When Frank was 86, he relocated to be near them. In Rochester, he was

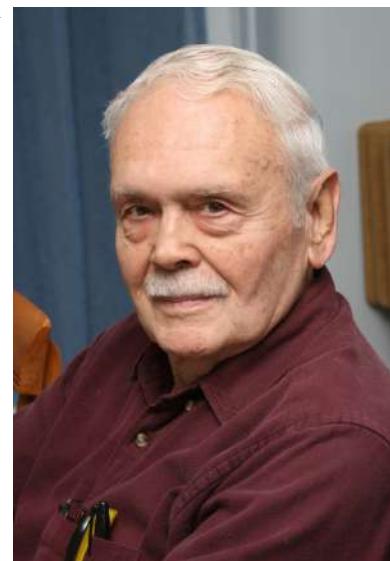
merely a short walk from his four grandchildren, whom he enjoyed regular visits from, always carefully preparing a plate of treats for each beforehand. They enjoyed together "both" kinds of television: 1960s Star Trek and old musicals.

He was unashamedly proud to be an engineer. Although his degree was in Chemical Engineering, in truth he was multi-disciplinary, being very capable in mechanical and electrical matters as well. There was hardly a car or appliance of any sort which Frank couldn't patch up and keep going another few years. His love of reading technical journals and car magazines of every sort was intense and his library of back issues was legendary within the family.

Frank was particularly fond of the Chevrolet Corvair, owning only Corvairs (usually four at a time) long after the car was out of production. He was an early member of CORSA, and in NJACE he had been club secretary and newsletter editor. He had many friends among their members over the 50+ years of his involvement. Years ago, Frank was given one of NJACE's first honorary Lifetime memberships, in recognition of his decades of service to and support of the club.

For many years, Frank was a generous supporter of Chaminade High School. As an eighth grader, all the Catholic school boys in his area of Long Island were encouraged to take the placement test for Chaminade. The school was more expensive than his family could afford, but because he achieved the highest score among all applicants that year, Chaminade generously granted him a full four-year merit scholarship. He remained eternally grateful to them for the opportunities this provided him and how the religious and academic education he received from the Marianists there impacted his life.

Donations in Frank's memory are welcomed at the school:
Chaminade
Development Fund,
Chaminade High School
Office of Advancement,
340 Jackson Avenue,
Mineola, NY 11501.



For Sale

Contact Steve McGrath at
Mcgbluewaters@aol.com

Pair Of Front Seats	300.00
4 Wire wheel Hubcaps	300.00
Corsa Wheel Hubcaps	150.00
4 Wheels with Tires	200.00



NJACE Dinner & A Movie



July 19th

**5:30pm Dinner at The Galloway Grill
62 Galloway Rd - Warwick NY**

**7pm Leave Lot As A Group For
Warwick Drive-In Movie Theater**

More info sent out via email July 5th for advanced ticket purchases. Must buy tickets for movie in advance. Sound for movie is played on an FM radio station. You must have FM radio in your car or a portable radio with batteries.

Rain Date July 26th

NJACE STORE

Here you can look at  and order different types of NJACE merchandise. All prices listed DO NOT INCLUDE shipping. Please email Chris at Chriss.corvair@gmail.com with your list of items and include the following...quantity of items, size (if applicable) of items, color (if applicable) of the items that you are looking to purchase. I will email you back with a total that includes shipping.

All items can be purchased using a credit card, or a check/money order.



NJACE Mouse Pad \$14.00 + shipping



**NJACE T-Shirts (available white or black) All sizes
\$23.00 + shipping**



**NJACE Two Sided Mug
\$15.00 + shipping**



NJACE Pen \$4.00 each + shipping



**NJACE Embroidered
Cap (one size)
\$20.00 + shipping**

**NJACE Embroidered Polo
All sizes \$42.00 + shipping**



**NJACE Hoodie
All sizes
\$ 47.00 + shipping**

Calendar Of Events



June 7 Monthly Breakfast Meeting 9am
The Alps Diner
1429 NJ Rt 23 North
Wayne, NJ

July 5 Monthly Breakfast Meeting 9am
The Alps Diner
1429 NJ Rt 23 North
Wayne, NJ

July 19 Dinner And A Movie
5:30pm Dinner at *The Galloway Grill*...62 Galloway Rd Warwick NY.
7:00pm leaving lot as a group to cruise over to the Warwick Drive-In
More details to come...

Aug 2 Monthly Breakfast Meeting 9am
The Alps Diner
1429 NJ Rt 23 North x
Wayne, NJ

Sept 6 Monthly Breakfast Meeting 9am
The Alps Diner
1429 NJ RT 23 North
Wayne, NJ

Sept 13 Clarks Corvair Car Show
NJACE Cruise
More details to come...

NECC
Motorsports

www.neccmotorsports.com

NECC Motorsports a.k.a. Northeast Corvair Council, Inc.

Performance Driving Days for 2025
New York Safety Track: 5/17, 7/19, 9/27
Pocono Southeast Course: 8/23
Use this link to register:
<https://tinyurl.com/28fwhx2n>

NJACE Officers for 2025

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