

the Fanbelt

new jersey association of CORVAIR enthusiasts

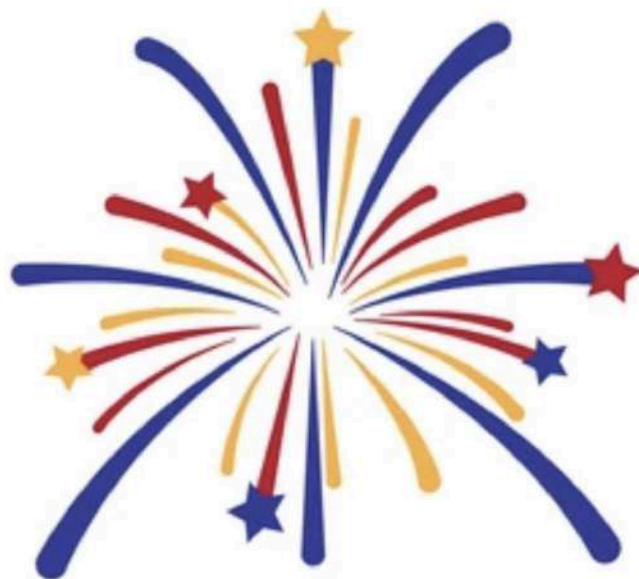
July 2025

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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 (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.

A Car Named Calvin Part 9

Thems The Brakes 2...

By Chris Senegeto



So with the master cylinder installed, it was time to do battle with the rest of the system. The emergency brake cable had long been sized, so I previously purchased all of the pulleys in the system. The pulley connected to the steering column was the easiest of the three. I removed the cotter pin and pulled off the pulley with ease. Each pulley that I replaced I used bicycle chain lube on to ensure it rolled smoothly. At this time I ordered a clutch cable and pulleys because they weren't looking so hot either.

So with a few days to wait ahead of me, I jacked up the back of the car and started to take the drums off, starting with the passenger side. I already had ordered all the parts I thought I would need (cylinders, and a spring kit) to do the job, so this would be a pretty easy task. The passenger side was as expected, pretty clean and complete. Moving to the driver's side I found....nothing! No shoes, no springs....nothing! So, this was the part of the game that I chose "phone a friend". Steve Calandra came up with most of the missing parts I needed and another call to Clark's got the rest, so I thought.

So I went ahead and unbolted the backing plate, removed the old wheel cylinder and pulled the axle out. I went ahead and sanded the rusty parts, treated everything with Ospho and painted everything up, just like I did with the fronts a couple of years ago. I went ahead and replaced the axle seal as well, since I was right there anyway.



At this point I had received both Clark's orders and was good to go. So I started assembling the drivers side rear brake assembly, only to find out that I didn't really have all I needed. I was missing the emergency brake cable lever! This may have been obvious to others, but it had been a good while since I had dipped into Corvair brakes. Lucky for me, this is Corvairs and not really a game show and I chose to "phone a friend" again and in a couple of weeks had the part I needed.

And so a couple of weeks had gone by and I had been working on other projects. Finally, 3 weeks later, I got back to the brakes. Upon assembly attempt 2, I found that the self adjust brake link was for the opposite side, NOOOOOOOO...yes. Frustrated, it was back to the cables.

The next pulley was the first clutch cable pulley. Hanging upside down in the car with a ratchet, I proceeded to snap the bolt. Yep, snapped the bolt. Off to the internet I went and ordered the bolt from Clark's.



The next night I crawled under the car figuring I might as well keep going and started on the pulleys located under the car near the shifter. I unbolted the "cage" and started to pull the pulleys out, only to once again snap a bolt! Now when I say the cables were seized, I mean the cables were seized! Each bolt had a "roller spacer" that was seized onto the bolt making them each snap while trying to pull them out. Well, at this point I was placing Clark's orders left and right, and I went ahead and ordered that bolt as well.

A few days went by and I received the first replacement bolt and had already cleaned and painted the metal guide part that held the cable from falling off the pulley. So I went ahead and drilled and tapped the

Continued...

hole and assembled the first clutch pulley. Finally we were getting somewhere!

On to the next, which is a combo clutch and ebrake pulley unit with a shield over the top. This went pretty easy and I was able to replace both pulleys in one night without any phone calls. On a side note... as you replace the pulleys, you need to run the cables as you go because once assembled, the cable will not slide in between the pulley and the guard keeping the cables where they need to be.

Having finally had a good couple of nights I went ahead and attempted the two pulleys under the car the next night. By this time the car had been on jack stands and apart for well over a month! This being the case and combined with the fact that there are very few diagrams, I had settled in on having no idea how to reassemble the new pulleys and painted cage. It took me a good hour and a half to figure it out. I was still making progress though! I then ran the cables to the back and mocked them up and called it a night.



A good week and a half passed before I could get back to the brakes due to all of the rain we were having. But I finally had all of the parts to finish the job. I finally assembled the rear brakes on the driver's side. Then I was ready to move on to repeating the process on the passenger's side, complete with new axle seal, fresh paint, shoes, springs, etc... I had the new emergency cable ran on both sides now.



I took apart the passenger side in the dark with a small flashlight, being careful to put all parts into a box I had. The next day went on to do the axle seal and started painting the parts. However, as time went on I realized I once again was missing the emergency brake stabilizer bar. So, I made another call to The Corvair Ranch and ordered one. Today I got it in the mail and the saga continues...but that's for another newsletter article. The one thing I can say about Corvairs is, it's always an adventure.

Ouch!!

By Bob Marlow

A few weeks ago on the "Virtual Vairs" online forum, a member asked about the best steps to take after his Corvair was caught in a recent flood. Several helpful responses were posted, but the one that made me "LOL" was this one: "I bought a flood car, a 1963 Corvette roadster, at auto auction back in '67, cheap. I fixed all that I saw, including the instrument cluster which had silt in it. Several wires in the under-dash harness plugs needed attention, because the car quit at a busy traffic light at noon. But the best one was while I was driving it a few months later a sea spring rusted into a sharp point and stabbed me in the butt. So be prepared for surprises"

From The Vault

42 Years Gone By

by Bob Marlow

This pair of photos show the same Greenbrier and the same two people, but nearly 42 years apart. The Greenbrier is a '62, and the people are me and Lauren Farese.



The black and white image was taken by CORSA photographer Al Audleman on July 28, 1983, in the parking lot of the Red Lion Inn in Bellevue, Washington.

The color photo was taken by the van's current owner, Peter Lewnes, on April 27, 2025, in the parking lot of Allentown Parks and Recreation Office in Allentown, Pennsylvania.

This was a reunion of sorts. The 1983 photo was taken during the Concours d'Elegance at the CORSA convention that year, a concours in which I had entered the admittedly ratty-looking Greenbrier as a way of showing off the fact that we had driven it to the convention from New Jersey. Lauren and I were a couple at that time, and our cross-country trip was a great youthful adventure, a more than 8,600-mile round trip in a then-21-year-old van.

In that concours the van earned what remains the lowest score ever recorded in a CORSA concours, but I wasn't expecting anything better. I just wanted to underline that we drove to the convention. But by the end of the 1980s, Lauren and I were no longer a couple, having gone our separate ways, and I had sold the van. Separately, we each got married, had families, and pursued careers. Despite the breakup we remained friends and in fact her husband, an IT guy, designed and maintains my business web sites to this day.

The van, on the other hand, simply disappeared. In 1989 I sold it to an older gentleman who had lost his previous Greenbrier to a traffic accident, but when he retired and moved away, well, that was the last I ever knew of it. Until six years ago. In 2019, Peter Lewnes discovered the van sitting in a garage in Easton, Pennsylvania. He was not aware of any connection to me, he just thought that it was a cool old van and so he bought it, a nice compliment to the 1963 Corvair sedan that he already owned.

But as soon as he posted photos online, I recognized it immediately. It still wore the various stickers that I had applied to the left rear quarter window, and it still wore the "Marlow" dealership tag on the back.

That dealer in Florida was unrelated to me or to the van, I had simply put the tag on the van, for obvious reasons, when I repainted it in 1986.

But here's the kicker: In the nearly 30 years since I had sold the van, it had accumulated no more than 200 miles! The gentleman to whom I sold it never really drove it, and later simply gave it to the person from whom Peter acquired it. That person placed it in a garage, where it languished. Peter had to undertake only minor recommissioning, and he has been enjoying driving the van ever since.

For a couple of years now, Peter and Lauren and I have been saying that we needed to re-create that 1983 photo, but as with so much in life we simply never got around to it. Until now. With beautiful weather on April 27 and each of the three of us available on that date, we made it happen.

We met up at Peter's unique home in downtown Allentown and drove to the Parks and Rec lot. But we did more than simply drive to the Parks and Rec lot. Peter, a devotee of architecture and history, drove us all over the city, pointing out the significant sites and distinctive buildings. It was great fun!

At the time, Peter was contemplating the purchase of another Corvair, a 1963 Monza convertible, and so he was considering selling the van. As it is virtually identical to as it was when I sold it over three decades earlier, I was sorely tempted. He has since indeed purchased the convertible, but has also elected to keep the van. It's just as well.

Thomas Wolfe was right, and the van is Part of my past, not the present. But it's still the solid, Rust-free California van that it has always been, and I am happy to see it still on the road.



NJACE Classifieds

Hi guys & gal Steve C here.

In last month's newsletter we asked what your favorite driving songs are. I have decided to put them and other similar songs on CD. I went overboard and made two 80 minute discs.

They are available for a small sum due to the cost of materials.

They are available in several formats.

MP3, you supply the SD or Flash drive. \$6.00

2 CD set \$10.00

2 Cassettes \$8.00

2 8 Tracks \$12.00

Maybe even open reel !

\$ amount to be determined.

email me at stevenjchevair@gmail.com

201 921 3645.

FOR SALE

Tires size 185/75R14. Date code is 1412. That is the fourteenth week of 2012. Manufacturer is "Classic". These have been indoors since 2016. They do not show any cracking or dry rot.

Asking price is \$125 for the full set only, to be picked up at my location in Montclair.

Asking price for the wheel covers is \$80 for the full set only, also to be picked up at my location.

Please email denroth@comcast.net



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 Two Sided Mug
\$15.00 + shipping



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



NJACE Pen \$4.00 each + shipping



NJACE Embroidered Polo
All sizes \$42.00 + shipping



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

NJACE Hoodie
All sizes
\$ 47.00 + shipping



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

Calendar Of Events



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
 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...

There are a block of rooms reserved at the Red Roof Inn under RRI289BAYSTATE. The phone number to call to book a reservation is The Red Roof Inn Deerfield directly at (413-665-7161) or our Groups Department at 1-800-874-9000; we are open Monday- Friday, 9:30 AM – 6:00 PM Cost will be \$128 (plus taxes) per room per night.

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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