

November 2013

# the *Fanbelt*

new jersey association of CORVAIR enthusiasts

## Leaf Peepers... Boat People...



**The NJACE Fall Foliage Tour, Over Land and Over Water!**

See the story in this issue.



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NJACE is a chapter of the Corvair Society of America (CORSA), Inc., P.O. Box 607, Lemont, IL 60439. Meetings of NJACE are held periodically at locations and times as announced in this newsletter. 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).

## Rollin' on the River

The sun was shining. The water was calm. The fall scenery was beautiful. Jamaican Red Stripe beer was on sale at the bar. Life was good. Just what exactly was this wonderful experience? It was the NJACE Fall Foliage Tour with a twist.

Thanks to Ken Schiffner, Activities Chairman par excellence, during this year's tour we saw the fall colors from an excursion boat on the Hudson River. The day started with some of the NJACE folks meeting up at the Sloatsburg rest stop on the New York Thruway.

The caravan went up the Thruway and ended at a very, very nice waterfront restaurant where others met us. After a sumptuous buffet and all the mimosas you wanted, twenty two NJACEers boarded the Pride of the Hudson excursion boat. For the next two hours we leisurely sailed down the Hudson River, past West Point, and back Newburg.

After a picture taking session complete with the usual mugging, we headed back home. There were almost as many routes home as there were people driving them. Ken had picked out a nice road but some of us who live in the Western part of the state took another way. As usual, job well done, Ken. Thanks!

—Brian O'Neill



I arrived at the service plaza early, (rare for me) and the Lamborghini club showed up with an impressive number of cars, mostly the same model, in limited colors, red, metallic blue, silver, orange & yellow. There had to be at least 25 of them, and they got a lot of attention from passers-by. We also had a few people ask us about our cars.

Then on our way to the restaurant I followed the directions that Ken had handed out and had my GPS running at the same time. When I heard the familiar "Recalculating" from the GPS I realized that I was traveling the wrong way on I-84. I made a crazy highspeed maneuver across the wide grass median tearing up the sod as I drifted sideways and frightened all the drivers as I got back to the highway. (Just kidding. What I really did was make a U-turn at the next exit and was only a few minutes late.)

The Torches restaurant had a nice brunch buffet of which I had two rounds of full plates. I think the food was good but it's hard to tell as I shoveled it in so fast. I can't believe I ate the whole thing! [Editor's note: We can believe it!]

The Hudson River cruise was nice but the upper deck got cold so I went below and joined Joe, Helen, Dick, Barbara, Frank & Karen. We told stories and had a few laughs. (Anyone know the words of *Nearer My God To Thee*?)

Afterwards we all got together for a few pictures and went home. I took 9W south and ran into traffic of cars searching for parking along the highway for Bear Mountain State Park. That place was packed. All said and done we had a nice day and learned a few facts about the Hudson River.

—Steve Calandra



## Rollin on the River, continued

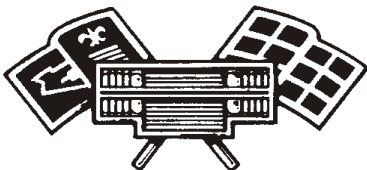
I knew it would be an interesting day when, as I merged onto the NY Thruway heading to the Sloatsburg service plaza I heard a strange sound. Like bees buzzing... lots of them. No, it wasn't my vehicle. Turns out the sound was the exhaust note of Lamborghinis... not one, but dozens. Seems like about 40 of them were on a tour... and they stopped at Sloatsburg (I guess for a pit stop and additional premium fuel).

Anyway, shortly thereafter our group mustered for the mini-caravan to the Torches. Steve Calandra drove his 1966 Monza sedan, Tim Schwartz had a Greenbrier load (the Hunters and Tim's friend Charlotte), Brian what's-his-name drove his 1965 Corsa convertible and I drove my '64. Al Kotkin, the Staats, and the Kellners drove water pumpers (but that is OK). The rest of the 21 Foliage Tour folks drove directly to the Torches, including "Pennsylvania Joe" and Helen in their Rampside. The restaurant had set us up so we could all sit together (which had been a goal, not a promise).

We had a nice brunch and (some of us) nervously waited until 12:01 when the Mimosa's were allowed to be served. We then wandered over to the Pride of the Hudson for our scheduled tour. I think Brian wanted me to march everyone over to the boat but that's not our style. It took a few phone calls (and praying) but I was able to get a beautiful Autumn day. The leaves were either at their peak (optimist) or passed their peak (pessimist) or just about right for October 20th (realist). The "narrated tour" consisted of an interesting (recorded but who can blame them when they do this dozens of times per year) description of what we were enjoying... the history, the geology, the beauty of the great Hudson valley. I learned things I never knew about and I've since forgotten some of them so I have a great excuse to go back.

Everyone said they had a great time... lots of smiles. On the return trip, many went in their own direction (which was "planned"). I drove back through the Seven Lakes Drive and was treated to an amazing foliage display.

—Ken Schiffner



## The story of The Corvairman of Manville aka the Ed Brygier story 97 years strong and still loving Corvairs!

*Last year, Greg Dittrich sold his Rampside on eBay, but this year he had to scratch the itch, and picked up another... along with a few related items. Here's the story:*

During World War II, Ed Brygier was an airplane mechanic and developed a thorough knowledge of air cooled engines. After the war, Ed started a roofing business and in the early sixties was in need of an economical van. He purchased "Herbie," a 1962 Corvair 95 panel van which was the start of his love of the Corvair.

He next purchased "JonJon" a Rampside that was the perfect truck for hauling shingles. JonJon met an unfortunate end and so JonJon II was the replacement and stayed with the family all of these years.

The collection only grew from there with both his wife and son driving Corvairs. His son currently owns a beautiful 1969 Monza that was a father and son project.

Ed has reached a point at age 97 where he felt it was time to downsize and of course, it was time for me to upsize by buying his collection which included Herbie, JonJon, a 1964 convertible plus an assortment of other goodies.

I'm starting on the Rampside which has some rust issues but many good points too. It has a perfect ramp door which are often very rusty and the inside of the bed is also excellent. The left side is rotted out along the bottom but won't be a bad fix. Ed rebuilt the motor just 5000 miles ago and I have no doubts it will run great. I have had the pleasure of having another of Ed's rebuilt engines in my wagon and it ran perfectly. His airplane experience was certainly evident in his attention to detail!

I will be bringing it inside the garage to evaluate it closer. I look forward to getting it back on the road soon so I can pick Ed up and cruise Manville!

—Greg Dittrich



*“JonJon II,” Greg Dittrich’s latest project – see the story on the previous page*

## Was it Raining? Yes, It was Raining!

Several NJACE members make a habit of attending the annual Eastern Fall Meet of the Antique Automobile Club of America, an event more commonly known as “Hershey.” This year was no different... except for how much it rained!



The rain rolled in mid-afternoon on Wednesday, October 9, just as the gigantic flea market was in its first full day. The rain then did not abate until the early morning hours on Saturday. More than four inches of rain fell, causing flooding and road closures in the area, and effectively shutting down the balance of the flea market’s schedule.

Fortunately, Saturday cleared up for the big car show that is the climax of the Hershey meet, which took place in comfortable conditions under sunny skies.

An exception to the rainout of the swap meet was the dedication of overseas visitors. The Hershey meet is so big that it draws people from literally all over the world. The wet conditions chased everyone away except for these intrepid automotive enthusiasts.

Of course, having zero literacy in any language other than English, I was largely at a loss to communicate effectively with the visitors, except for the Brits, Aussies, and New Zealanders. One group of Brazilians stopped by the vendor space maintained by Larry Ashley, and my communication with them consisted mostly of gestures and facial expressions. But we were all smiling, acknowledging our shared “car guy” enthusiasm.

I counted at least half a dozen NJACE members at Hershey and I know that there were others who I did not see – it a big place! If you have never been to this event, put it on your list for next year. It *has* to be drier, because it could not possibly be wetter!

*–Bob Marlow*

# The Corvair-Powered Dumpster

Recently, Sue and I took on a home remodeling project, re-doing the master bath in our house. On a shoestring budget, with careful comparison shopping and with the help of a talented and understanding builder, we gutted the room to the studs and built an all-new bath for *half* the cost quoted to us by a highly-rated remodeling company.

Part of our savings was realized by not renting a dumpster for the demolition and construction debris. Instead, we made three trips to the local dump with our 1963 Rampside. This proved to be a highly efficient way to accomplish our disposal tasks.



*Rampside singing Rossini's William Tell Overture: To de dump, to de dump, to de dump dump dump...*

At the dump (more correctly termed the "Hunterdon County Transfer Station"), each vehicle is weighed on the way in and again on the way out. According to the scales at the dump the Rampside weighs 2900 pounds empty, and according to Chevrolet it's 9-foot-long bed is rated to carry 1800 pounds. Our first trip across the scales rang in at 4,880 pounds, a mere 180 pounds over the rated capacity.

Sheetrock, tile, and fixtures can add up!

Being able to dispose of trash at the dump

does not come free. We may have saved on the cost of a dumpster but we still had to pay to unload our truck each time. The fee is based on the type of vehicle (private passenger car, pickup truck etc.) and the aforementioned weight.

For our three trips we had to pay a total of \$22!

When I first bought a Rampside in 1973 I thought, how did I ever live without a vehicle this useful? Now that I own one again I am reminded of that thought regularly.

*—Bob Marlow*



*Another Rampside chore: Taking a downed tree to the recycling center*

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*Editor's Note: Why do there appear items about my Rampside so frequently in our newsletter? Because I do not have photos and stories about your Corvair! Your photos are stories are invited!*

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**This Month:** Regular Monthly Breakfast at the Cruisin' Diner, Saturday, November 2, 9:00 AM

**Next Month:** Regular Monthly Breakfast at the Cruisin' Diner, Saturday, December 7, 9:00 AM. Elections! Woo-Hoo!



Three new member households this month:

**Nick & Barbara Ford** live in Parsippany, and **Richard & Chris Luongo** live in Dover. Both Nick and Richard have indicated their intent to be with us at our breakfast this month, so please say hello and make them feel welcome.

**Ray Rodriguez & Missy Nagel** of Lake Ariel, Pennsylvania, have joined up also. Ray & Missy have already participated in a number of club events so I guess we aren't too strange...



Every year during the holiday season, the United States Marine Corps runs a program to collect toys for disadvantaged children. The program is called **Toys for Tots** and over the years it has been extremely successful in helping underprivileged children enjoy the holiday season.

The Marine Corps reserve unit at Picatinny Arsenal has just opened this year's drive. Please help them make this holiday season a much more pleasant one for children in need. The way you help is to purchase a new toy and bring it to either the November or December and NJACE meeting.

There are no requirements for these toys other than they must be new and not be gift-wrapped. I'll collect these toys and deliver them to the Marine Corps reserve unit. Thanks in advance for your generosity.

–Brian O'Neill

## Decision 2014: Christie? Buono? None of the Above!

We're not talking about some insignificant election for the Governor's Mansion. We're talking about an *important* election: The one for 2014 NJACE officers!

Nominations are open for club officers for next year. You can submit a nomination – or volunteer to be a candidate yourself – at any time between now and our annual election meeting on December 7.

We will accept nominations at our breakfast meeting on this Saturday, November 2, as well as any time right up until the vote is taken, and you can submit a nomination by mail, or even by email if you wish. All that's necessary for a nomination to be valid is that the nominee be a member in good standing, that each nomination be made by a member in good standing, and that each nomination receive a "second" – an affirmation from another member in good standing.

We have six elected positions in NJACE: **President, Vice-President, Secretary, Treasurer, Activities VP and Publicity VP.** Please think about who you might like to see in any of these positions, and please consider volunteering yourself!

## NJACE Classified Ads for November, 2013

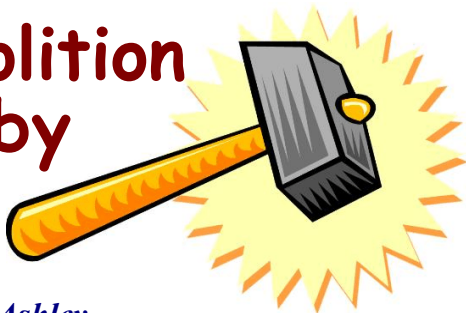
**For Sale:** 1962 Greenbrier and 1965 Corsa turbo convertible. Greenbrier has 45,000 original miles, painted 4-5 years ago, 3-speed, 80-hp, 3rd owner, new rubber. Corsa has 56,000 original miles, 4-speed, 180 hp, mags and original wheels, turbo and carb need better adjusting. Would love to sell as a set, buy both for \$15,000 or \$8,500 for the Corsa and \$7,500 for the Greenbrier. Steve Breines, email [cubasteve50@yahoo.com](mailto:cubasteve50@yahoo.com), City Island, NY.

**For Sale:** 1965 Corsa 4-speed transaxle (differential and transmission), 3.55:1 final drive

ratio, code AB 05 21, yes, from a '65 Corsa not a Monza or a 500. Asking \$175, price certainly negotiable to NJACE members. Bob Marlow, email [Vairtec@comcast.net](mailto:Vairtec@comcast.net), phone 201-444-1859.

**Tired? Lack pep? Worn out?** I'm not talking about you. It's the engine in your Corvair. Do you need your engine completely rebuilt? If so, contact Brian O'Neill. Everything from nice street engines to all out race versions. Phone 973-729-5586, email [bmoneill@juno.com](mailto:bmoneill@juno.com), Sparta, NJ

## Demolition Derby



by Larry Ashley

I have been a member of NJACE since 1993 and now I have an event unlike any other I have hosted before. A demolition project!

Back in 1976 my dad bought a 1973 Tagalong camper trailer. It went to the big flea market at Hershey for a total of thirty years and was towed by a number of different trucks over the years. But it was retired in 2007 along with our 1993 Yukon, which towed it for 11 consecutive years. The year they were retired, the truck and trailer only made it as far as Washington, NJ, due to rusty transmission lines. Four quarts of trans fluid and some help from a tire place, we made it back to Flanders.

The Yukon is now long gone and the Tagalong trailer has been sitting behind the shop ever since. Today the trailer is an eyesore, and the natural elements have ruined it inside and out. But Bob Marlow hatched a plan to strip the trailer right down to the bare frame. That bare frame will then be given a deck and voila! A flatbed utility trailer.

The trailer is very heavy but aside from the frame it is made of wood and aluminum sheeting.

**Here is a chance to take out your frustrations on an inanimate object.** Bob and I will each have a Sawzall, along with wrecking bars, hammers and other *implements of destruction!*

We will recycle the debris appropriately, separating wood and metal and such. Some will go in our dumpster and some may go to the Morris county transfer station. If anyone wants firewood, there will be lots of it, as commercial wood burns great in an outdoor firepit. (I would not recommend burning it in your indoor fireplace.)

On **Saturday, November 9**, we will meet at Ashley's Auto Body at 9:00 AM to dismantle the trailer. We'll have coffee and donuts from DD and lunch from I ♥ Subs (if it takes that long). At the end of the demolition, we might find that the trailer frame is too rusty for Bob's plan, but either way, my wife wants it out of our place so this is a fun and logical way to make it happen! *[Editor's Note: Fun and logical in the way that men think.]*

You are welcome to bring any tools that you think appropriate, but you don't have to get your hands dirty if you don't want to. A photographer or two, and a cheering section would be kind of cool as well.

Rain or shine! If the weather's really bad we'll move the trailer into the shop, but otherwise this is an outdoor project so dress for the weather!

See you on the 9th!



# 0.3 Per Cent

Recently the **Flemington Speedway Historical Society** held its annual car show near Ringoes, NJ, and some 630 vehicles were on display!



But only two of these vehicle were Corvairs, David Main’s 1968 Monza coupe (above) and an out-of-state Rampside (below).



While there may have not been very many Corvairs, with more than 600 vehicles of all types on hand there were plenty of interesting cars and trucks. For example, the top photo in the next column shows an Airflow. But that’s not a Chrysler Airflow. No, it’s a 1935 DeSoto Airflow!



Because the show was conducted by the Flemington Speedway Historical Society there was no shortage of vintage racing cars, including these two dirt-track “modified stock cars” along with the Henry J gasser and the 1930s-style Indy car seen in the background of the second photo.



*Photos by David Main, text by Bob Marlow*