

Think WINTER!

**We're staying Indoors
for the Parts Auction**

by Bob Marlow, Publicity VP

This remarkably cold and snowy winter forced the postponement of our annual indoor **Parts Auction** at Ashley's Auto Body from the originally-scheduled date of February 15 to **this Saturday, March 1**.

But wait, you say, the first Saturday of the month is when we have our group breakfast at the Cruisin' Diner. Not this month! The Parts Auction is displacing the breakfast this month, we'll return to the Cruisin' Diner on April 5.

Since the auction is held indoors, we have always said that it would take place rain, snow, or shine. The difference this year was all the snow on the ground! Larry Ashley was running out of places to push snow and to park cars. Parking is always tight due to the event's popularity (people come from several states for the auction) and so the postponement became a necessity.

But there has been plenty of melting over the past ten days or so, so we're good to go!

Continued on Page 4

Think SPRING!

**We're Getting Outdoors
for an early Spring Driving Tour**

by Rob Wanhouse, Activities VP

I'm going on the assumption that spring will come, the snow will melt and by **Saturday, March 29** our Corvairs will be out of our garages, with a fresh coat of wax and possibly several quarts of oil, and ready for NJACE's **Spring 2014 Driving Tour!**

We will be leaving from the Somerville Diner, located on Route 206 in Somerville, at 10:00 am. The tour will proceed along the scenic Millstone River valley to Princeton (about a 75 minute drive).

During the ride we will drive through Princeton's historic residential district (passing the NJ Governor's Mansion) and there are also several possible stops along the way. Depending on weather conditions these including the Updike Farmstead, run by the Historic Society of Princeton, The Princeton Battleground (Washington was there, Brian may have been too young), Princeton Art Museum (free admission and a group tour is available) or a walking (shopping) tour of down town and university.

Continued on Page 2

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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.

Spring Driving Tour, continued

The day will conclude with lunch @ 2 pm at Main Street Bar and Bistro in Princeton, it has a reputation as one of America's Great Neighborhood Restaurants.

So mark your calendar for NJACE's Spring Driving Tour on Saturday, March 29, beginning at 10:00 from the Somerville Diner, located at 79 US Route 206 in Somerville.

This is on the northbound side of Rt 206, a short distance south of where Routes 202 and 206 meet at the old Somerville Circle.



[Editor's Note: Recently I had occasion to drive along a portion of the Millstone River valley that our Spring Tour will be following, and it's a beautiful ride. Don't miss it!]

Overseas Purchasing of Corvairs and Other Cars

by Bob Hall

I bought a new Corvair in 1967 (a '68) in Germany while in the Army and I financed and insured new and used cars for GIs in the '70s when I worked in Heidelberg Germany for GEICO Gmbh. It's complicated, but in general during that period all official sales of new American cars to DOD personnel in Europe (active duty and civilian) were built in the U.S.A.

(and for some models Canada) and shipped over duty free – usually on DOD contracted ships.

There was no customs duty as the cars were never officially registered in a European country – they were registered, tagged and insured under the laws governing U.S. Forces in Europe using the Military Police for enforcement and firms specifically licensed to insure them – GEICO, USAA and another firm beginning with "A" that I've forgotten. Insurance was very expensive.

I understand Japan had a similar setup in the '50s, '60s and '70s.

If a GI bought a new US Spec foreign car (lots of Capris, Peugeots, Mercedes, Porsches etc.) it came from a factory that built the American export models and was delivered through the PX or BX without customs duty.

Most Americans simply shipped their used cars over to their new duty station – gas was subsidized by the DOD and bigger PXs and BXs had auto repair shops with good mechanics. The US government aggressively pushed "Buy American" programs in the late '60s and early '70s due to the "Dollar Drain" and foreign exchange problems. For a time there were even PX gas stations on some autobahns between bigger US installations.

If any cars were sold "on the economy" by a departing American then customs on the current, lower value were paid by the buyer and the car had to be brought up (or down) to local standards. A lot of desirable muscle cars entered European registration as used American cars. Typically only the rich (or fiscally foolish) could afford American cars as the annual road tax and higher gas consumption meant our cars were expensive to keep compared to local vehicles.

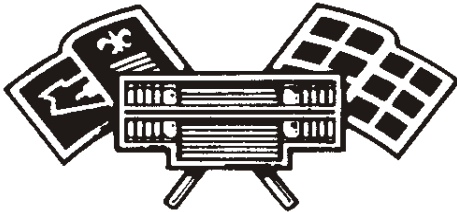
Depending on the demand and costs involved many American cars were built for the local market "in country" – many as knockdowns that were assembled overseas to reduce the customs cost. GIs didn't buy these cars (unless they bought well used, fully depreciated ones) because they sold "new" for twice as much or more as the same American car purchased through the PX – and didn't necessarily meet American standards so they couldn't be

Overseas Purchasing, continued

registered in the U.S. without modifications if shipped back.

Corvairs were sold that way in foreign countries through GM's sales arm and others have written about that production. Today many "American" cars are marketed worldwide, but built locally – Jeeps, Chrysler minivans, Chevy Cruzes etc. – with locally-produced (and frequently smaller) engines.

And of course classic American cars are still desirable – the Swedes really love them – and are shipped overseas all the time.



What Does Fox News Have to Say About the Corvair?

Al Kotkin alerted us to the following item as posted on a Fox News site, as part of a feature about cars with polarizing design:

The first-generation Corvair, introduced in 1959, was a pleasing and clean design. But the second-generation was drop-dead gorgeous. No less an authority than David E. Davis, Jr., writing for Car & Driver, called it one of the most beautiful cars America had produced during the post-war era. But many bow-tie fans – used to fins and lots of chrome or the long hood, short rear deck look of the Camaro and Chevelle – found nothing to like about the Corvair. We tend to agree with the fans here. It's a beautiful little car.



This month we welcome new member Matt Posthumus. Matt owns a 1961 Lakewood and a 1966 Corsa coupe. Matt writes, *“Not sure what direction I want to go in with the Corsa yet. Picked it up about two weeks ago and not sure if I want to part it out, sell it whole, save it, or trade it for a paint job on the Lakewood.”*

Matt hopes to be able to join us at the auction this Saturday. We look forward to meeting you, Matt!

Here's photo of his Lakewood. Nice looking car!



Joke of the Month: I have sure gotten old!

I've had two bypass surgeries, a hip replacement, new knees, fought prostate cancer and diabetes. I'm half blind, can't hear anything quieter than a jet engine, take 40 different medications that make me dizzy, winded, and subject to blackouts. I have bouts with dementia, have poor circulation, and can hardly feel my hands and feet anymore. I can't remember if I'm 85 or 92. I have lost all my friends. But, thank goodness, I still have my driver's license!

Contributed by Tony Gervasio

Parts Auction, continued from Page 1

All the other details of the auction, as outlined in last month's newsletter, remain the same. Even so, we're repeating that information below.

We also have a preview of some of the parts to be offered, courtesy of a few seller's who have tipped their hands.

Our annual indoor **Parts Auction** is scheduled for **this Saturday, March 1**, at Ashley's Auto Body on Hillside Avenue in Flanders, New Jersey. All interested persons are invited to attend. There is no admission charge and lunch is included!

Directions to Ashley's appear on the next page.

At this event, new and used Corvair parts and accessories are sold at auction, with a 10% commission of the sale price going to the club treasury. You may bring parts to sell, you may buy, or you may do both!

Did we mention that lunch is included at no charge?

Directions appear on the next page. Here is what you need to know to fully enjoy the day:

First, plan on making a day of it. Due to the nature of how the auction operates, it is not possible to process any buyers or sellers until the auction is completed. **Doors open at 9:00 for set-up, we begin the bidding at 10:30 AM**, take a pizza break at 12:30, resume the bidding at 1:00 PM, and finish up typically around 2:30 PM. Only at that time can we tally the sales, collect from the buyers, and pay the sellers.

Second, plan on getting there early. We'll open the doors at 9:00 AM, to allow time to tag and display any parts you are selling, and to allow you to peruse the parts being offered.

If you're selling, you will need to fill out a Lot Card for each part or group of parts being sold individually, so please allow sufficient time to do this before the start of bidding. Want to get a head start? We can send you a PDF file of the Lot Card so that you can print your own and fill

them out in advance.

If you are buying – or even if you think you are not buying – you will be issued a Bidder Number by which the auction desk will track all purchases.

We ask that items being offered be limited to Corvair parts or Corvair-related items, only. Typically we have upwards of 200 lots to get through, so we are not able to deal with items outside of this parameter.

Also, we ask that you not bring more than one of the same item to sell. It is difficult to sell, in an auction setting, multiples of the same thing. You can, however, sell multiple items in a "lot." You could offer, say, one lot of six oil filters, instead of six individual oil filters.

Remember that only quality items sell easily, and that greasy, rusty junk will not only not sell, our very picky auctioneers may not even *try* to sell it! Bent and broken pieces have limited appeal.

The club will deduct a 10% commission on all sales. You may also donate items for the full benefit of the club.

Again, the doors open at 9:00 AM for setup, this Saturday, March 1, yes, rain, snow, or shine!

Next Monthly Club Breakfast
Saturday, April 5
No Breakfast gathering this
month, the Parts Auction
has taken it's place!

Spring Driving Tour
Saturday, March 29th

Auction Preview

Here are just some of the parts that are going to be offered by several sellers at the Auction this Saturday:

NOS GM Turbo exhaust Pipe for 1965-66

NOS GM Turbo Outlet Pipe for 1965-66

NOS Gas Tank for 1961-69

Used but good Gas Tank for all FC models

Clark's oil pan

12-plate oil cooler

NOS Heater Control Unit for late model

NOS 65-69 Magnesium engine cooling fan

NOS Master Cylinder

NOS bumper guards for 65-69

NOS Headlight bezels for 1961-64 and for 1965-69

NOS cables for heater, clutch, speedometer, parking brake

NOS Distributor 1110455

NOS blower hubs for early and for late

Set of 1967 bucket seats

NOS AC Air Filter Elements for 1964-69

NOS Backup Lamp Kit for 1960-61

NEW Vintage Downdraft Carburetor Adapter for Turbo

New/Rebuilt Clutch Disc

Collections of 1960 and 1961 Technical Service Bulletins for all Chevrolets

NOS Rocker Trim for 1965-69

NOS Rear Grille for 1960 cars and 1961 wagons

NOS Idler Arm

NOS or perfect used 1965 front ornament

and much, much more!

Directions to Ashley's Auto Body 274 Hillside Avenue, Flanders, NJ

► **From I-80**, take Exit 27 for Rt 206 South. Follow Rt 206 South, to the traffic light at Main Street. This is the third traffic light from I-80 and comes up after the entrance to the Oakwood Village apartments on the left. Turn left onto Main Street from the left turn lane, which will give you a green arrow. Then follow the directions below.

► **From I-287/I-78 and south**, take Rt 206 North. Follow Rt 206 North, to the traffic light at Main Street. This is the traffic light just beyond "The After" roadside restaurant on your right. Turn right onto Main Street and follow the directions below:

► **From Rt 206 at Main Street**, follow Main Street a short distance and bear left onto North Road. There is no street sign for North Road, so look for the sign that directs you to *Route 10 - Succasunna*. Follow North Road, which will become Hillside Avenue once you cross the railroad. Continue on Hillside Avenue to Ashley's Auto Body on the left.

► **Parking** is available both in the body shop lot and directly across the street.



The NJACE Corvair Engine Test Stand is Ready for it's Debut!



At this Saturday's Parts Auction the intent is to display and demonstrate the results of a project on which several club members have been working for the past several months: The NJACE Corvair Engine Test Stand!

The project was conceived by Ken Schiffner, who purchased an Easy-Run stand. The Easy-Run stand is a popular and well-made piece, but it is designed to accommodate conventional water-cooled engines, particularly American V8 engines.

The photo to the right shows the Easy-Run stand in its original configuration. →

Larry Ashley then donated space in his shop and he and Brian O'Neill dove in, spending weekly Monday evenings modifying the Easy-Run stand so that it could accommodate any Corvair engine. Tim Schwartz joined the effort,

too, lending his expertise in wiring the stand such that an engine can be run on conventional breaker-points ignition or Pertronix with the flip of a switch. Other members joined in to lend a hand from time to time as well.

Following our January breakfast it all came together, as the engine destined for Larry's Corsa convertible was fired up on the stand for the first time.

There remain a few tweaks and refinements to be made, but the project is 99% complete and ready for it's first public appearance. Come to the auction this Saturday to check it out!

Did you Know...

During the American Revolution, in the midst of the bleak winter of 1779-1780 here in Morristown, General George Washington issued a proclamation in recognition of St. Patrick's Day on March 17, 1780. He did so to give his troops a morale-boosting holiday and in recognition of the high percentage of Irish troops under his command.

