



From the Editor

This month's newsletter focuses on upcoming club events. It includes Brian O'Neill's column on preparation for the car show at Ledgewood Mall in October.

Our feature story is about the roundup of club events over the next few months, including our traditional summer party at the Ashley's and a cruise night later this month. Also covered for those of you who are racing enthusiasts, is a new racing event for the NECC in Pittsburgh in late August.

We have our first feature story about how a corvair found its way into one of our club member's possession, namely my husbands! And a word from Bob Marlow on painting his '66 Corvair.

For those of you who missed the Convention in Lexington, we bring you a roundup of information about our NJACE member's participation.

We round out the edition with a few tech tips and another brain teaser! Enjoy--Kathy

Summertime Fun...let's get together...and party!!!

Cruisin...Now that the Convention is a thing of the past, it's time to focus on local activities. Since this is cruise night, car show season, back by popular demand NJACE will be at the Colorado Café Cruise night on Thursday, July 29th. Last years event was a great success. The food, the patio dining, the music, the cars, offered something for everyone. While the show doesn't begin until 6:30, please plan to get there early as cars begin arriving at 5:30. Once again we will try to park together, but if not check out that '57 Chevy or '66 Mustang that's parked next to you.

Directions: From I-78 Eastbound take Exit 41. At first stop light make a left-hand turn. At the traffic light make a right hand turn. Colorado Café is 1 1/2 miles up the road on the left. **From Rt 22 Westbound** go past Bow Craft Amusement Park about 1/2 mile. Just past the McDonald's is a sign for Berkeley Heights, Scotch Plains. Make a right and go straight through the traffic light. Colorado Café is 1/4 mile up the road on the right hand side.

Swimmin...Yes, August will be here soon, which means it's time for the Ashley's summer pool party. This year's theme will be the 60's, sort of but not quite in honor of the years in which our Corvair's were produced. The Party will begin around 4:00 and will go till the wee hours. Start thinking about where those granny glasses, bell bottoms and Nehru jackets are stored, cause Donna won't let you in unless you are dressed appropriately. A Woodstock this will not be, The Ashley's well manicured lawn and pool area will not become a muddy pit, nor will the police need to be summoned to cart away the rabble rousers (at least I don't think that will happen).

Directions: From I-287, take I-80 West to Exit 35, Mount Hope Avenue. Proceed South to Rt 46. Turn right onto 46 West. Turn right onto Princeton Avenue and make first left onto Harvard St. Proceed through one stop sign and it's the last house on the right.

Racin...August 29th and 30th are the dates for another NECC racing event. This time at Beaverun near Pittsburgh, PA. For our racing aficionados, it's one more chance to pit your skills against the clock. Details on the NECC website.



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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.



The Steering Column Be a Showoff!

By Brian O Neill

All good Corvair people know that our favorite car was introduced on October 2nd. The year was 1959 so that makes it 44 years ago, right? Forty four years isn't a silver, gold, platinum or rhinestone anniversary but still a good reason to show off our toys.

Our opportunity to impress the masses will be the weekend of October 2nd and 3rd of this year. The Ledgewood Mall on Route 10 in near the intersection of Route 46 in Morris County has agreed to let NJACE display Corvairs that

weekend inside the mall. It's a great opportunity to showcase our cars. There are still details to work out but here's what we know so far .

We can put as many as 25 to 30 cars in the main hallway of the mall. Naturally, we'll want to be sure that we display as many types of Vairs as possible. We also need to be sure that the cars look good. It's not any kind of judged show but still we will be in the public eye so all the cars have to be clean, neat and in good repair. The NJACE officers will be contacting individual members about their cars for the display. Don't feel bad if we don't ask you to display your car. It may be that we have too many of a type and need more variety.

If your car isn't on display, we still will need your help. All cars to be displayed have to be inside the mall at 9 PM on that Friday and can't be removed until Sunday at six. Owners don't need to be present all day long Saturday and Sunday but we do need volunteers to man our booth in the center of the mall. Without the full support

of all members this show can't happen.

There's lot more details to come. Our immediate need is for a couple members to volunteer to work on the show committee. Call me if you can help.

P.S. the fact that October 2nd is my birthday has nothing to do with the dates of the show. Are you listening Richard?

Obituary

Dick Ferreby, NJACE member for more than 20 years, died on June 15. He was 71. Born in Evanston, Illinois, Dick lived in Far Hills, NJ, since 1962.

His home in Far Hills was also home to a collection of beautiful Corvairs over the years, and he and his wife, Annette, were gracious hosts to NJACE on more than one occasion.

NJACE expresses the condolences of all members to Annette and the family.

PAINTING A CORVAIR IN 2004 O A R O

This past winter and spring my 1966 Corvair received a new paint job, using the newest materials and techniques.

Where Corvairs were painted originally with "Magic Mirror" lacquer, today's environmental regulations have eliminated lacquer and replaced it with more Earth-friendly materials. These include water-based primers and low-VOC (volatile organic compounds) paints.

Photos and descriptions of the preparation and finishing of my car can be seen on the NJACE web site, www.corvair.org/chapters/njace.

Look for the clickable link to the special "Painting a Corvair in 2004" feature, nicely assembled and presented by our webmaster, Al Lacki. This feature will only be up for a few months at the most, so check it out!



TECH TIP Brake Shoe Design By Bob Helt

Why does one brake shoe has a shorter lining than the other? Here is Chevrolet's explanation (paraphrased).

For the 1960-62 Corvairs, both shoes had the same length linings since these vehicles did not have the automatic adjusting feature.

Starting in 1963, automatic adjusters were incorporated. This required that the primary (forward) shoe have a shorter lining to allow room for the two-shoe assembly to pivot at the anchor pin and swing counterclockwise and allow the automatic adjustment mechanism to function when the brakes were applied with the vehicle moving in the reverse direction.

**Just for Fun...Corvair
Word Search**

F B J O R C C C A A X Q B S N A P
 C R P B O E O L I Z R U T C O U E
 S I A R E R A R A E N E U U I T O
 Y E S N V S C R I R V O D R H O P
 L A C A K O C R E E K O M T S C L
 L I I A O B B A C N O S H S A R E
 A R M L R N U A V W G U U T C O S
 R D E E E G L R E O T I B O K S C
 D D J E R A A G K T K L N N C S H
 A S R E N O D R R H E R E E I S O
 O G D D E E C J D W A E O B D Z I
 R A R A L C O K N E Y R M D N E C
 N A T E L O R V E H C X D P N A E
 H C N A R R I A V R O C Y T A A F
 L E X I N G T O N S P Y D E R W S
 N E C O M M U N I Q U E B D F Z S
 E D I S P M A R F U N K H A N A M

Clues
 AIR-COOLED
 AUTOCROSS
 CHEVROLET
 CLARKS
 COMMUNIQUE
 CORSA
 CORVAIR
 CORVAIR RANCH
 CURT STONE
 DICK CASHION
 DRAG RACES
 FANBELT
 FRANK
 BURKHARDT
 FUNKHANA
 GREENBRIER
 LEDGEWOOD
 LEXINGTON
 LIMEROCK
 MONZA
 NADER
 PEOPLES CHOICE
 RAMPSIDE

REAR-ENGINE
 ROAD RALLY
 SANDOR KOVACS
 SPYDER
 STEVE CALANDRA
 SWAP MEET
 YENKO
(Solution on page 4)

**Convention Results
By Bob Marlow**

Unaudited -- I may have missed someone! 22 persons, 10 Corvairs (11 after Ray Coker was done shopping). They were (in alphabetical order):

- Larry & Donna Ashley** ('66 Monza convertible)
- Lawrence, Lillian, & Lynn Ashley** ('67 500 coupe)
- Jim & Frank Burkhard** ('65 purplevertible)
- Ray & Kathy Coker** ('65 Monza convertible, and '65 Corsa coupe purchased at the convention)
- Tony & Helen Gervasio** (water-pumper)
- Pete Koehler** ('60 700 sedan)
- Bob & Sue Marlow** ('66 500 coupe)
- Brian & Roberta O'Neill** (water-pumper)
- Ken Schiffner** ('64 Monza convertible)
- Tim Schwartz** ('63 Greenbrier)
- Bill Stanley** ('63 Monza convertible)
- Terry & Liz Williamson** ('64 Monza convertible)

The Road Rally was our club's big event: Six Corvairs entered out of more than 100 entries overall, and more than 75 in the "Primary" class. In that class, NJACE members earned the following results:
Larry & Donna Ashley, 8th
Tim Schwartz & Sam Kost, 13th
Jim Burkhard & Frank Burkhard, 22nd
Bob & Sue Marlow, 24th
Terry & Liz Williamson, 36th
Ray & Kathy Coker, 54th

In the Autocross, only **Jim Burkhard** and **Tim Schwartz** represented NJACE. Jim was 6th out of 13 in class IS-3, and Tim was 2nd out of 3 in class SS-5.

In the Car Display, I have not yet been able to obtain official results, and in the Concours, I don't believe any of our members were entrants.

A New Addition to the Family Nan

By Ray Coker

Last year Kathy and I met a wonderful person, Shirley Swiney. Some of you may know her or her late husband Kemp, a true Corvair enthusiast. His passing left her with a house with a 7-car garage that held Kemp's 7 Corvairs and associated parts. Yes you read this right, 7 Corvairs.

Shirley had to do what all our loved ones will one day face, dispose of our possessions, precious metal, collectables, one of a kind treasures, whatever they are called. We first met Shirley when I bought Kemp's aluminum trailer.

This past April on our return from Atlanta where I had just dropped off my '69 coupe for a paint job, we stopped to see Shirley. I told Kathy that towing an empty car trailer through more than two states on Easter weekend was against the law". I don't think she bought it but it was worth a try. I was just looking for an excuse to check in on Shirley.

After a warm greeting the conversation took up right where we left off last year, talking about Kemp and his affection for Corvairs. Shirley was preparing for a move and only Kemp's three favorite Corvairs remained, a

1960 4-door Sedan, a 1961 4-door Sedan and a 1967 140 HP Convertible. She was keeping the '60 Sedan for herself and was giving the 140 Convertible to their son but what to do with the '61?

Having an empty trailer and remembering that law I told Kathy about it made perfect sense to buy the '61 Sedan to avoid any "empty trailer" infractions on our way home. After a little haggling over the price (Shirley is tough) the '61 was once again on Kemp's trailer headed to a new home.

Her name is "Nan" and she's beautiful. She is Fawn Beige, is 43 years old and was purchased by John and Nan Prager of Falls Church VA in Aug '61 from Jim McKay Chevrolet in Fairfax VA for \$2,700.70. I know because I have the original bill of sale.

She has an automatic transmission and is all original except for a paint job. John and Nan sold the car to Kemp in Sep '80 one month shy of owning her for 19 years. Kemp and Shirley kept her for 24 years and I am her third owner. Did I mention she has only 63,768 original miles? This car has been treasured and well taken care of, a tradition which I intend to carry on.

Thank you Shirley and even though we never met I want to thank Kemp too. With his love of cars we know he is in Automotive Heaven looking down and smiling. Her name will always be Nan.

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TECH TIP Leak-down Testing

By Jim Burkhard

Concerning leak-down testing, I will offer one very big caveat: **ALL LEAK-DOWN TESTERS ARE NOT THE SAME.** The "percent leak-down" number they give is a just a ratio of pressure drops with respect to a **PURELY ARBITRARY** reference orifice in the tester. There is no standard for this orifice's effective flow area, so different brands of testers will give completely different leak-down numbers on the same cylinder! Thus, you **CANNOT** just pull an absolute number out of the air and say "less than 5, 10, or X% leakage is OK". It all depends on the tester itself.

A sensor with a small internal orifice will be more sensitive, but will be more likely to change with use over time if a little dirt/oil/crud from the air system starts to accumulate. A larger orifice tester is less sensitive, but less likely to shift over time. Interestingly, as crud accumulates, the testers get more sensitive (until they outright plug).

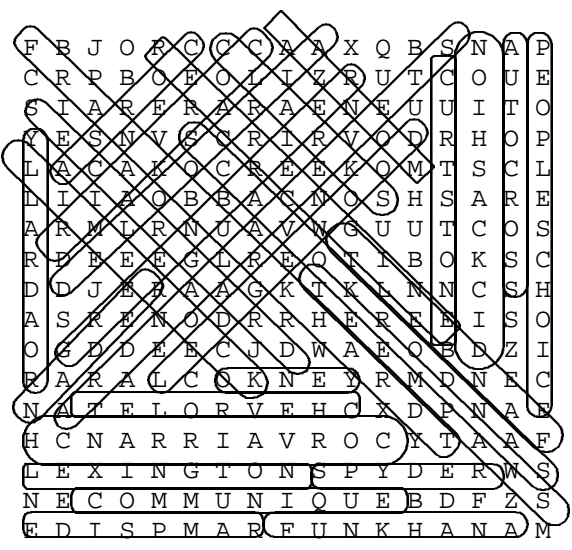
We have a couple of decent professional grade leak-down testers in the engineering facility where I work. One is a Snap-On and the other is a Mac Tools. I also have a third one which I built myself out of commonly available industrial supply parts.

Just for jollies one day, I flowed all three of them on a very accurate and precisely calibrated flowstand. I've got complete

curves, but for brevity I'll just provide a single example point. A certain flow of leak rate (20.0 std. liters per minute or about 0.7 SCFM) on the three testers was considered by the Snap-On to be "11% leakage", my home-built tester "5.3%", and the Mac Tools unit "2.9% leakage". Which is right? They all are...

The important thing is that you only compare readings from one tester against itself or a questionable cylinder against a good cylinder. I used a 0.040" drilled internal orifice when I built my leak-down tester, but actually effective area depends on things besides the hole diameter, so even that isn't enough detail to be assured of comparable calibration.

If you buy/build a new tester of unknown history, I would run leak-down tests on a number of "good engines" to develop a feel for the sensitivity of the unit. A measured so-called "5% leakage" could be extremely tight or fairly leaky... it all depends on the tester, so it the value obtained is VERY RELATIVE. Above all, ignore anybody who tries to give you universally absolute "<X%=good / >X%=bad" rules for acceptable leakage. They don't know what they are talking about because they don't understand how the tester works. But such a specific number threshold really is only important when you think an engine is just plain overall worn-out on all cylinders. More often, you are trying to diagnose a bad cylinder and you'll find one at 60% and the rest at 10%...



Solution to puzzle on previous page

NJACE Calendar of Events

- *Thursday, July 29th** - Colorado Café, 154 Bonnie Burn Rd, Watchung, NJ Cruise Night, 6:30 – 9:00. (908) 322-7200. Info and directions in this issue
- *Saturday, August 21st** - Summer Pool Party at the Ashley Estate, 35 Harvard Street, Dover. See Article on Page One for details
- Sunday and Monday August 29th and 30th** - NECC event at Beaverun located near Pittsburgh, PA.
- *Sunday, September 19th** - Antique Cars at Central Jersey Railroad Festival, Liberty State Park. More details next month
- *Saturday and Sunday October 2nd and 3rd** - Car Show at Ledgewood Mall. See article in this issue for information.
*(Events marked with an * count towards NJACE Mary Paxton & Bill Ableson Awards)*