NJACE corsa

the Fanbelt

March 2005 New Jersey Association of Corvair Enthusiasts

www.corvair.org/chapters/njace

From the Editor

February was certainly a rousing month for NJACE…just ask anyone who had the great fortune to attend our February business meeting and/or the Part's Auction at Ashley's Body shop.

While everyone knows that March arrives like a Lion…we were ahead of schedule here in NJACEland…check out Bob's "View through the Windshield" on page two for the skinny on both exciting February events as well as a few words about the upcoming Spring Tech session to be held at Tim Schwartz, fabulous garage and Tony's secret tour.

For my part as Publicity VP, I want to put the bug in your collective ears that I am looking to create a roster of Corvairs belonging to NJACE members.

Anyone who is planning on renewing their membership this month, take a moment to complete the car ownership section on the form. If your membership is not due until next year, drop me a note or send an email with the information…which brings me to another topic…email addresses. If you have one, let us know….we promise not to share it with anyone outside the club, but it's a great way to get last minute news, fast.

Until next month – *Kathy*

Listen Up… It's time to learn a thing or two from our ace mechanics…at the Spring Tech Session

by Ken Schifftner

Early model Corvairs used a single piston master cylinder for the brake system. The action of the single master cylinder piston applied hydraulic pressure to all four wheels thereby moving the brake shoes against the brake drum to stop the vehicle. Upon failure of that single piston, the loss of braking action to all wheels could occur. During the middle '60's, for safety reasons, vehicle braking systems were converted to dual circuit systems involving a master cylinder that could distribute hydraulic pressure separately to a pair of wheels. Thus, losing one circuit, would still (in theory at least) provide braking to the remaining two wheels. Late model Corvair cars (I don't know about the FC's) were factory equipped with the dual master cylinder system. Early models were not.

Our Spring Tech Session will involve converting the single circuit braking system on an early model (in this case my 1964 convertible) to a dual circuit system. The procedure involves removing the old master cylinder and replacing it with a dual master cylinder.

The dual master cylinder will be bench bled using new hydraulic fluid so that no trapped air bubbles remain.

A hole will be drilled in the cowling to allow a brake line adapter connection to attach to the brake line distribution block so that the front brakes are fed from one master cylinder circuit to the front pair of wheels and the other master cylinder circuit to the rear wheels.

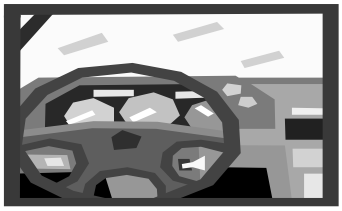
The four wheels will then be bled and the "hard, harder, hardest" test will be performed on the brake pedal to make certain the circuits are both working.

Copies of the instructions that came with the conversion kit will be provided to all Tech Session attendees. Don't miss the chance to see this procedure being performed, live…in Tim's garage on Saturday, March 19th beginning at 10:30 A.M.

Continued on page 4

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. A commercial ad can be placed in an issue of the *Fanbelt* for $50 per full page, $30 per half page, $20 per quarter page, and $10 per business-card. (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 camera-ready, PC-compatible or type-able copy. The *Fanbelt* is edited by Kathy Stetler who can be contacted by email at kathy.stetler@comcast.net or through the NJACE address noted above.

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 View Through the Windshield

by Bob Marlow

Think Spring! As I write, a fresh 8-inch snowfall has covered the ground here at the NJACE White House, and I have come down with the ubiquitous winter cold. But the first day of Spring is less than four weeks away, and March is, of course, that transitional month that comes in like a lion but goes out like a lamb. So already, I am thinking warm, sunny thoughts.

In our club we warmed up two February days with a fun meeting on the 2nd and another great Parts Auction on the 19th. The meeting was thoroughly enlivened by the rollicking game of Corvair Pictionary assembled by Kathy Stetler and Ray Coker, and it took place in the Chimney Rock Inn in Bound Brook. Our group was divided into five-person teams, and it has been a long time since I laughed as hard as I did at some of the pictures my team created! Kathy has threatened to reproduce some of the illustrations in this newsletter -- I hope the names are changed to protect the guilty!

The February meeting was our first visit to the Chimney Rock Inn but it won't be our last. Nice menu, nice service, nice room.

Two and a half weeks later the Ashley's opened their business to us for our annual Parts Auction, on a clear and bright winter day. We saw our "usual suspects" plus a good number of our friends from neighboring Corvair clubs. We also enjoyed the company of Ed Connolly, an NJACE member some 30 years ago whose life has brought him full circle, back to our area and back into our ranks.

Plenty of thanks need to be distributed for the auction. First, to Larry and Donna Ashley for again being our hosts. It is not likely that we will be able to conduct this event at the Ashley's in 2006, because this year they are commencing a massive rebuilding project, so we are doubly grateful for the welcome mat being out this year. My thanks also to my fellow auctioneers Brian O'Neill and Pete Koehler. Pete made the trek in from his new home near Altoona, Pennsylvania, not only to attend our auction but also to be a vital part of it.

But my greatest thanks need to go to Donna Ashley and Kathy Stetler, who very capably handled the administrative and accounting desk for the auction once again. Brian, Pete and I may seem like we're working up there, selling parts, but Donna and Kathy are doing the real work. Thanks also to everyone who attended. We had over 30 bidders, a couple of hundred lots of parts, and we made a nice little commission for our club treasury.

I do not know who the biggest spender of the day was, but I do know that the day's biggest bid was placed by Kathy, winning a spirited duel with Greg Dittrich .

But back to anticipations of Spring: As soon as the weather turns nice many of us will be bringing our Corvairs out of hibernation. As part of the springtime ritual you should be checking over your Corvair's braking system. And to help you undertake what is arguably one of the most popular and worthwhile upgrades you can make to your Corvair, our club will be conducting a hands-on tech session this month on the topic of dual-master-cylinder conversion.

Saturday, March 19 is the date, and 10:30 AM is the time. It will take place indoors in Tim Schwartz's spacious and heated garage in Ho-Ho-Kus, and we will begin the day with Ken Schifftner's 1964 Monza convertible sitting there with its factory-original single-circuit master cylinder. We will finish the day with the car fully converted to the newer-style dual-circuit master cylinder. This is a great way for you to learn the ins and outs of this procedure, that is actually quite straightforward and which is one of the best safety upgrades you can make to your 1962-1966 Corvair.

Our attention at the tech session will be on the 1962-66 models, which represent the bulk of the cars in hobbyists' hands today. The conversion that we will be performing on Ken's 1964 Monza is the same as that for any of the 1962-66 models. 1967-69 Corvairs all came from the factory with the dual master cylinder setup, so there is no need to upgrade those cars. 1960 and 1961 Corvairs utilize a different type of master cylinder for which the upgrade requires some cutting and welding. We'll take a look at what is required for a conversion on 1960 or 1961 models for the benefit of those of you who own them, but the actual hands-on procedure will cover the 1962-66 models.

Whether or not your Corvair is a candidate for this important safety upgrade, we invite you to attend this tech session because all aspects of the inspection, service, and repair of the brake system hydraulics will be discussed. Plan on it! Saturday, March 19, beginning at 10:30 AM at 5 Riverview Lane, Ho-Ho-Kus. Directions appear in this issue.

Looking further ahead, I have taken the presidential ax to the "Garage Sale" Swap Meet for 2005. We anticipate bringing this event back in 2006, but the lack of a suitable site, and the now-short time for planning and promotion makes it necessary to forego this event this year. However, it was not for lack of trying by the membership! A total of five sites were scouted by five different members, but each site had a shortcoming that we could not overcome. One or two of these sites were sufficiently "close" in their qualifications that they may make it as the 2006 site. Because this event benefits from a long lead-time and advance publicity, we are not forgetting about it, we are now thinking in terms of 2006.

But if we skip the "Garage Sale" Swap Meet this year, an event that dates back to the mid-1980s, what are we going to do in April? Don't worry; Activities VP Tony Pervasion has been assembling ideas for a Corvair road trip. We'll have details at the tech session and in next month's newsletter, but what could be better than an opportunity to drive your Corvair in the company of like-minded friends? In the meantime, I'll see you at the tech session!

NJACE of Events

Wednesday, March 9, 2005 Meguiars Car Care Product Seminar 7:00 P.M., hosted by Del Val Vairs at their March meeting at the Amwell Valley Diner near Ringoes, NJ. Call Ron Peles on 908 479-1218 for information

***Saturday, March 19, 2005 Tech Session 10:30 A.M., Tim Schwartz house 5 Riverview Lane, Ho-Ho-Kus, NJ** Dual Master Cylinder conversion for 1962 – 66 Corvairs…actual hands on session...details and directions on page 1.

***April, 2005 Tony s Spring Road Trip** shh, were keeping the destination a secret until next month s newsletter!

Events marked with an * count towards NJACE Mary Paxton & Bill Ableson Awards

Tech Tips

Corvair Valve Lifters

by Bob Helt,
(originally published on Virtual Vairs)

There are no original-type Corvair lifters currently available, so any lifter being purchased is either a standard Small Block Chevy lifter or a modified SBC lifter (with the exception of a very few specialty lifters like the Rhodes lifters).

Of the following criteria: Height, diameter and finish; Foot curvature and finish; Check valve Piston leakdown rate

There are no known problems using standard SBC lifters.

Of the following criteria: Piston adjustment range; Pushrod seat shape; Oil metering valve design and oil flow rate/pressure

The following are issues of importance to Corvair usage:

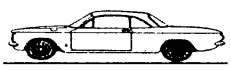
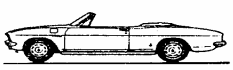
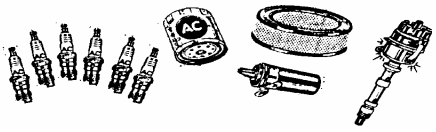
Piston adjustment range - This is a critical spec because of the wide operating temperature range of the Corvair engine. Adjustment range should be approximately 0.147 inches which translates to approximately 2 full turns of the rocker nut. Many standard SBC lifters incorporate sufficient range, but others do not.

All Corvair vendor supplied lifters should meet this requirement. The only known ways to assure any lifters have sufficient range are vendor literature, or actual measurements of lifter or adjustment range on the engine.

Pushrod Seat Shape - Deep seats are to be desired because of the possibility the pushrod may fall out of the seat if it is too shallow. Small Block Chevy engines have their pushrods at an angle of about 45 degrees while the Corvair pushrods are essentially in a horizontal position, making it more likely they may fall out of the lifter seat if excessive clearances occur due to lifter pump up. Most Corvair vendors will be able to tell you if their lifters have deep seats that are similar to the original Corvair lifters.

Oil metering valve design and oil flow rate/pressure - This is a critically important consideration for your lifter choice. The problem here is that all standard SBC lifters are designed for SBC engine needs and not the Corvair's requirements. Because the SBC engines are upright V-8s, oil being metered to the valve train flows through the pushrod to the rocker where it is released and combination of gravity flow and rocker "flipping" cause the oil to be widely disbursed throughout the rocker box. The Corvair in contrast, must flow its oil through the pushrod and then force a squirt of oil some four (plus) inches UPWARDS to properly oil the valves. Most SBC lifters do not have this capability and thus the Corvair rocker boxes may get marginal lubrication affecting both wear and temperature control of the valves/rockers and heads.

There are no known ways of determining whether a lifter has sufficient oil flow to meet the Corvairs requirements other than obtaining vendor and user comments, making your own actual comparative flow observations on a running engine, or doing a physical disassembly and knowledgeable inspection of the lifter.

  **Cars & Parts** 

NJACE Classifieds

1980 Buick Skylark Limited – 4-door, V6, Auto, FWD, PS, PB, A/C, Tilt Wheel, AM/FM Stereo. No dents, no nicks, no tears, no rust. Never in an accident. Garage kept since new. Everything works. 25,917 miles. Car is located in North Arlington, NJ. Call Al Lacki at (610) 916-6565 or email him at redbat01@aol.com. An antique car in near-perfect condition, priced at just $1,000.

The Project, Part 4

By Ray Coker

I apologize for my abrupt departure in last months "project" update but I got a phone call from someone who has a 215 ci V8 powered Corvair just like the one I want to build…wanting to sell. Even though building this car will be fun I instantly imagined the pleasure of getting one 90% complete and enjoying putting the final touches on it.

It turns out the car is in Detroit MI, and was built 12 years ago. The gentleman that built it drove it for 2 years and decided after several 100 MPH runs it needed better brakes so he started a 4-wheel disc brake conversion on it. That was 10 years ago; he never finished the brake job and never put the car back on the road. It has been sitting in his garage for the past 10 years. He is now 76 years young and realizes he will never finish it and enjoy the thrill of a V8 Corvair again. Hmmm…I'm interested…

As luck would have it I my friend Steve Schmidt who works for State Farm Insurance lives near Detroit. Steve is a past Corvair owner who has moved on to other hobbies (his family) and due to college funds and other family associated adventures he hasn't purchased his next Corvair yet. YET, remember that, he still has the bug. He told me he would be traveling on business in the area where the V8 Corvair was located and would be happy to inspect it and get me some photos. He met the Corvair owner at his house soon afterwards and spent several hours with him getting the history of the car along with about 20 digital photos. Although the car was what I wanted it was not the car for me. The condition of the car plus the fact that it hadn't been on the road in 10 years swayed my thoughts back to "build your own". So I'm back to gathering parts.

Bob Marlow was generous to give me a reverse rotation cam shaft but after some research it turned out to be too radical for a street car. It was more suited for drag racing. It would work well with a 3.70 – 4.11 rear gear ratio, a 2500 rpm stall speed torque converter and a 750 CFM carb. I decided it was a little to much for my intended street driving. The one saving grace was it was an ISKY Racing Cam. Anyone with any knowledge of fast cars instantly recognizes the ISKY name. A phone call to their racing headquarters in Southern California and a conversation with Ron their machine shop manager assured me they could regrind it for street usage. I immediately mailed the cam shaft to the ISKY headquarters and insured it for a good amount of money; you see these reverse rotation parts are "rare as hens teeth" so the thought of having it misplaced during shipping concerned me. Ron at ISKY Cams received it and within two weeks it was shipped back to me reground for a perfect combination of power and mileage with strong low end and mid range power. RPM power range will be 1500 to 4000 / redlining at 5500. That will work for me.

I also found out if I want to build the engine with a long thrust 300 crank which will instantly boost the little 215 ci engine to 266 ci I would need to build a 5/16 spacer between the aluminum block and the Kennedy adaptor plate I purchased. I was told the 300 crank flange is 5/16 longer on the flywheel end so the spacer is necessary. If I used a 215 crank I wouldn't need the spacer but I'm looking for some performance out of this engine. I also got the Powerglide transmission this weekend from Pete Koehler so things are beginning to come together.

Once the engine and transmission are mated together using the two adaptors, I will get the car body from Georgia and install the driveline. Due to the overall length of the V8 engine compared to the Corvair engine, when doing this type of swap you have to notch the rear frame crossmember to make room for the crank pulley. I'm thinking of moving the entire engine/trans forward one inch to avoid notching the crossmember. That seems easy enough but now I have to start thinking about the cooling system. I want to have the radiator in the rear above the transmission so more research is needed.

I'm excited; things seem to be going my way…for now. I know how these jobs can be so I've got my fingers and toes crossed.

(Continued from Tech Session page 1)

Directions: **FROM Rt 17 North:** Exit at HOLLYWOOD AVE. - HO-HO-KUS, and be careful they are serious about the 15 MPH sign! Go as straight as possible, through a YIELD sign to the amber blinking light. Turn LEFT, on to W SADDLE RIVER RD. Go one long block and take your FIRST LEFT onto RIVERVIEW LANE. (Important: DO NOT take the W Saddle River Rd exit directly off of Rt 17. you will get lost!

FROM Rt 17 South: Exit at HOLLYWOOD AVE. - HO-HO-KUS, and keep turning to the right so that you cross Rt 17 heading east on Hollywood Ave (Bergen County Rt 502) After you cross over Rt. 17 take the first LEFT onto W SADDLE RIVER RD. Go one long block and take your FIRST LEFT onto RIVERVIEW LANE.

Tim's house is the second on the right, number 5 (black mailbox with the house number on it is at the end of the driveway)

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