



Fanbelt

September, 2012

www.corvair.org/chapters/njace

New Jersey Association of Corvair Enthusiasts

Corvair Campin' & Air-Cooled



It's completely informal and totally fun: Our annual "Corvair Campin' Weekend" at Ray & Kathy Coker's Pioneer Campground in Pennsylvania, September 7-8-9.

Plus: Come to the "All Air-Cooled Gathering" in Flanders on Sunday, September 16. This event is run by the Central Jersey Volkswagen Society and we're invited!

See all the details in this issue!

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 \$10.00 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 or PC-compatible or type-able copy.

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.

What Are These People Doing?



If you attended our Summer Picnic at Waterloo Village on August 11 you know the answer. Read the President's Message below!

Happening This Month:

- Monthly Breakfast, September 1
- Campin' Weekend, September 7-8-9
- All Air-Cooled show, September 16

Happening Next Month:

- Monthly Breakfast, October 6
- Annual Fall Foliage Tour, October 21

Plus: Immediately following our breakfast on September 1st we are having a **tech session at Ashley's Auto Body**, where among other things we will address several minor issues on the car of new member John Bechtel – and perhaps on your car too! See the President's Message →

President's Message

by Brian O'Neill

Did the Lenape Indians eat deer burgers? Nope. Did they eat bear burgers? Nope? How do I know? Andrea Proctor, the guide who took us NJACers through the re-created Lenapi village in Waterloo Village told us so.

The Lenape Indians ate a lot of vegetable, corn, fish and other seafood like fresh water mussels. They ate meat when the hunters were successful and brought a deer or when very lucky a bear. Andrea told us much about the culture and customs of this clan-based, matriarchal society.

continued

President's Message, continued

Some of us tried our hand at Indian games and it's a good thing we have flat screen TVs for entertainment.

After the two hour tour, we set up the grill, provided by Larry Ashley, and the great salads and other goodies at a secluded picnic area. We went modern and ate beef burgers, hot dogs and one gourmand in the group even brought London Broil to grill. Steven J. set up his music stuff and we chilled out. It was great!

When the food settled, we packed up our gear and moved back near the entrance of Waterloo Village. The village was once a thriving, working place on the Morris Canal. For years it was run by a private foundation and open to the public. That has changed and now it's an orphan. Thanks to the Morris Canal Society is open a few days a year. The Canal Society was welcoming to us and we were able to see the grist mill in operation and more.

The village is in Andover just of Route 206. Check out the society's web page, <http://www.canalsocietynj.org>, and if you didn't make the trip with NJACE, go! The working grist mill alone is worth the donation to the Canal Society.

Getting the New Guy Involved

At our August breakfast meeting, we met our newest member, **John Bechtel**, a really nice guy who found us on the web, I believe. John recently purchased a 1964 convertible. Some of us recognized it. The previous owner had it at the VW Air Cooled show last fall where Ken Shiftner noticed it had a badly leaking fuel pump. In a true Corvair spirit, Ken not only donated a new pump but installed it.

So, in keeping with this spirit, all of us looked at John's new purchase and of course saw a number of things that need fixing. We have invited John to come to our next tech session at Ashley's Auto Body after the September 1st breakfast meeting. John has already gotten the parts we'll need and is excited to learn about his car.

Come on out on Saturday, September 1st, have a good breakfast and then join us at the tech session to meet John and help get his car in tip top shape.



What, No Corvairs?

by Ray Coker

I hope the headline got your attention, I hope you tilted your head, propped your chin in one hand, squinted your eyes and thought, "What the heck is he talking about?" I'm talking about friendships, star gazing, campfires, "Stories with a Hole", and pot luck dinners.

This is the fifth consecutive year NJACE club members will be driving to the Pioneer Campground for a weekend of enjoyment. A chance to get away from it all. A place to relax around campfires telling stories, star gazing, sharing food at a pot luck dinner and many other enjoyable things.

There is no car show, no greasy parts to pick through, no judging, no tune-ups, just like minded people enjoying some valued time together. If you want to drive a Corvair to the campground you are more than welcome to... just remember you don't have to. This weekend is about the nuts behind the wheel and not the bolts & nuts holding it together.

If you have an RV, bring it. If you like to sleep in tents, set one up. If you like indoor sleeping accommodations we have Cabins and Cottages. If none of those choices satisfy you there are several places within 10 miles where you can have quaint rooms at fine hotels or B&Bs.

(Unfortunately the Sullivan County Roadhouse at the end of our driveway no longer accepts reservations for hotel rooms, they are saving them for the Marcellus Shale Gas crews who are working in the area.)

Mow the lawn another time, repainting that bedroom has been put off this long what's a little longer, Aunt Ellie's birthday will come around again next year, drop everything and "come on down." Call us for reservations and we will see what we can do to accommodate you. You do not want to miss the Blind Folded Golf Cart Races. *AHHH, now you're thinking.*

Pot luck supper Saturday evening at 6:00 PM, be creative, cook outside the box!

Pioneer Campground
Route 220
Laporte, PA 18626
email PioneerCG@epix.net, phone 570-946-9971
web site www.pioneer campground.com



On the weekend of September 15th and 16th, the Central Jersey Volkswagen Society will present the eighth annual **All Air-Cooled Gathering** at the Flanders Swim and Sport Club, located at 272 Emmans Road in Flanders, NJ.

Again this year, the VW folks have graciously extended an invitation to all Corvair owners and enthusiasts, and we have made the Sunday portion of the event our club activity for this month.

The Sunday portion includes the **All Air-Cooled Car Show**, which includes trophies, dash plaques, door prizes, plus an on-site bar and kitchen, and live music.

Also on the schedule is a swap meet, games and other activities. Admission for the show on Sunday is \$10 per person, including your car. There is a \$20 charge for a swap meet space, which includes one admission to the show.

The gates open at 8 AM on Sunday for the show, swap meet, and games. Everyone is encouraged to enter the show, daily drivers to show cars. "As long as it's air-cooled, it's welcome." A portion of the

event proceeds will go to support Operation Jersey Cares, a volunteer organization that provides support for NJ combat veterans.

Information is available at <http://www.allaircooledgathering.com>. Plan on joining us with the other air-cooled enthusiasts in Flanders on **Sunday, September 16**.



NJACE Classified Ads for September

For Sale: 1998 GMC Safari mid-size van, bronze, very clean, 4.3 V6, PS, PB, automatic transmission, posi rear, front/rear A/C, 125K miles, power windows, door locks & seat, seats 7, premium sound system, CD, second seat radio, excellent tires, mounted snow tires. \$3800. Dave Cavagnaro, email djcav@ptd.net, home phone 908-362-5775, cell phone 908-319-3032.

For Sale: Set of original front and rear bench seats for 1962-64 Corvair coupe, light tan, good shape, asking \$50 but offers invited! Bob Marlow, 201-444-1859.

NJACE Officers for 2012

Brian O'Neill, President
973-729-5586, bmoneill@juno.com
Bill Cohen, Vice-President
973-729-8281, wicohen2@earthlink.net
Frank Hunter, Secretary
201-934-0244, fdhunter@juno.com

Tim Schwartz, Treasurer
201-447-4299, tim@bristolnj.com
Ken Schiffner, Activities VP
201-236-0786, scrubbr@ix.netcom.com
Bob Marlow, Publicity VP
201-444-1859, vairtec@comcast.net

What's This?



Why, it's a Breakfast Drawing, of course!

But it is not the Breakfast Drawing that we have every month at the Pronto Deli. No, our Breakfast Drawing is a means by which you can win a free breakfast, just by attending our monthly get-togethers.

Sometimes we have to draw a lot of names before we have a winner, but last month, the first name pulled from the hat was present! That's the only way you can win, by being there.

So be there! Breakfast is served at 9 AM on the first Saturday of each month at the Pronto Deli, 99 Ridgedale Avenue, Cedar Knolls. Located in the geographic center of our membership and easily accessible from I-287, I-80, and NJ Rt 10.



Welcome New Members!

As noted in Brian O'Neill's President's Message, in August we welcomed John Bechtel to the club. John and his wife, Jeanne, live in Union.

Also as Brian noted, John recently bought a 1964 Monza convertible, which he drove to the August breakfast along with his son. On his membership form John wrote that he bought the Corvair due to its uniqueness and affordability.

But, Brian, watch your mouth this month – John is a pastor!

Welcome!

Corvair Telescoping Steering Columns

by Seth Emerson
from Virtual Vairs

There are three different telescoping steering columns for the Corvair – four if you include the steering wheel.

In 1965, the telescoping column was offered at the beginning of the model year. Those columns use a unique steering box and should be kept as a set, but the column will attach to a late-'65-1966 box, with some very slight mods. All '65 telescoping columns had the two-spoke woodish wheel, prone to crack at the points of the spoke attachment.

The '65 telescoping column has a .625"-36 spline on the bottom tip, with a flat on one side. That spline matches the '65 tele column steering box and is the same spline as the late-'65 and all 1966 steering boxes. On the '65 the box and column are mated by a solid steel coupler with a bolt at each end to tie the two splines together. About May of 1965, the steering column and steering box were redesigned to add an alignment coupler which might also add safety in case of a front end collision. This design was carried on through 1966.

The actual coupler was used on the 1967-69 columns as well, but re-located down by the box. We'll get to this later."

The late-'65 and '66 columns have a different tip design from the early '65. We mostly see them with the coupler still attached. The stamped steel coupler is about 2.5" in diameter, about three inches long and is attached via a complex system of blocks, seals and snap rings to the column. It has a female spline which slides over the steering box spline and has a single clamp to retain it. When you remove all of the coupler mechanism from the end of that column, you have a 3/4" shaft with a hole drilled through the end. A pin is pressed through the shaft and the coupler covers the pin and snaps into place.

At the other end of the column, there were two different designs of steering wheels offered with the telescoping column in 1966. The same design as the '65, with a two-spoke woodish wheel is most common. A second, cheaper, design offered a painted regular style wheel (but with no outer horn ring like a normal Monza non-tele wheel), but it still offered the telescoping feature with the rotating

continued
Corvair Telescoping Steering Columns, continued

center bezel around the horn button. Several of the parts on this wheel are unique to this style and can be hard to get. Personally, I think it looks ugly, compared to the woodish wheel. But that is just my opinion.

The major feature of the late-'65-1966 style telescoping column is that it works with any late-'65 or '66 steering box. There is no unique steering box offered for the tele wheel in late '65-'66, as was required for the early '65. This usually makes the '66 style column worth a bit more, because it is a bolt-in for any late '65 or '66.

The 1967-69 telescoping column is unique, very pricey, and also very rare. There is some adaptability into a Corvette of similar years, and the Corvette market has an effect on the value. As far as swapping into another Corvair, it can be done with any '67-'69 column, not just the tele-column. It involves a whole lot more work than the simpler '65-'66 columns. The collapsible design affects the whole underside of the dash, the pedals, the firewall and, of course the steering box.

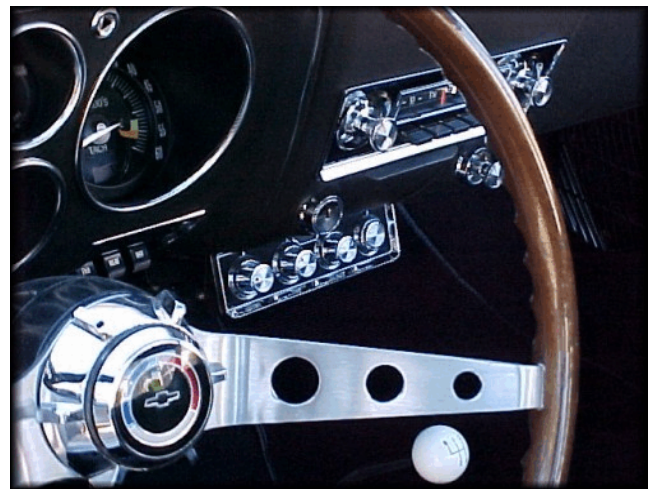
When GM put in the collapsible column they moved the stamped steel coupler down to the location just outside of the steering box. That makes the 1967-69 steering box unique as well. It is almost like the early 1960-63 box. The input shaft comes out of the box about the same length. The 1967-69 box has a flat cut onto the splines, unlike the '60-'63, but the same as the 1966 style box, which has a longer input shaft. This flat allows the column coupler to be installed in only one position.

A final note on the plastic wood wheel. The design is prone to cracking at the sides, because of in and out movement at the top and bottom of the wheel. GM caught on and 1967 and newer wheel were all three spokes, like the more common Corvette. If you have a good two-spoke wheel and want to keep it that way, don't use it in daily driving. There are several (8-10) great looking aftermarket wheels which are designed to replace the GM wheel exactly. You can have real wood or leather, starting about \$100. Look for wheels designed to fit the Corvette of that era. They also fit the Corvair tele-column hub, and are very easy to switch out, about five minutes. So drive it daily with a leather wheel and show it with the stock plastic wood one on the weekends!

Lots of the small parts of the adjustable portion at the top of the telescoping column, in fact, almost all of them, are common to the 1965-66 Corvette. The good news about this commonality is that lots of

those parts are available at reasonable costs. The bad news – for us – is that the Corvair tele-column can be modified to fit the Corvette, and the Corvette guys will pay better than us.

Editor's Note: The stock telescoping column allows adjustment of the steering wheel from a point equal to that of the standard non-telescoping column, to a range of positions that are closer to the driver. If you are seeking to move the wheel further away from the driver than stock, what is needed is an aftermarket wheel with a shallower-than-stock dish. But, of course, when you get into aftermarket steering wheels, related issues, such as interference with the turn signal stalk, begin to appear.



**Sullivan County's
Quality Campground**

P.O. Box 185 • Route 220
Laporte, PA 18626

570-946-9971

email: pioneercg@epix.net
www.pioneercampground.com

