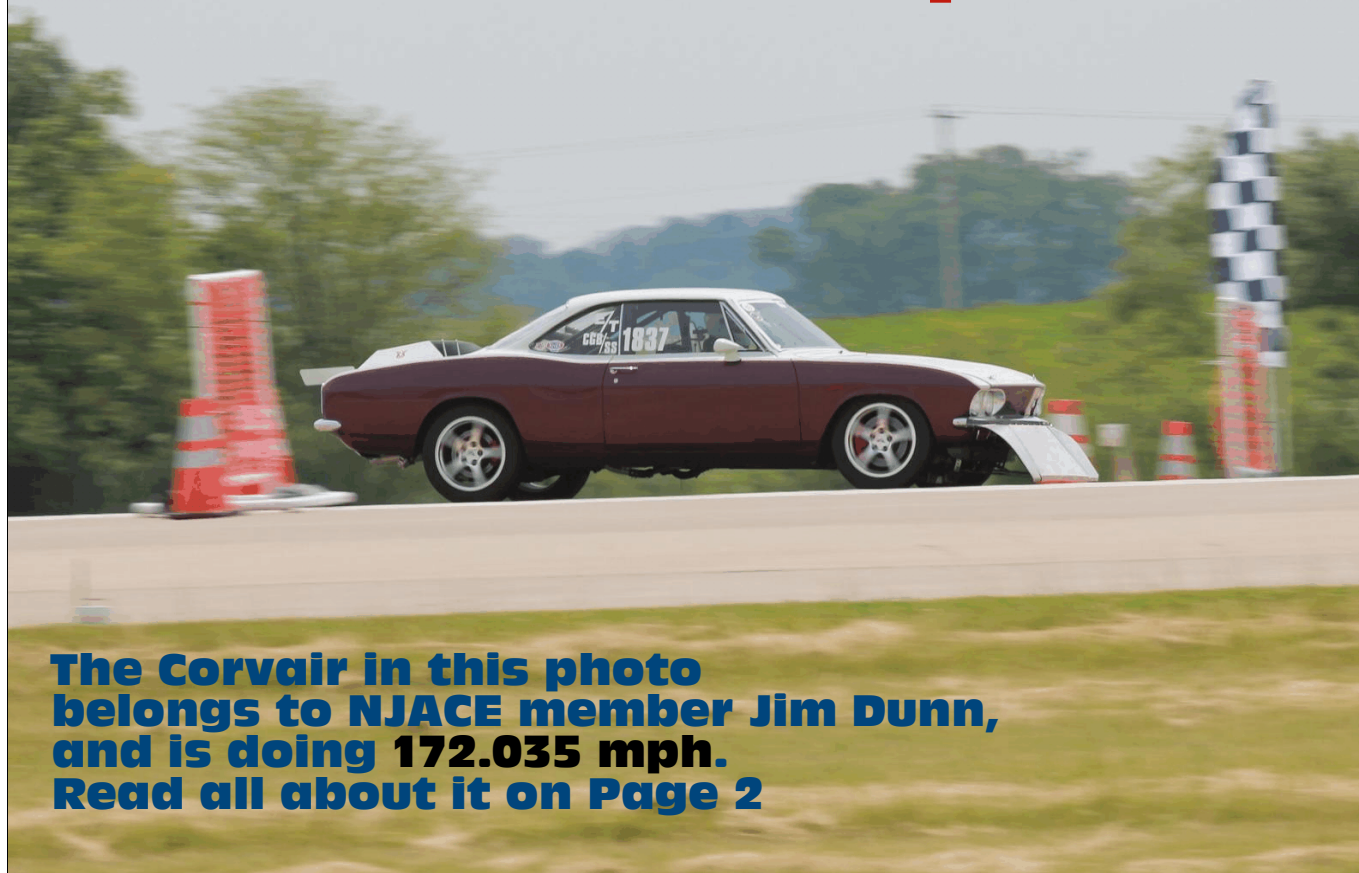


May 2014

the *Fanbelt* njace

new jersey association of CORVAIR enthusiasts

Unsafe at WHAT Speed?



The Corvair in this photo belongs to NJACE member Jim Dunn, and is doing 172.035 mph. Read all about it on Page 2

Also in this Issue:

- ✓ Tech Session Recap
- ✓ Zapped!
- ✓ Swapping!
- ✓ UK Speed
- ✓ Tour to Ellis Island

and more!

Breakfast on Us!

Did you know... that if you attend our monthly breakfasts (now at the Empire Diner in Parsippany), that you could WIN a free breakfast?

That's right, if your name is drawn from a container with all the attendees names in it, your breakfast check will be paid for by NJACE.

One more reason to come on out on the first Saturday!

"Around that time I decided the car wasn't fast enough..."

In Search of 180 MPH by Jim Dunn, NJACE

In 1975, senior year high school, I had a 4-door 1965 Monza. A guy in my neighborhood had a Crown V8 Corvair, and he would do burnouts from one end of the street to the next. He would also disappear for a few months at a time changing rear ends or transmissions.

I always wanted a V8 Corvair, but I didn't want the weak link stock rear. In 2007 I bought a nice rust free Corsa, sold the drivetrain and started getting parts. I bought an adapter from a sand buggy guy out west to mate a Powerglide to a Corvette C5 rear. Then I ended up buying a totalled 2002 Corvette from which I used the following:

- LS1 engine bolted right to the transaxle with JW Ultra wheel flexplate
- Narrowed rear suspension (5")
- Narrowed front suspension (5")
- Radiator & A/C condensor
- Fuel pump
- Steering column
- Drive by wire accelerator pedal
- Brake pedal
- Center trans tunnel with shifter & E brake

I had the car running by the end of 2008, and continued working on it while driving (and racing) it. The paint was done in 2011.

Around that time I decided the car wasn't fast enough and installed a 76mm. turbo with a big intercooler and scoop to get air through it.

I drag race it, 11.40 @ 123 mph in the quarter-mile, 7.1 @ 101 in the eighth-mile. I've done laps at Lime Rock and last year's Corvair Olympics at Virginia International Raceway.

Wanting to see how fast it really goes (without getting arrested) I looked into land speed racing. Three years ago, with 4.11 gears and a vertical air dam to keep air from under the car (it was

getting a little light and bouncy over 130 mph or so on the street) I went 159 mph.

I changed to 2.73 gears and tried to make it a little more aerodynamic with the angled, cow catcher front spoiler. It actually pushes the front of the car down 2-3 inches and it is steady as a rock. Last year I went 172.035 with deplorable weather, 95 degrees, humid, corrected altitude of 3500 feet.

I am going to the East Coast Timing Association's first meet this year at the Ohio Mile on May 3-4, and I am hoping if the weather is 10-15 degrees cooler, the same tune should get me over 180 mph.



**Breakfast at the
Empire Diner
Saturday, May 3**

The address is **1315 U.S. 46, Parsippany, NJ 07054**. This is on the eastbound side, a short distance east of I-287, and easy to get to from I-80 or I-287.

The meeting location may have changed but the day and time have not: Saturday morning, beginning at 9:00 AM.

Spring is here, so dust off the Corvair and join us at the Empire Diner this Saturday.

April Tech Session Recap

By Larry Ashley

Our April tech session started the new routine of what I have always called "car season." First we convened at the Empire Diner in Parsippany for the first breakfast meeting since February. We can sympathize with the Cruisin' Diner, but unfortunately it is no more!

The turnout was great, the food and the service and everything about it was excellent (at least in my humble opinion). We had the best showing of people and Corvairs in quite some time. I trust that we made good impression on management as we had a very good turnout. It was a long rough Winter for us all, so this was a good sign for Spring!

After the breakfast we gathered at the body shop to begin what started out to be a low key tech session. Nick Ford's newly acquired '67 Monza coupe received new engine compartment insulation, easier said than done. We were all admiring the fresh wax Nick applied to the exterior livening up the Acrylic Enamel paint job.

Nick has improved the car by simply driving it as it was meant to be driven. The more he drives it, the better it has been running. Other improvements were suggested, and I am sure we will see his car at many events this year!

Dick Kellner's '65 convertible was a late addition to the tech session, as it flunked NJ State inspection. After hearing from the majority of members, he knows the overwhelming advantages of QQ historic licence plates. But Dick wants the freedom to drive his car whenever and wherever, so for the time being at least he is choosing to stay with conventional registration.

In addition to excessive emissions, there were some electrical issues with Dick's car, addressed as explained in Ken Schiffner's article in this newsletter. Both Nick and Dick were given lots of suggestions of improvements that other members have made to their own cars. Again, more things to do at future tech sessions.

The original "patient," if you will, for the session was my 1966 turbo engine. While the valves were being adjusted I dismantled some stock late model alternators to put together a working, charging unit for the engine. I learned quite a bit about how to convert a stock externally-regulated alternator to an internally regulated one. The conversion itself will most likely be a topic at a future tech session.

Ken and Steve, made adjustments to the carbs (this engine is set up currently with two carburetors, not a turbo). Ken brought his meter used to synchronize the carburetors. The engine is really starting to settle down, and run well. It is now ready to install in my Rampside.

Last but not least, Nick got to work on Brian's wiring issue with his modified track car. This car started life as a 1966 500 two-door, but now, who knows? We do know that it is a no-door hardtop since one of Brian's countless modifications was the addition of B-pillars! The majority of the wiring was fixed and soon the engine will be ready to run again.

We had a very productive day, and as usual the club paid for a Pizza lunch provided by "I Love Subs" which is only about a quarter of a mile from our shop. Very convenient, and always there for subs or pizza! After the lunch break, we wrapped up by finishing almost everything except some additional wiring on Brian's car.

Also, we did not do a valve adjustment on Dick's car as the stock single exhaust hinders the process. Also, the valve cover gaskets were stuck fast to the heads, so the valve adjustment will be for another day. I already made my pitch to him (as did others) to convert to dual exhaust. We like spending other people's money with suggestions at the tech sessions!

We finally wrapped up about 4:30 so it was a good session, and a lot was accomplished. See you this month after the breakfast meeting. Many thanks to the many hands that pitched in on the various projects of the day. Details of what we will focus on next appear in a separate article.

~ ~ Zapped! ~ ~

The April Tech Session

by Ken Schiffner

Dick Kellner's gorgeous LM convertible was one of the subjects at our Tech Session last month. There were a couple of electrical problems. One was common, no tail light (in this case, the right side). The other was weird. Periodically blowing fuses.

Certain "tools" (not listed in order of importance) used in solving electrical problems are:

1. Wiring diagram for your vehicle
2. Hope that nobody messed with and changed the above
3. A circuit tester or VOM (volt ohm meter) to check continuity
4. Some jumper wires
5. A few dozen fuses and fuse puller
6. A brass or non-steel wire brush for cleaning contacts
7. Optional tuner cleaner (like used for TV switch cleaning)
8. Luck
9. Lots more of #8.

The Tech Session crew got to work on the tail light problem. Usually, unless the repair is the replacement of a burnt out bulb, the problem is related to a poor (or non-existent) ground.

In the Corvair, like most cars, the electrical path back to the battery (with some exceptions such as the use of a brown ground wire or ground cable) is the conducting metal in the body itself. The tail light bulb holder (stop and directional) is a two (2) filament bulb design mounted in turn in the metal housing tail light assembly which in turn is attached to the body.

The applied current must pass through the wire to the bulb holder, then from the bulb holder through the tail light housing, then through the screws holding the housing to the body, then through the body back to the battery ground strap, then through the ground strap into the battery. It is amazing it works at all.

The crew is experienced however.

Undaunted, they replaced the bulb holder with a new one, cleaned any local corrosion between the bulb holder, cleaned the surfaces between the tail lamp housing, and wired it back up.

Of course, that didn't work. The after-market bulb holder and bulb didn't quite fit. The small pins and indentations in the bulb holder did not line up properly. Steve Calandra got working on this and finally got the bulb to seat. Success!

Piece of cake! Bring on that blown fuse problem!

Dick reported that the fuse relating to the dash light area was recently blowing. This hadn't been a "normal" problem but had happened before and usually a fuse replacement was the cure. Not this time. Dick mentioned that the courtesy lights would flicker every now and then... other than that, condition normal. Headlights worked. Directionals were OK. Horn, OK. Hmmm.

A study of the wiring diagram hinted that the problem could be a short at the headlight switch. This switch is the junction of a lot of dash related wiring so the problem possibility is high at that point. Steve removed the switch by pushing the release button on the switch housing and separating the switch from its connector. He then cleaned the contacts. There was some residual body filler (resulting from a repair of a slight water leak at the windshield near that location) so moisture could be causing the short. Switch back in. Power applied. Blown fuse. (Not enough #8 and #9 above).

With electrical problems, one way to diagnose them is to isolate them. The Corvair has basically three (3) major wiring harnesses. One is in the trunk which combines the front wiring, one is in the middle (the main harness, often referred to as the body harness), and the other is the engine compartment harness. These harnesses are joined by connectors. The front harness has a multiple connector in the trunk through the "fire wall" near the brake master cylinder, the other is in the engine compartment near the battery.

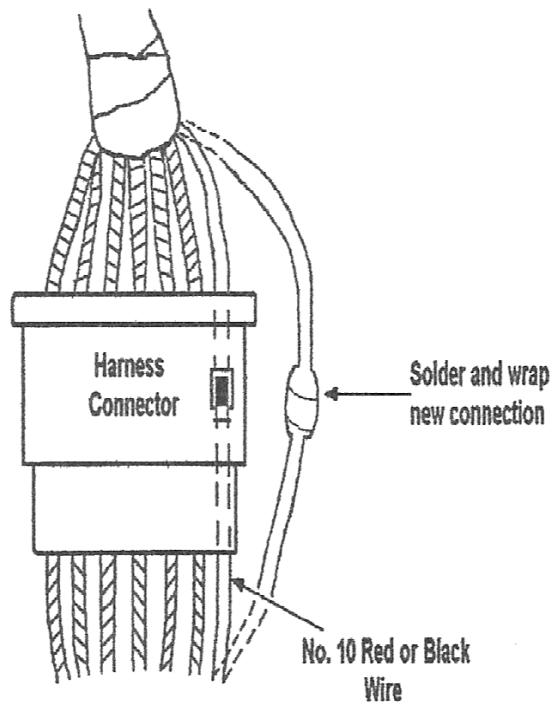
The latter connector (a large multiple connection unit) is of importance. It is through

this connector that power comes from the battery all the way up to the dashboard area and from there is distributed where (and hopefully only where) current is needed. When a fuse blows, you can bet the current is going where it shouldn't... directly to ground... a "short" circuit (not named after this author).

Could the problem be in the engine area? Perhaps related to the tail light issue?

Now what? Isolate.

We isolated the engine harness from the main harness by using a variation of the "by-pass surgery" that is suggested by many to be applied at the main connector in the engine compartment. Bob Helt in his book "The Classic Corvair" and the CORSA Tech Guide (and others) mentioned this (see diagram).



Electrical by-pass. Eliminates power failure caused by poor connection inside the engine firewall connector

The red (or sometimes black) heaviest gauge wire at that connector carries the current from the battery all the way up to the fuse block under the dash. By disconnecting the connector, but jumpering the heavy gauge wire as in the "by-pass surgery" above, you can send the

current to the fuse block but the current can't come back through the connector to the electrical loads at the engine and rear of the vehicle.

We jumpered. We still blew a fuse. But what this told us was the problem was up front somewhere. Since we had front lights, horn, etc. we figured the problem was not way up front. We could have disconnected the connector in the trunk, however, if we wanted to isolate that harness.

We replaced the fuse and thought we had solved the problem. Perhaps when the headlight switch was removed, some wiring that had been grounding.

Then Fate intervened. Steve was replacing the headlight switch when a small spark occurred. Fuse blew. The courtesy light housing had popped out of its holder and had somehow grounded. But the courtesy light holder housing is mostly insulated and the remaining external surfaces are grounded... how could the spark occur? The 12v goes to the bulb filament then to ground. How could 12v be going directly to ground?

Steve used the circuit tester. Turns out that the courtesy light housing was manufactured incorrectly wherein the 12v was on the "outside" and the ground was on the inside. Touch any part of that housing to ground and a fuse-blowing short can (and did) occur. Given DC current, as long as the outside metal surface did not touch the grounded dash, the light would still light.

Remember I said that with "some exceptions" Corvair electrical items use the body as the circuit-completing path to ground? Not the courtesy lights. Those lights illuminate when the switch in the door jam closes a contact that is provided 12v on one side and a wired ground on the other. For some reason, the courtesy light in Dick's car was wired backward. Its plastic housing normally prevented a short but the exposed part of the housing that should have been grounded, wasn't.

Steve "reversed the polarity." Fuse back in. Didn't blow. Courtesy lights worked.

Then we ate pizza.

This Month We'll Be Swapping!



Corvair Engines! Engines! (What Did You Think We Meant?)

by Larry Ashley

This month's tech session will feature a complete engine swap, a first for one of our tech sessions.

The "patient" is a modified race prepared Corvair, a 1964 coupe owned by John Egerton. After recent hand surgery, John is unable to work to get his car ready for the track event coming up later this month. So Brian O'Neill offered to make it the subject for this month's tech session.

The engine currently in the car will be swapped for a rebuilt engine that will be going back in the car. The use of the lift will be helpful, as the body of the car can be raised up and out of the way once the drive train is disconnected.

This is also much less complicated on a track-prepared car. Why, you may ask? Well there is no heater, and a whole bunch of other things are not present that would be present in a street-driven car. The simplified task will come down to the basics of Corvair engine removal and installation.

At this tech sessions the club's engine run stand will be up for it's next task. My turbo engine has already been removed, and at the time of writing this article, Al Kotkin's 140 engine is being placed on the stand. By the time of the tech session, hopefully, the new 140 exhaust will be ready to hook up, and Al's engine will be ready to fire. Since there have been issues with

this engine, checking it out on the stand before it goes back in the car makes perfect sense.

The added benefit to the stand, is to check for leaks, and noises that shouldn't be there. Also, the valves can be adjusted before the engine goes back in the car.

This may not sound like much, but it really is an ambitious undertaking. There are no other scheduled "patients" however as at any tech session, all are welcome to bring their Vairs for any issues that we can look at.

Tech Session May 3
Ashley's Auto Body
274 Hillside Avenue, Flanders, NJ
Immediately following breakfast
at the Empire Diner



This month we welcome new member James Tripodi. Jim has been a regular at our Parts Auction and so he decided that it was time to join.

But Jim does not own a Corvair right now – he drives a Kia. But he had a Corvair back in 1970 and so it seems that the itch may need scratching.

Jim, a friend of longtime club member Peter Loughlas, lists drag racing among his other interests.

Welcome!





by Bob Marlow

Many of you are aware that in 2011 I sold my 1964 Corvair "track car." The sale was an interesting experience, because my listing was picked up by the "Bring-A-Trailer" web site with the result that I was inundated with inquiries and sold the car in a matter of hours.

Several of those inquiries were from potential buyers in England, and they had one thing in common: They wanted the car to drive it at Goodwood. But the person who first committed to the purchase was a gentleman in Oklahoma, and so to Oklahoma it went.

Sometime later the Oklahoma buyer re-sold the car, at which point I lost track of it.

Recently, a Corvair enthusiast from another area asked about my car, and I referred him to the Oklahoma buyer, who in turn gave him what he knew of the next owner. This included the fact that the car had now been shipped to England!

At this point the other enthusiast stopped pursuing it, but I wanted to know more. So I sent a note to the address of the buyer in England, and promptly received this reply:

Robert--

It was fantastic to hear from you and you are correct in the fact that I purchased the brown Corvair.

We were due to race the Corvair at Goodwood in March but she developed a misfire which we were unable to cure on the rolling road. So we are currently looking at the

engine.

I have had to put a new cage in along with seat and fire extinguishers etc for the race regs here else she is fairly much the same as you built her (fantastic job by the way).

We had some initial issues with the carbs but I bought some race spec ones from a chap in the US which seem better.

Corvairs are fairly rare here but I absolutely love them. The brown car is definitely a keeper for me. I also race a 1965 turbo although we are still rebuilding it following it blowing up Goodwood a few years ago, driven by Hurley Heywood! The fan belt came off and he finished the lap and she came in melted! I therefore decided to buy in another 1965 street car from the US as a spares car.

An auction here then had a 110hp auto which I purchased and turned into a Yenka Stinger clone and I then supercharged her with a period Judson part.

The brown car I saw on eBay and loved the fact that you had changed a number of the early components with later ones – very clever. Also the standard of prep is lovely – especially the dash cluster.

I then saw a Corvan, that had been used in a film here with Johnny Depp and was being sold off, so then had to have that to use to tow the brown Corvair!

If we ever get in again to Goodwood in a Corvair I'll let you know!! You would be most welcome in the pit crew.

–Bruce Chapman

I am excited to learn that my car is in the UK (my family background is British and there is a town along the Thames River named Marlow), and I am really excited by the prospect of going to Goodwood to crew on my old car. I hope it happens!

On the next page are photos of both my car and Hurley Heywood with Bruce Chapman's 1965 Corvair.



Bob Marlow's (former) 1964 Corvair
at Summit Point



Hurley Heywood climbs aboard Bruce Chapman's
1965 Corvair at Goodwood



Hurley Heywood rolls toward the grid at
Goodwood in Bruce Chapman's Corvair

Blown Away!

Cherry Blossom Tour Postponed; Ellis Island Tour Readied

by Rob Wanthouse

April showers (and wind) destroyed the flowers, so we have rescheduled the Cherry Blossom Tour from this Saturday to April 18, 2015. Yes, that's next year! This notification will give you plenty of time to cancel any plans you may have for this day next year, because you will not want to miss next year's Cherry Blossom Driving Tour!

A lesser Activities VP may have felt discouraged because two consecutive driving tours were compromised by the elements. But, I took comfort with knowing that these minor issues are nothing in comparison to the trials my ancestors had to endure on their trip from the Old World to America.

So... To paraphrase Poet Emma Lazarus's sonnet that is engraved on the bronzed plaque held by Lady Liberty: *Give me your tired, your poor, your huddled masses yearning to drive a Corvair* and join us on our **May Driving Tour**.

The tour this month will take us along the Hudson River through Hoboken and Jersey City to Ellis Island Immigration Museum and the Statue of Liberty.

The starting point for Tour is the Tenaflly Classic Diner in Tenaflly, NJ, and from there we head east to the Palisades Park where we will then follow the Hudson River to the parking area at the Liberty Science center.

We will be confirming all the details in a subsequent correspondence to the membership. Stay tuned!

**NJACE Breakfast
at the Empire Diner
Route 46 East, Parsippany
This Saturday, May 3**

NJACE Classified Ads

For Sale: Ex-Pocono track car, a black 1966 500 hardtop body.



This is a fair body for someone starting a project car or for someone who needs various parts for an existing project. Most of the track running gear has been removed. The car is a "stick" body which currently has a '65 4 speed trans with a 3:27 open rear. There is no engine installed.

The car comes with a separate '65-'67 110-hp std trans engine (#T0404RD) without any carbs or linkage and a "frozen" from moisture '65-'67 140-hp std trans engine (#T0605RB) without any carbs or linkage. There is also an "optional to buy" '65-'67 140-hp automatic trans engine (#T1120RN), converted to a std trans (flywheel, clutch, etc.) with a GM "Turbo" cam, J.C. Whitney cast pistons and no carbs or linkage.

The front end has a good cross member. The steering was very tight when last raced. It has good bushings and ball joints. The shocks have been removed and it does have some heavy duty coils that were cut by 1-1/2 coils. The rear suspension has old shocks installed to keep the car moveable. The rear hubs have grease fittings installed.

There is no interior. The headliner is shot. There is no dash. Additional wires, vacuum line and an oil pressure tube were added to operate a Corsa dash. The front floors were replaced with fiberglass panels. There are two 3" steel square

tubes running crosswise above the floor and welded to the frame rails that were installed for mounting the racing seat. There is an "early" model roll bar included that was used in this car which has since been removed.

The body has a lot of surface rust, some minor dents here and there but is basically straight. There are no bumpers. The brakes are fine, are standard and never over heated when raced at Pocono. The glass is clear non-tinted, the windshield and backlight are glued in. There is some rot in the front window area but not that bad. There are additional parts available including some interior components of which are not in good shape.

Please contact me for more photos or with any questions. I am taking offers and would prefer to make this a "package deal" but am flexible. Kevin Johnson, email kpj.deitzco@gmail.com, phone 908-770-5576.

Overdue?

Only a small number of members have yet to renew their membership. Are you one of them? Check the list below to see if your membership is now past due for renewal. (The list has been updated with renewals received as of April 22.)

If your name is on the list, please print and fill out the membership form on the next page, and send it in with your dues payment. Thank you!

Last Name	First Name	Expires
Androvett	Phil & Maryann	03/31/14
Ashley	Larry & Donna	03/31/14
Calandra	Steven	03/31/14
Cohen	Wm. & Marguerite	03/31/14
Forlenza	Theodore	03/31/14
Horne	Howard & Sherri	03/31/14
Niemiec	Gary & Gail	03/31/14
Stanley	William	03/31/14
Swygert	Andre	03/31/14
Wanthouse	Robert	03/31/14
Widman	Richard & Diana	03/31/14

**New Jersey Association of Corvair Enthusiasts****P.O. Box 631
Ridgewood, NJ 07451****Membership Form**

Date _____

☐ New Membership or ☐ Renewal☐ Individual or ☐ Family***Family Membership includes two adults and all children under age 21 living at a single address.*

Last Name _____ First Name _____

Name of 2nd Adult Family Member _____

Mailing Address _____

City _____

State _____ Zip _____

Phone (_____) _____

E-mail _____

*Our monthly newsletter and other updates are delivered via e-mail.**Printed materials are mailed periodically, as needed.**We do not share our mailing lists with others.*

NJACE dues are payable as follows:

☐ One Year Membership, New or Renewal.....\$19.00☐ Two Year Membership, New or Renewal.....\$36.00Membership expires on March 31st

Total Remitted: \$ _____

*Please make your check or money order payable to NJACE, Inc.,**and mail this completed form and payment to the address above or deliver it to the Treasurer at any club event.*NJACE is a Chapter of CORSA, the Corvair Society of America.
CORSA membership information is available online at <http://www.corvair.org/>

Tell us about you and your Corvairs

Your Corvairs (year, model, color, equipment, condition etc) _____

Your other cars and trucks _____

Your other hobbies and interests _____

Your profession _____

Your birthday (and your age, if you wish) _____

Your anniversary (and year married, if you wish) _____

Your children/grandchildren or other family _____

Your pets _____

When and why did you first buy a Corvair? _____

Anything else you'd like to tell us _____

<http://www.corvair.org/chapters/njace>