

FALL is in the AIR... Literally!

We will be putting Corvairs up in the air this month as we resume our Tech Sessions at Ashley's Auto Body, and later in the month we will taking our Corvairs out for an airing on our annual Fall Foliage Tour.

Breakfast Meeting at the Empire Diner, Saturday, October 4.
Tech Session at Ashley's Auto Body, Saturday, October 4
Fall Foliage Tour, Saturday, October 18.
Read all the details in this issue!

Time to Get Technical *by Brian O'Neill, President*

We're getting back to having tech sessions after our monthly breakfast meetings. So immediately following the October 4 breakfast, will adjourn to Ashley's Auto Body for two very interesting projects that are relevant to most Corvair owners.

The first will be to cure shifting problems on Al Kotkin's 1965 Corsa convertible. Al Lacki will head up the project. Corvair stick shifts can be balky when worn and out of adjustment. Al has bought all the parts needed to recondition the inner and outer shift tube, including a new coupler and all the little items so they we can get this car in gear when we want.

While the shifter project is underway, we will also be replacing the two rubber hoses on the car's gas tank. Fortunately, we have the car lift at Ashley's. If you've ever attempted either of these jobs lying on the floor of your garage you know what a great help it is to have the car up in the air. We will also be fortunate in having Larry Ashley's nimble fingers reach up into the confined space to get these hoses on.

The other major project involves work on Larry Dombal's 1964 Monza convertible. The harmonic balancer on this car wobbles like the proverbial drunken sailor. It's so bad that Larry is having the car flat-bedded to Ashley's for the repair. Bob Marlow has purchased the Blue Chip Machine harmonic balancer puller that will allow the harmonic balancer to be removed and replaced without the need to lower the engine.

While all this is going on, Ken Schiffner will be balancing the carburetors on Larry's car. I'm sure he'll be happy to look at anybody else's car to smooth out the idle.

Both of the major projects address problems that most Corvair owners encounter. You must come to see this. It will be very informative.

Recently at our tech sessions we've seen some new faces but generally we still get the "usual suspects" as I call them. If you want to be able to maintain your Corvair you need to attend the tech sessions and learn as much as you can and get all the help that's available. Even if you do not perform your own maintenance work it is helpful to be familiar with what needs to be done. So show up, eat some pizza, learn some things, and have a good time.

A Neat Tool for Your Corvair Toolbox

by Bob Marlow

Most Corvair owners are aware that the harmonic balancers used on 164-cid Corvair engines is a component that, if it has not yet failed, will fail. After all, they were never designed for a half-century service life.

It was in the late 1980s that I had to undertake a "roadside tech session" due to an unexpected harmonic balancer failure. At the time it meant borrowing a steering wheel puller and lowering the back of my Corvair's engine using the stock scissors jack.

This was all done on a sloping surface in a public parking garage 600 miles from home. Not fun. Memorable, but not fun.

So when Russ Davis of Blue Chip Machine in Virginia created a compact tool to remove the harmonic balancer without the need to lower the engine, I bought one. It is this tool that we will be using to remove the failed harmonic balancer on Larry Dombal's 1964 Monza convertible at this month's tech session, and you may just like the tool enough to buy one of your own.

But, because our tech sessions are teaching sessions, we will also explain the steps one must go through to remove and replace the harmonic balancer without this tool.

So come on out to the tech session and see – touch – learn.



Slick Shifting at our Tech Session

by Al Lacki

Does your manual-transmission Corvair's shift lever feel like it is no longer on speaking terms with the transmission? Do you experience difficulty engaging reverse, or other gears?

On Saturday, October 4, we will show you how to restore your Corvair's manual-transmission shift linkage to smooth and precise operation. We will be rebuilding the 4-speed shift linkage on Al Kotkin's 1965 Corvair Corsa convertible.

This will include (1) rebuilding the floor shifter with new pins and shims, (2) replacing shift tube bearings with bronze bushings, (3) replacing the rubber bushings on the shift tube bracket, and (3) installing a rebuilt shift coupler between the shift rod and transaxle.

In other words, we'll be rebuilding Al's shift linkage from stem to stern. We may even replace the shift knob! After we're done, it will feel like it was made by Hurst. Come and see how we do it!



Our Tech Session at Ashley's Auto Body is on Saturday, October 4, immediately following the breakfast at the Empire Diner. Ashley's Auto Body is located at 274 Hillside Avenue, Flanders, NJ.

Lots of Hot Air

by Bob Marlow

No, we are not talking about the political ads. We are talking about the All Air-Cooled Gathering that took place on September 21.

Hundreds of Volkswagens, a dozen or so Porsches, 13 Corvairs and 20 NJACE members were there on a day that began with light drizzle but which became mostly sunny before late morning.

In addition to the 13 Corvairs on display we had the club's Corvair engine stand with a running engine on it, Which drew a crowd every time it was fired up.

There was, just down the aisle, a lightweight drag racing VW Beetle named the "Rumble Bug" with a Corvair engine providing the go-power:



There were a dozen or so dune buggies in attendance, but this one, dropped and optimized for the street instead of the dunes, was the sharpest-looking one there:



If vintage cars are your thing, you wouldn't find anything at this show more vintage than this, a 1947, yes 1947, Beetle. Beetles were not imported into the US until 1949, so this one came over later:



The All Air-Cooled Gathering actually begins on Saturday with a party and overnight camping, and dozens of VW enthusiasts camp in their vintage microbuses, including our own Chris Parisi whose camper was on the cover of last month's newsletter. But the young woman in the foreground of this photo, shown using her modern laptop computer, spent the night sleeping in this original late-50s Beetle-top camper, one of only five thought to still exist:



In addition to the bug-top camper unit, which still features its original canvas, you can see at the right a portion of the vintage one-wheel utility trailer that the car towed to the show as well.

continued

Air-Cooled, continued

We hope that this guy got a discount on his entry fee since he only brought half a car:



In this photo, however, is one of the distinctive features of this annual show, the "Dub Push." The Dub Push is Volkswagen drag races in which the engines are silent and the cars are pushed by hand!



What the photo fails to convey is just how quickly these five-person teams can push a VW 100 feet!

While the All Air-Cooled show is welcoming to air-cooled vehicles of all types there is no question that this show, conducted by the Central Jersey Volkswagen Society, is VW-centric. There was a remarkable array of Volkswagens on hand, representing virtually every conceivable automotive preference – and some inconceivable ones, too!

Awards were won by three of our members and we will be presenting these at the October 4 breakfast.

Fall Foliage Tour

by Rob Wanthouse, Activities VP

Fall is in the air, maybe with a mix with a 10W30, as our Corvairs hit the road for our annual NJACE **Fall Foliage Tour** on **Saturday, October 18, 2014**.

This year's tour will proceed along the Delaware River valley through the historic towns of Sargeantsville, New Hope and Frenchtown.

Along the way we will travel over NJ's last remaining covered bridge.

The trip has been designed to offer flexibility and a variety of interesting stops along our way, so we will be good to go, Rain or Shine.

Planned stops include the Sand Castle Winery, a Country Farm Tour with Apple Picking, and if the weather becomes an issue, Fonthill Castle and Museum.

And if this is still not enough for you to put some millage on your Corvair, there is going to be a surprise "Special Guest" and all participants will receive a commemorative Antenna Banner.

The tour will begin at the **Perkins Restaurant in Flemington**, located adjacent to the Hampton Inn just off Rt 202 north of the Flemington circle. The address is 14 Royal Road, Flemington, NJ 08822. We will be leaving the restaurant at 10:00 AM sharp, so come early for breakfast.

Again the date is Saturday, October 18, the starting point is the Perkins Restaurant in Flemington, and the tour begins at 10:00 AM.



What the Heck is an LED?

by Dale Smiley

via the Corvair Center Forum

With all the talk about LED taillights, indicators, backup lights, etc. for use with our favorite car I thought you might be interested in "what" an LED is and how they are replacing Incandescent bulbs.

Being an "old phart" I happen to know how these came to be!

In the early days of semiconductors (early 1960s) one of the first items to be sold for use in place of vacuum tubes was the solid state diode. This is a two lead device, enclosed in a plastic or metal shell (depending on how much current it could handle) used to rectify AC to DC. It was also used to "guide" DC.

A solid state diode is a combination of chemical compounds that will allow electrons (electrons are negatively charged) to flow one way but not the other.

As with most electrical components there is a "voltage drop" across a diode. This varied from .3 to .7 volts depending on the chemical composition of the diode. This was originally thought to be due to the "resistance" of the diode.

Scientists wanting to reduce this loss began doing in-depth research on the chemical "junction" to see what was happening when the diode was passing current. They finally isolated the resistance of the diode but found that it only caused some of the voltage drop. Something else was accounting for the rest of the loss.

A team of graduate students at the University of Wisconsin determined that the only other loss would be the emission of photons (light)! Long story short they were correct! A lifelong friend of mine was one of those graduate students.

Putting an electrical current through a solid state diode generated a stream of photons. They were able to detect these via a pickup tube that was sensitive to infrared light (this was due to the chemicals use to make those diodes). It took a lot of current and the diode had to be in a cooling liquid to keep from burning up! This was done in

1963!

20 years later and you could buy Light Emitting Diodes for use as indicators and replacements for small bulbs pretty cheaply. Small LED's have been around for years and are available in different colors (caused by changing the chemical compounds used to make the diode).

The manufacturers have now been able to create "LED bulbs" that are as bright as incandescent bulbs but draw much less electrical power. These "LED bulbs" are composed of many "LED junctions" in an envelope designed to fit its purpose.



The brightness of these LEDs is controlled by internal miniature electronics that "pulse" the junctions with current pulses at a high frequency. The junctions can withstand momentary high current and output a large amount of light (photons). This light is of one color temperature, again controlled by chemistry. The electronics are based on what the LED is for. For use in the home they run on 120 VAC. For cars, 12 VDC.

The "pulsing" of all these junctions generates a large amount of heat. This is why you will see heat sinks on the new LED lamps including those for cars. The light is actually cool. Being of a single color means we don't have non-visual radiation (UV and IR) being generated like it is with incandescent lamps.

LEDs can be manufactured for any purpose including headlights. Several manufactures are making them but they are new and highly priced.

As a lifelong electronics dude I will probably try these in my last Corvair (my wife plans to bury me in it) to see if they work!

Throw the Bums Out!

At our breakfast this month we will begin to accept nominations for club officers for 2015. Our club elections are held each December and we use October and November to round up candidates.

This month's breakfast will include a formal business meeting – not that our meetings are particularly formal, but we need to convene “official” meetings four times a year and this will be one of ‘em.

Most of our current officers have served in one or more offices for *years*. Most of them remain willing to continue, but the club is always made better by new blood. Volunteer candidates are welcomed! And, if you are not prepared to volunteer but know a member that you believe would make a good officer, place their name in nomination.

Nominations can be made in person at the breakfast this month or next, or you can submit a nomination by mail (to PO Box 631, Ridgewood, NJ 07450) or by email (to FDHunter@juno.com).

In addition to the four traditional offices of President, Vice-President, Secretary and Treasurer, we also have an Activities Vice-President and a Publicity Vice-President.

Mark Your Calendars

Saturday, October 4

Breakfast at the Empire Diner

Saturday, October 4

Tech Session at Ashley's Auto Body

Saturday, October 18

Annual Fall Foliage Tour

Saturday, November 1

Breakfast at the Empire Diner

Show & Tell

by Seth Emerson

from the Corvair Center Forum

Class? CLAAASSSS!

Many of us grew up in American elementary schools of the 50s-60s-70s. One of the features of those classrooms was "Show and Tell." You could bring something to class, salamander, bird's nest, whatever you found, and tell the class about how you found it, and why it was so important – or not.

I brought a Corvair pushrod to the Kalamazoo convention and displayed it at my vendor booth. I handed it to people and asked, "What is wrong with it?" About half the time, folks got the right answer, or, at least, most of the right answer.

Looking back about an inch from the tip of the pushrod, you could find the typical half inch of polished wear, associated with the rotating rod's movement through the pushrod guide. The problem was, both ends of the pushrod had the polished area.

At some point in it's life, it had spent some time installed backwards in an engine. This, of course, deprived the rocker ball and rocker arm of lubrication, since the oil was spurting out of the pushrod just outside of the lifter, at the bottom of the pushrod tube. The tip of the pushrod – the tip that should have been stuck down in the lifter – was riding in the rocker with only a little oil to lube it. The half-inch at that end of the pushrod was turned blue by the heat, probably generated mostly at the rocker ball and arm.

The double end pushrod makes an excellent learning device.

**NJACE Breakfast
at the Empire Diner
Route 46 East, Parsippany
1st Saturday, Each Month**

Membership Roster

It has been requested that we distribute a membership list to the members, but at the same time we want to respect your privacy. So, NJACE will publish a roster in November with only your name, city and state UNLESS you request that we include your street address, e-mail and phone number.

Please respond to Treasurer Tim Schwartz at tim@bristolnj.com and let us know your preference, no later than October 15.

NJACE Classified Ads

October 2014

For Sale: 1966 Corvair Monza Sport Sedan. 110 Powerglide with Factory Air Conditioning. 32,517 miles on the odometer. Asking \$5,000. Also available, a 1966 telescopic steering column for \$400. Curt Stone, phone (201) 776-8328, email cwscurt@gmail.com, Danville, PA.



For Sale: 1964 Spyder coupe, complete car with turbo engine. No rust through. Parked in 1979. \$2,500. Contact Matthew at (240) 520-2570 or email Bustedbuses@gmail.com, Emmaus, PA.

For Sale: I found something in the barn that I did realize I still had! It is tinted-shaded windshield for 1960-64 Corvair cars (except station wagons). It even has the rubber gasket and the chrome trim. I bought it years ago to put in my 1964 coupe but never got a Round Tuit. Clark's sells new windshields for \$400, used ones for \$200, so I'm asking \$100. Bob Marlow, phone (201) 444-1859, email Vairtec@comcast.net.

Minutes

General Membership Meeting

Saturday August 2, 2014
Parsippany, NJ

The meeting was called to order at 9:57 AM by President Brian O'Neill. Upon motion made and seconded the minutes of the April 5 meeting were accepted as published in the newsletter.

Treasurer Tim Schwartz presented a Treasurer's report as of June 30. Upon motion made and seconded this report was accepted as read.

Activities Vice-President Rob Wanhause reported on the club's recent visit to the Longo Planetarium at the County College of Morris. Next event is the August picnic at Larry and Donna Ashley's, followed by the NECC track event at NJ Motorsports Park, and the Air-Cooled show on September 21. Joe Maurella spoke of the "Vettes for Pets" show in Easton, Pennsylvania, on August 12.

Old Business: None was brought forth.

New Business: Dick Kellner requested that a membership roster be distributed to the members. [See note in this newsletter concerning inclusion on this roster.]

A Tech Session on changing differential and transmission lube is to follow the meeting at Ashley's Auto Body.

Upon motion made and seconded the meeting was adjourned at 10:10 AM.

Respectfully Submitted,
Frank Hunter, Secretary

Editor's Note: Our next business meeting is this month, at the breakfast at the Empire Diner. As you can see from these minutes, the formal portion of the August meeting lasted an entire 13 minutes! Our meetings are never long, drawn-out affairs, and the socializing and camaraderie makes up the bulk of our time together. Come on out!

An Editorial

The Sad State of CORSA

by Bob Marlow

I believe that we are witnessing the slow, silent death of CORSA, the Corvair Society of America, the national – and international – Corvair owners' organization of which NJACE is a chapter.

Many of you are aware that I let my CORSA membership lapse in 2011. This after 37 years of continuous membership, after serving two terms on the Board of Directors, after serving on various committees, after attending 30 CORSA conventions, after being, in general, a cheerleader for the organization and champion of a single, unified Corvair owners' group.

On the latter point, Corvair owners have been very fortunate. Many car clubs are fractured, with competing groups and "national" organizations. Corvair owners have always enjoyed the benefit of one united international club.

So why did I give up? It was due to no single matter, but rather to an increasing and compelling lack of leadership. CORSA's Corvair Preservation Foundation languishes because the Board will neither set goals and direction nor relinquish even a modest amount of control to willing volunteers. CORSA's web site is astoundingly underutilized and largely irrelevant to Corvair owners. CORSA's limited presence on social media is entirely the result of individuals grabbing the bull by the horns without support from the Board.

CORSA clings to an outdated business model of communicating with its membership solely via the *Communique* magazine, and has, due to costs, cut back on the frequency of those magazines without moving content to the web or developing new strategies. CORSA's leadership has failed to come to grips with the issue of non-CORSA members (like me) in CORSA chapters (like NJACE) and the relationship this has with the liability insurance offered to chapters, despite nearly 40 years of cries from the membership to do something other than pretend it's not a problem.

And CORSA fails to embrace and exploit good ideas when they are presented. One blatant example is the "Museumbrier" project of a few years back, where Pete Koehler took it upon himself to assemble and showcase a traveling display to promote the Corvair Preservation Foundation, which itself indirectly promoted

CORSA. It was not a perfect project, but it gained significant attention from both individuals and the hobby press. And yet, no one in CORSA's leadership thought that continuing something along those lines – or implementing any kind of promotional activity – was worth considering.

Now you might ask, if I am so dissatisfied, where are my suggestions for improvements? Where is my offer to help? Well, this too is something that led to my letting my membership lapse. I made numerous suggestions, and on many occasions I offered to help implement those suggestions, and on other occasions I simply stepped in to help where help was needed. But I and others I know can't even say that our suggestions, offers, and help were dismissed, because in truth they were largely ignored, slipping beneath the waves without any acknowledgment at all.

Today as I sit on the sidelines, I see a leadership group in CORSA that is content to do as little as possible. The Board renews the contract with Harry and Mike for maintaining an office and publishing the *Communique*, and happily sits back to let Harry and Mike deal with everything – the bulk of which is not their responsibility. Worse, I see a dwindling membership that itself doesn't care.

To illustrate my thinking I need go no further than the September issue of the CORSA *Communique*, in which it is revealed that an error was made in the scoring for the convention's top prize this past summer, the Edward N. Cole Memorial Award. Rather than correct the error, CORSA's leadership gave a collective shrug and let the incorrect results stand!

Since this remarkable display of nonfeasance has generated no membership outrage on the several Corvair-related internet sites that I frequent, I can only conclude that not only do the officers no longer care, neither do the members. Which is why I have come to the conclusion that we are witnessing the slow, silent death of CORSA.

Happily, at the local level, in clubs such as NJACE and others, interest in and enthusiasm for Corvairs remains high and in fact appears to be growing. But CORSA, the umbrella organization, appears doomed to grow old and irrelevant.

I grieve.

