

October 2016

the *Fanbelt*

new jersey association of CORVAIR enthusiasts



*It's October and our annual
Fall Foliage Tour is coming
on October 22!*

*Complete event details will
be sent in a separate email
message in the coming days.*

Regular Monthly Breakfast

Saturday, October 1, at the Empire Diner, 9 AM

First nominations for 2017 officers will be accepted at this breakfast

October Tech Session

Saturday, October 1, at Ashley's Auto Body, following the breakfast

The tech session will include work on the 1964 coupe shown below

This 1964 Monza coupe belongs to Marie Lane who has indicated that she will be joining us at our breakfast this month. We also welcome new members Ron and Trudy Zielensky from Long Valley, who a 1962 convertible which is a 4-speed car, light blue in color and which will also be part of our tech session.

Want to add your Corvaire to a future tech session? Contact club president Brian O'Neill. His contact information is shown on page 8.



The Fanbelt is published monthly by the New Jersey Association of Corvaire 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 Corvaire 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 PC-compatible or type-able copy. NJACE is a chapter of the Corvaire 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.corvaire.org/chapters/njace.

President's Message

by Brian O'Neill

We are on a roll! We had a very successful tech session after the September breakfast. A bunch of issues got solved. I am indebted to Nick Ford for finding the loose wire connection that prevented my tachometer and cylinder head temperature gauge from working. The man has patience.



So, we are going to do another tech session after the October breakfast this Saturday. What's on the agenda? Well we have a new member who has an early model convertible with absolutely fantastic custom upholstery. The seats, the door panels, and even the trunk were professionally upholstered in a very nice color-coordinated material. But the engine idles somewhere north of 2000 RPM. So we're going to do a tuneup on this car.

Also in the works, is a shifting problem on the late-model coupe belonging to Dr. H.

Larry's is the place for this type of fix because we will put the car up on the lift and have easy access to the shifter. I am sure there are other members who will be bringing some problems that day. Tech sessions are like a box of chocolates. You never know what you're going to get.

So after a great breakfast at the Empire Diner, come with us to Larry's shop.

Mr. Know-It-All

I thought I knew a lot about Corvair repairs. I've built engines for street cars and for race cars. I've diagnosed a lot of problems and help others do the same. But there's always something new to learn. Recently I found out something I didn't know.

For the last few months I have been played by a strange issue with my 1965 140-hp convertible. When I would give it a little more gas at part throttle such as when I needed a little more oomph to get up a hill, the engine would cough and

stumble. If I kept my foot to the floor it would work its way through the problem and drive normally. I tried everything to fix this problem.

I could tell it was coming from the driver's side of the engine. It wasn't backfiring through the exhaust pipe and not really backfiring through the carburetors, just coughing and stumbling. I swapped carburetors from side to side. No change. Adjusted the valves two or three times. No change. I tried a different distributor. No change. Even went so far as to put new lifters in the engine. No change. I was out of possible solutions.

At our last tech session I asked Tony Gervasio to take a ride with me and see what he thought. As usual the engine did not stumble very much so Tony did not get the full effect. But he had an idea. When we got back to Larry's shop, Tony told me to keep the engine running. While the engine was running Tony removed the rubber hose from the choke pull off on the driver side that goes to the base of the carburetor. He then pushed in the small metal arm that protrudes from the back of the choke pull off and is connected to the choke plate in the throat of the carburetor while keeping his finger on the small port at the bottom of the choke pull off.

Lo and behold the diaphragm in the choke pull off would not hold the choke open. The arm slowly returned to the closed choke position. I had never thought of that.

So here's what I think happened. Under part throttle when I would give it a little more gas the manifold vacuum would go down and the choke pull off arm would back off allowing the choke plate to close. I guess the bimetal spring which operates the choke isn't strong enough to hold the choke by itself. That's why there is the choke pull off.

So not only did I learn something but once again it was brought home to me that if you have any type of classic car and you don't belong to the local club you are missing the experience and knowledge of all the other members. The take away from this? Attend our tech sessions after our monthly meetings and you will learn a lot.

P.S.: Many thanks to Tony. The car runs much, much better!

The Great Escape

by Bob Marlow

For our camping weekend at Ray and Kathy Coker's Pioneer Campground in Pennsylvania last month, 16 NJACERs gathered to relax, laugh, eat, see the sights, and – did I mention – relax!

The weekend included a visit to the Eagle's Mere Automobile Museum, a jam-packed presentation of vehicles and ephemera, nearly all of it belonging to a single collector!

The traditional Saturday evening potluck dinner was of course on the agenda, along with the equally-traditional drive to the greater metropolis of Dushore – it has the county's only traffic light!– for breakfast.

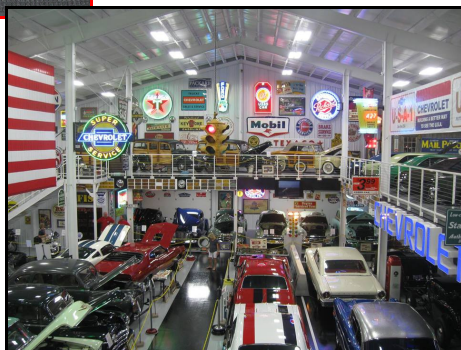
Otherwise, the agenda consisted of a lot of hanging out on the porch of the camp store, swapping lies and laughing like a bunch of people without a care in the world.

For those who could remain through Sunday evening, there was a very pleasant supper cruise on the Susquehanna River on a picture-perfect late-summer evening. The more-than-60 cruise guests were exclusively friends of the Pioneer Campground as Ray & Kathy celebrated their tenth anniversary of having left the Rat Race behind.

For just a weekend, at least, the rest of us were able to leave the Rat Race behind as well.



Lefty's Garage Does Things Right!



The Eagle's Mere Auto Museum



Don Yenko was wherever that sign was



Gasenoil



Ray's Fleet



More than 70 vehicles are packed into the museum



Rollin' on the River

Photos by Larry Ashley and Bob Marlow

Round Tuit

Part 2 of 5
by Frank Hunter

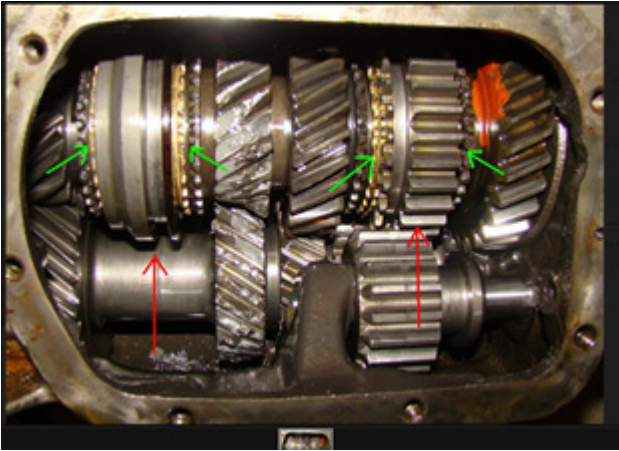
The Test Drive

In last month's article Steve Calandra helped me get my '66 Monza started. The Monza has been a patient in the garage for along time. The engine started very easily though it smoked a bit given the automatic transmission fluid that was put in pre-restart through the spark plug holes. We spent a half hour tuning and adjusting the points, timing, and carburetor linkage and adjusted the idle to around 600 rpm. We checked the lights and brakes. Then (we hoped) it was time for a test drive.

I sat in the car and engaged the clutch, tried reverse, nothing, first, second, third, same result. It was clear more work was needed before the patient was leaving the hospital! The car was pushed back into the garage and in approximately two hours the engine and transaxle was removed.

We removed the transmission side cover to find one of the two transmission forks was

disconnected from the cover. The '66-69 transmissions use the shift lever to select the gears using the forks that fit into the side cover. Having reconnected the problem shift fork, Steve showed me how to set the side cover in neutral, align the forks and after several attempts the cover was replaced.



The forks fit into the transmission and shift to 1st and 3rd gears when the shifter is pushed forward, and 2nd and 4th when the shifter is pulled rearward. A slight twist selects each gear, which produces the shifting pattern. After the cover was on the shift action was tested by inserting a pin into the shifter rod that comes out of the transmission so that the shifter shaft could be moved fore and aft and if needed be rotated to change gears. After testing the shifter, it was quitting time and the engine installation would

have to wait until Part 3.



Membership Meeting Minutes

Saturday, September 3, 2016

Parsippany, NJ

The meeting was called to order at 9:45 AM by President Brian O'Neill. First-time visitors Steve Borgini and Derrick Pike were welcomed.

Upon motion duly made and seconded the reading of the minutes of the July 2nd membership meeting were approved as published in the newsletter.

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Upon motion duly made and seconded the reading of the treasurer's report by treasurer TimSchwartz was approved.

Activities Report: Activities VP Rob Wanhouse discussed upcoming events, including the camping weekend in Laporte PA Sept 9-11, the Air Cooled show in Flanders Sun 9/18, the NECC track dat 9/25, and the Fall Foliage Tour October 22.

Publicity Report: In the absence of Publicity VP Bob Marlow none was presented.

Old Business: – none was brought forth.

New Business: – Brian O'Neill discussed plans for the Sparta Historical Society car show.

Upon motion duly made and seconded the meeting was adjourned at 9:58 AM .

*Respectfully submitted,
Frank Hunter Secretary*

NJACE Classified Ads

October, 2016

For Sale: Factory-correct Draw-Tite Trailer Hitch for all 1965-69 Corvairs, chrome finish, very good used condition. \$75. Also, NOS factory radio for all 1964 Corvairs including trucks and vans, manual tune. \$100. Bob Marlow, phone 201-444-1859, email rwmarlow@optimum.net

Free: Remember, classified ads of interest to Corvair enthusiasts are FREE! Submit your ads to the editor at rwmarlow@optimum.net



oops

All Air-Cooled Gathering

Sunday, September 18

Less than perfect weather greeted the Central Jersey Volkswagen Society's annual All Air-Cooled Gathering this year, which cut attendance somewhat. But a reduction from about 300 cars to about 200 cars is still a big show, and there were definitely more vendors than ever before.

In the Corvair class, in which attendance was *not* down from prior years, "Ferrari Dave" Rothenberg took top honors with his 1965 Corsa coupe, looking particularly sharp with new wheels installed just before the show and with a newly-painted rear grille thanks to Larry Ashley. (Although neither of these improvements are visible in the photo accompanying this story, but trust us, the car looks great!)

Congratulations!



Photo by Tim Schwartz

Windward Beach Car Show

Landlocked at the Waterfront
by Bob Marlow

On Friday, September 16, Sue and I drove our 1963 Rampside less than ten miles to a very nice waterfront park for an annual car show about which we had heard many positive things. We met up with members of the Bayshore Corvair Association which we've joined since moving to

the barrier island, and the group of us caravanned into the show.

In the photo below are (front to back), Mark Zambella's '68 coupe, Bill Doerge's '65 convertible, Jim Dodd's recently-acquired '65 Corsa coupe, and our Rampside.



Photo by Bill Doerge

It was indeed a nice show, with a turnout of cars both wide and deep. From vintage classics to late model muscle cars, they arrived some 300-strong. A band performed on a stage, refreshments were available, and the weather was ideal.

But in a somewhat odd display of either poor planning or poor organization, the cars as they arrived were directed to park right in front of those that arrived earlier, with the result that nobody could move. There were no aisles. Once in, we weren't going anywhere, and neither was anyone else.

It might seem like a minor complaint, being "trapped" at a car show, but what if an emergency situation had occurred? What if an ambulance or the fire department had to get in? Medical emergencies have been known to happen where, um, older people gather, and I have seen more than one old car go up in flames over the years.

The photo in the next column was taken standing in the loadbed of my Rampside, looking forward. You can see that I'm not going to get anywhere, and there were three rows of cars packed in behind, too. Only at the end of the

night, after the sun had gone down and Sue was freezing (we had forgotten our sweatshirts on a cool evening), and only after the award presentations, did enough cars depart to permit us to make our own escape.



Photo by Bob Marlow

We went back home, grabbed the sweatshirts, and walked two blocks to a local eatery (Lavallette is a wonderfully walkable town) for a late supper.

But we hope the show organizers address the parking issue before next year's event.

NJACE Calendar of Events

Saturday, October 1

Monthly breakfast at the Empire Diner, Rt. 46, Parsippany, 9 AM.

Saturday, October 1

Tech Session at Ashley's Auto Body, Hillside Avenue, Flanders, following the breakfast.

Saturday, October 22

Annual Fall Foliage Tour, this year to include the World Trade Center 911 Museum and the High Line. Full details to follow via email.

Saturday, November 5

Monthly breakfast at the Empire Diner, Rt. 46, Parsippany, 9 AM.

Mr. Nader's Corvair

by Pete Koehler

Editor's Note: This is a follow-up to last month's story about Pete Koehler's plans to buy a Corvair belonging to Ralph Nader.

You will recall that when I went back to the Cobo Center in downtown Detroit to collect my 1960 Corvair that was lent to the Automotive Hall of Fame for their event, Ralph Nader was there. And he mentioned that he had a rough '62 Corvair back in Connecticut that he wanted to sell.

This Corvair was never driven by Ralph. It was given to him many years ago when the museum was in the planning stages, and he just stored it in a garage in Winsted, CT. When the Tort Museum was opened a few years back they purchased a nicer car for display.

Through his representative at the museum I arranged to buy the car, and I just got back from a trip to Winsted, Connecticut to pick up the one and only Ralph Nader Corvair. It is a 1962 Monza sedan in Corona cream and the rarely seen cloth bench seat interior. It was donated to Ralph and the American Museum of Tort Law back in 2008 when the daughter of the original owner passed away with no heirs.

The years have not been kind to the car. With just 71,900 miles on the clock the body is in really rough shape. Living next to Long Island Sound (salt water and salt air) all of it's driving years and some questionable repairs in the past saving this one will be a challenge. But I think it is worth the effort since I bought the car from Ralph Nader himself!



Photos by Pete Koehler

This car needs a lot of bodywork before I can place it in a museum. Today we worked on it a little and found that it runs GREAT! I still need to clean out the fuel system and get a fuel pump that doesn't leak.



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