



***BLUE** was the predominant color
in our annual Fall Tour to lower Manhattan.
Blue skies, blue waters on a beautiful autumn day.
More inside.*

Regular Monthly Breakfast

Saturday, November 5, at the Empire Diner, 9 AM

Additional nominations for 2017 officers will be accepted at this breakfast

November Tech Session

Saturday, November 19, at Ashley's Auto Body, 9 AM

See the President's column inside for tech session details

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 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.

President's Message

by Brian O'Neill

Last month's tech session was another success. Four different cars received attention from the NJACE gang at Larry Ashley's shop.



The late-model coupe belonging to Dr. Kutlu received the shifter to transplant from our resident shifter expert, Al Lacki. When Al was finished the car shifted like the proverbial greased monkey. *[Editor's Note: I didn't know greased monkeys shifted!]* Al has developed a technique for refurbishing old shifter to mechanisms. Instead of the traditional bronze bushings used for many years, Al has found a bushing that has a shoulder so that it remains in place. The end result is a clean, well lubricated and smooth shifter.

Ferrari Dave, Frank Hunter, and some of the other guys spent a long time trying to figure out why the 1962 convertible belonging to Ron Zielensky refused to start. When work began on this car it had a tendency to quit with no warning at odd times. It was also idling around 2000 RPM. The plan for this car included installing new spark plugs, new wires, and a new distributor cap and then setting the timing and synchronizing the carburetors. After the new items were installed the car started and ran for a very short time and then refused to start.

At this point Al Lacki joined the group having finished the shifter project. Up on the lift went the convertible because the consensus was that the engine was getting no fuel. Removing the hose from the in tank sender unit resulted in absolutely no gas coming out. Everyone agreed that this must be a case of a completely gunked-up filter sock on the sending unit. Well, to make a long story short the car was out of gas. After five gallons of gas was poured into the tank the engine started and ran.

Marie Laine brought her 1964 coupe with a recently-installed rebuilt engine. This engine was a known commodity having been run on our engine stand and also having spent a couple of

weeks in my convertible where it pulled very very strongly. In Marie's car its performance was poor. Tony G. headed up the team working on this car. It soon became obvious that the carburetors which were from the original engine were in bad shape, so much so that turning the engine idle speed screw to complete turns resulted in absolutely no change. The decision was made to install the two carburetors that had been on the new engine when we ran it for testing.

At this point we ran out of time. Marie has since reported that the car performs very poorly until about 50 miles an hour. The only thing left to consider is the distributor from the original engine. Because the original engine seized there is also the possibility of internal damage to the automatic transmission.

The last car to get attention was my track car which experienced a strange electrical problem while at the track last month. Our Veep, Nick Ford, using some sophisticated test equipment determined the battery had seen better days. Nick surmises the scenario was that the original alternator quit and because the car was running it so deeply discharged the battery that when the new alternator was installed it overheated in an attempt to fully charge the battery. It looks like the solution is a new and expensive gel cell battery.

So it appears that our batting average was .500. The shifter project and the electrical issue appeared to be solved. There's still work to do on the cars belonging to Marie and Ron. We will be working to finish up these two cars at the November tech session.

In a change from our usual plan, the November tech session will not take place after our monthly breakfast. Instead it will be held on **Saturday, November 19** at Larry's place of business, Ashley's Auto Body in Flanders. I am sure that everyone knows the location but if not let us know and we will be happy to furnish you directions.

This month we will finish up the two major jobs we started at the October session. As noted above, Marie reports that her 1964 Monza coupe does not run well until she hits 50 miles an hour.

We know the engine is good so the two things that need attention are carburetors and possibly distributor. We lent Marie a set of what we thought were good carburetors in October with her promise to order to rebuilds from Wolf Enterprises. So we will install our new carbs and synchronize them with the goal of getting her car to run much better at low speed.

Of course, if we are not successful we will check other things starting with the distributor. Hopefully the catastrophic failure of her original engine did not do any damage to the transmission.

The other job requiring final touches is Ron's 1962 convertible with the custom upholstery. No, we're not doing anything to the upholstery. At our last session we chased a starting problem which turned out to be a fuel delivery problem. Now Ron also needs a carburetor synchronization and to have the timing checked.

Of course, we are always ready for other projects. So, if your Corvair as an issue that has you stumped, or if you just need some extra hands, let us know and we will add it to the agenda. And a big Thank You to everyone who pitched in at the last tech session. I've said it before and I'll say it again, the folks at NJACE are just absolutely unbelievable.



"Four blocks north. If it's not there,
eight blocks south."



**Enough with these two...
it's time for the election
that really matters!**

Yes, it's time to select NJACE officers for the coming year. Fortunately, neither Hillary Clinton nor Donald Trump is eligible, but you are! So is any NJACE member!

We will accept nominations at our breakfast this month and next. Can't make it to the breakfast? Nominations can be submitted to club secretary Frank Hunter by phone or email. His contact information appears on page 6.

You can nominate any member in good standing, and you can even nominate yourself. Fresh perspectives are always welcomed.

The national election will be decided on November 8, but we will have our election at the December breakfast, on December 3. Participate!

The German Corvair

by Bob Marlow

From *Hemmings Motors News* we learned recently that Volkswagen operates not one but two museums in its home town of Wolfsburg, Germany. They are the ZeitHaus, which is the most visited automotive museum in the world, and the Stiftung, home to VW's collection of concept cars and prototypes that either never made it to production or were never meant for production, being one-off experiments, only.

The collection encompasses more than 250 cars, though only about 150 of them are on display at any given time. While there are of

course Beetles and Beetle-based creations as well as Golfs and Passats, there is one car in particular that should be of interest to Corvair enthusiasts: A 1963 prototype with the designation EA 128.



The VW EA 128

Hemmings reports that the EA 128 was designed to compete directly against the Corvair! This means, of course, that its primary market would have been right here, in the United States.

It was, as can be seen in the photo above, a rather boxy sedan, 185 inches in overall length (the 1960-64 Corvairs are 180 inches bumper-to-bumper), and powered by a 2.0-liter air-cooled flat-six borrowed from the then-upcoming Porsche 911. (Porsche's first six-cylinder engine hit the market in 1965).

In the EA 128 the Porsche engine was rated at 90 horsepower, and was of course mounted in the rear of the car. Most of the steering and suspension components came from Porsche, too, and the car reportedly was capable of a 99 mph top speed.



The interior of the car was quite plush in a Teutonic fashion, inspired perhaps by the Corvair Monza which by 1962 was a pretty spiffy car inside. The EA 128 prototype even sported a fancy wood steering wheel which later appeared in the first Porsche 911.

But, like so many of the cars in the Stiftung, the EA 128 never advanced beyond the prototype stage, reportedly due to cost considerations. The front end styling vaguely presages the ill-fated 412 model of 1972 and of several more successful Brazilian-market models, but for the most part it is evident that the EA 128 was a prototype mule and not intended as a style statement.

But imagine... a six-cylinder rear-engine air-cooled sedan from Volkswagen...



Round Tuit

Part 3 of 5

by Frank Hunter

The Test Drive, Take 2

In the last article, we fixed the transmission forks and confirmed that the shifting was working. With help from Steve Calandra, installation of engine was done the next morning. Because this was a quick removal and re-install, I decided not to unbolt the strut rods at the wheels, just push them down as far as possible. On the drivers side we removed the axle shaft, but on the passenger side we left it attached at the wheel. This made for easier re-install, except you have to make sure when rolling the engine

cart back under the car that the clutch rod is under the axle shaft on the passenger side.

We had trouble installing the universal joints, they would not seat down in the axles fully. Some dirt on the three remaining axle mounting points had to be cleaned out, and after several attempts we got the universal joints installed. The strut rods were then connected using a bottle jack and drift punch. Installing the strut rods and universals were much easier with Steve's extra pair of hands. We did not tighten the stabilizer rods from the transmission to the rear trailing arm since this is supposed to be done with the suspension at road height. The remaining connections under the car were completed and the car lowered for the connections on top of the engine. When reconnecting the fresh air hose, we noticed that the hose was ripped and will have to be replaced.

After lunch the car was moved out of the garage and started. There was much happiness as the car backed out of the driveway for a test drive. While the car was running fine, there was a scraping sound as if something was dragging. Removing the brake drums and cleaning out the interior brake drum area solved this problem. My plan is to use the car to drive to work this summer. While the car runs and stops there is still much to be done, and a list that I'm sure will get longer was started.

Windward Beach Car Show

*A Follow-up
by Bob Marlow*

In last month's issue I wrote about Sue and I attending the Windward Beach Car Show along with members of the Bayshore Corvair Association. I described it as a nice show at a nice location, spoiled slightly by the fact that we and everyone else was "parked in" by the large turnout.

After dark and while the awards were being announced, we were able to make our escape. But at the October meeting of the Bayshore Corvair Association we learned that several of the Corvairs in attendance that night received awards, including our Rampside! Bill Doerge, president of the Bayshore group, had picked up the trophy and presented it to me at the meeting.

It was a surprisingly large trophy, and I can now say with a straight face that the Rampside is an award-winning truck.



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NJACE Classified Ads

October, 2016

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

NJACE Calendar of Events

Saturday, November 5

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

Saturday, November 19

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

Saturday, December 3

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

Don't forget: At our monthly breakfasts you could WIN a free breakfast or a Clark's Corvair Parts gift certificate!

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A newspaper in the northwest part of the state recently published this photo of club president Brian O'Neill in promotion of the Sparta Historical Society's car show. Who says print is dead?



NJACers in the city: Some of the sights from this year's unconventional Fall Tour to lower Manhattan.



The Key Still Fits

By Devin Heilman

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Coeur D'Alene, ID – In 1971, Craig Nicol bought a regal red 1966 Chevy Corvair Sprint convertible for \$450.

He was a junior in high school when he saw it in a car lot and knew he had to have it.

"It was perfect," Nicol said. "I waxed it every week."

He drove the Corvair as he finished high school and through his first year of college, then he sold it to a buyer in Long Beach. That was more than 40 years ago.

Now, thanks to a chance find on eBay, Nicol and his very first car have been reunited.

"What are the chances?" he asked with a big smile. "There are three things that are amazing: it still exists, I found it, it was for sale. And it was a cool car. It wasn't like it was some average car."

Nicol, who has enjoyed rebuilding Corvairs and Corvettes since he was a teen, heard about a sweet Corvair for bid on eBay and right away thought it looked familiar. As he learned more about the car, he realized it had some very particular customizations.

"I said, 'Threads are unraveling; that could be my car,'" Nicol said.

In a video the seller made, Nicol saw the battery and oil gauges installed on the inside of the driver's door, "which is only something a 16-year-old would do."

"I said, 'That's the car. There's no way that it's not the car,'" he said.

Then, something in the glovebox clinched it for Nicol.

"The seller calls me all excited. He said, 'See how it's got that sticker in there where it tells you how much pressure to put in the tires? Guess what's written on the sticker? Your name,'" Nicol said.

In light blue ink, in the Chevy symbol of the tire pressure sticker, "NICOL" survived the test of time to prove that indeed, Nicol's first car has returned to him.

"I couldn't believe it," Nicol said. "It was like, 'Holy smokes, this thing still exists 43 years later?' I mean, it wasn't an expensive car. The only reason it survived is because it was a red convertible of an unusual car. If it would have been something usual it wouldn't have been saved."

Nicol's friend, Don Sausser of Coeur d'Alene, built a video story for Nicol of the day the car arrived in late September. Sausser said it's remarkable that someone could stumble onto his high school car from so many years ago.

"He's a happy camper," Sausser said of Nicol.

To Nicol's surprise, nothing on the car was changed from when he sold it, except for its condition. In its journeys from California to Texas to Oklahoma, it suffered weather damage and neglect.

But not anymore. Nicol plans to restore the Corvair to its original state of glory. He said it really takes him back in time to be behind the wheel of the Corvair again.

He even has the original keys that came with it.

"I kept a set of keys from the day," he said, grinning. "There was this big, 'Gee, are the keys going to fit?' kind of thing. Well, it gets here, and the key still fits."

