

December 2016

the *Fanbelt*

new jersey association of CORVAIR enthusiasts

*It's the most wonderful time
of the year!*



Especially if you like snow. Corvairs are great in snow, but today most of us hide our Corvairs away for the winter, to save them from road salt.

We have a breakfast meeting this Saturday, December 3, then that's it until the New Year.

Season's Greetings!

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*

The Gang's All Here

At our recent monthly breakfasts we have had very good turnout, averaging about 30 members at each meeting. This is really great and has given all of us the opportunity to get to know other members, hear about their cars, and in general just have a good time. Let's see if we can continue this trend at our December meeting this Saturday.



At the meeting we will be electing our officers for next year. So come on out, nominate your buddy and then vote. I promise this election will be a lot less contentious than the one we just suffered through.

We will have our holiday party on Sunday, 22nd of January at Picatinny Arsenal. This will be our third year having the party at this location. The food, service and especially the cost just cannot be beaten. Because the party is at Picatinny there are special requirements so that all members can gain entry to the facility. Full details will be in the January newsletter. But right now mark your calendar and let's see if we can set a record turnout at this event.

It Ain't Heavy – It's My Car

Because of other commitments as we begin the holiday season, we don't schedule a formal tech session for December. However, I am hosting an informal one at my house.

A couple of years ago I bought a scale to weigh my track car. It has four scale pads linked to a display and gives the weight on each wheel, the front to rear difference, and the total vehicle weight. I think I know how this system works but I have never used it.

So, I thought maybe right after the December breakfast anyone who is interested can come up to my house and we'll see if we can figure this thing out.

I plan to use my Corsa convertible as the test vehicle but if anybody else wants to bring their car we can use it. I'm hoping to convince the lovely Roberta to provide lunch. So to give her a heads up if you plan on coming please let me know in advance so she can figure out the menu. Send me a message at bmoneill@juno.com or call me at 973-729-5586.

Round Tuit

Part 4 of 5

by *Frank Hunter*



In the last installment it was reported that I now have a running Corvair and the plan is to use the car for going to work during the summer. I made a list of additional things to do: Replace a headlight, install the trunk lock, and get the gas and oil temp gauges to work. Also fix the odometer, replace a broken vacuum hose, get a proper vent tube, and repair the hanging headliner.

I really wanted to see what was behind the headliner, so the headliner went first. There were lots of acorns stowed above but the former rodent residents were long gone. The car had spent a winter outside at my sister's house in Alexandria Township sometime back in the 1980s.

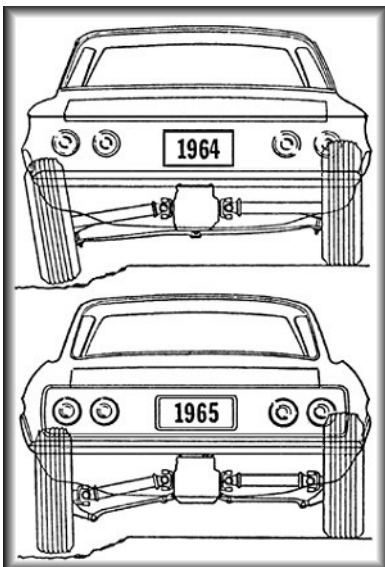


Back then I was not sure what my fiancé would think of my hobby. (Possible answer...

she still refuses to drive the car! I have recommended that she see Dr. Coker, a licensed Corvair counselor.)

I have a good used black headliner, somewhere, to install, I'll find it someday. The car was running well when warm, but when cold not so very well. The automatic choke levers were way off and adjusting them solved the problem. The tires, almost ten years old, had many cracks in the sidewalls. A new set of Maxxis tires were installed. Things were going well except for the occasional thunderstorm that exposed leaks from too many places to name. A non-NOS shower curtain was installed, but something larger is needed to keep the car dry.

One morning I got into the car and tried to start it but nothing happened, no click, and no start. Since the battery was good, a rebuilt starter was ordered from Clarks. After the starter was removed, the fresh air hose was removed, and more acorns fell out from the heater box. The new starter is now installed and the patient fired right up. Putting the car into reverse, there was a clunk and no more backward movement. The forward gears all were engaging, but I am not going to suffer the "reverse embarrassment" syndrome. So the patient went back into the garage for the second engine removal in two weeks.



Another election?

Don't be scared, it's just our club's annual election of officers.

Yes, it's time to select NJACE officers for the coming year.

Voting will take place at our December breakfast this Saturday, December 3rd. But if you can't make it to the breakfast, a ballot is included with this issue of the newsletter. Just follow the instructions on the ballot.

The list of candidates on this ballot is based on nominations received through November 25. But last-minute write-ins and nominations are welcomed.

Fame and Fortune

Well, fame.
And not much of it.
by Bob Marlow



The Vintage Automobile Museum of New Jersey has produced a slick, 20-page, full-color promotional brochure. I first learned of it at a recent meeting of the Bayshore Corvair Association, where Bill Doerge gave me a copy. On a subsequent visit to the museum I saw that copies are readily available to museum visitors.

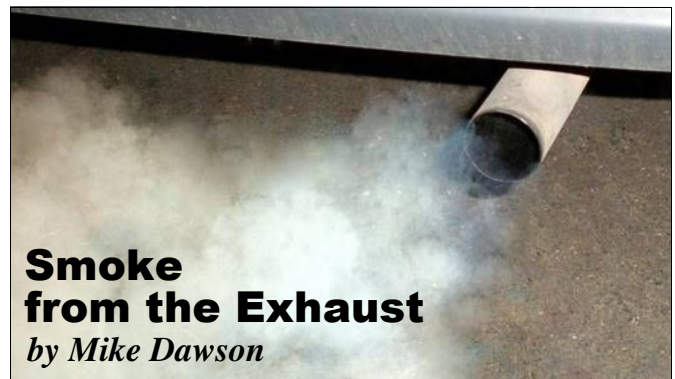
The brochure highlights the museum's purpose and activities, and included a page illustrating how the displays at the museum change several times per year.

The photos on that page showed the displays of Hot Rods, British Cars, Model T and Model A Fords, and Corvairs. For the Corvair display, instead of one of the beautiful Corvair cars that

were part of that display last year, the photo depicted my Rampside. Looking better, I must say, in the photo than it does in reality.



The museum has asked about staging another Corvair display, but I have pitched to them the idea of an “air-cooled” display – Corvair, VW, Porsche, Tatra, Panhard, Citroen and others. I’ll let you know if they choose that path.



Reprinted from the newsletter of the Heart of America Corvair Owners Assn.

Black smoke indicates fuel flooding, white smoke indicates a ruptured Powerglide vacuum modulator and blue smoke would be excessive oil finding its way into the combustion chamber or turbocharger if so equipped. First be sure the smoke is coming out of the tailpipe and not from leaking push rod tube seals cooking on the exhaust manifold, then consider the following:

- Our air-cooled cars require a heavier grade of oil due to high engine temperatures and the normal tolerances/clearances in the bearings, which are quite different than newer cars. In the summer I use either 20W50 Castrol or straight SAE 30. Be sure the oil is not contaminated with fuel for some reason. I have checked some Corvairs with smoking issues that the owners thought meant an overhaul; they actually just needed an oil change and an old fuel pump replaced. One recent case involved a leaking carburetor needle and seat combined with a sloping parking area. A failed choke pull off that is ignored will dilute the oil after only a dozen cold starts. Smell the oil for gas and rub it between two fingers – then do the same with fresh oil for comparison.

- Be sure your dipstick tube is seated correctly in the crankcase. When you change oil and filter it should take exactly 4½ quarts to refill and if the tube is not seated you will add more to make it to the full mark. Overfilling a Corvair will cause smoking and ping. Look through the right thermostat door with a flashlight to see if the raised ring on the tube is flush with the boss of the crankcase. I have found several cars with this issue, probably from the factory. Because of the slanted tube oil check on FC vehicles, checking on a perfectly flat area is important.

NJACE Officers for 2016

President, Brian O’Neill
Phone 973-729-5586
Email bmoneill@juno.com

Vice-President, Nick Ford
Phone 201-572-5797
Email mb05203-64110@yahoo.com

Secretary, Frank Hunter
Phone 201-934-0244
Email fdhunter@juno.com

Treasurer, Tim Schwartz
Phone 201-447-4299
Email tim@bristolnj.com

Activities VP, Rob Wanhouse
Phone 732-805-9176
Email rwanhouse@panynj.gov

Publicity VP, Bob Marlow
Phone 201-444-1859
Email rwmarlow@optimum.net

- Be sure the vent system is clean. Both the upper and lower (below the top shroud) tubes should be cleaned carefully with the frayed end of an old speedometer cable (including road draft tubes). Also clean the PCV valve or fixed orifice. A partially restricted vent tube forces the blow-by to increase its exit speed, which pulls oil out of the engine and into both the air cleaner and PCV orifice, which feeds into the intake. Crankcase pressure can cause more oil to enter the intake through the intake valve guides, which normally seal very well.
 - A Turbo has oil seals on both the exhaust side and the compressor side. If they are broken or worn badly then oil can be either burned in the intake or cooked in the exhaust side. It may be burning oil under acceleration but due to the higher RPM the burning is more efficient and you don't see as much smoke as you do at idle.
 - You could encounter heavy smoking after a quick stop. I have found engines with all of the ring gaps lined up on the bottom of cylinders including #5 and #6. When the car came to an abrupt stop the oil rushed forward and partially flooded the forward cylinders. Carefully check your plugs for tip deposits. If #5 and #6 have more deposits (flakes inside the tip area) than the others then you may have that issue. I would think the same thing could occur on quick acceleration.
 - If a rebuild was done without new pistons and the cylinders were only honed, then the new perfectly round rings are still trying to seat in what were probably oval cylinders.
 - Using chrome rings for a rebuild can take a very long time to seat properly if the cross hatching was not done to the ring manufacturer's specs – and even then a really long break in period is required. You would see increased blow-by and oil consumption.
 - There have been several cases in our area where use of the Total Seal rings resulted in continuing oil consumption – one owner changed back to Grant cast iron rings and cured the problem immediately. I don't follow the Corvair forums but you might check to see if others have similar incidents of oil burning after an overhaul.
 - My experience is that intake valve guides are rarely the problem since they sit horizontal and have seals plus they are slightly lubricated due to their function, which extends their life. Exhaust guides do not have seals and are almost always the first to wear badly. They do not cause oil smoking except by increasing crankcase pressure as exhaust enters the rocker arm area.
- I hope you find one of the easy solutions if your car has a smoking problem.

Clark's Corvair Parts®

Get the 2013-2018 Catalog

What's in the catalog? It's actually three catalogs, the Main Catalog, the Specialty Catalog, and the Supplement, more than 650 pages, 1100 sketches, 500 exploded diagrams, and 1900 photos.

Within the US - \$6.00
With parts order - \$3.00

Over 100 new repro parts in the past 3 years.

Clark's Corvair Parts®
400 Mohawk Trail, Shelburne Falls, MA 01370
(413)625-9776 www.corvair.com

NJACE Classified Ads

December, 2016



Just in time for Christmas: Original Chevrolet showroom wreath from the early 1960s, 18-inch diameter (21 inches high with the bow), vacuum-molded plastic, kitschy and rare. \$15. I will have this with me at our breakfast this Saturday. Bob Marlow, 201-444-1859, rwmarlow@optimum.net.

Seen at the November 5 Tech Session...



NJACE Calendar of Events

Saturday, December 3

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

Saturday, January 7

Monthly breakfast at the Empire Diner, Rt. 46, Parsippany, 9 AM. Happy New Year!

Sunday, January 22

Our Annual Holiday Party, at the Cannon Gate Conference Center on Picatinny Arsenal. Details to follow.

Saturday, February 4

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

Saturday, February 18

Annual Parts Auction, indoors at Ashley's Auto Body, Flanders.

Saturday, March 4

Monthly breakfast at the Empire Diner, Rt. 46, Parsippany, 9 AM. Happy New Year!

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



Tech sessions will return in early 2017!

Photos by Frank Hunter.



New Jersey Association of Corvair Enthusiasts 2017 Ballot

Use this ballot to vote for NJACE officers for 2017. Our annual election meeting will take place during our breakfast meeting on **Saturday, December 3, 2016** at the Empire Diner on Route 46 in Parsippany.

You may vote at the meeting or you may vote by mail by sending your completed ballot to **NJACE, P.O. Box 631, Ridgewood, NJ 07451.**

Alternatively, you may submit your vote by email to club Secretary Frank Hunter at FDHunter@juno.com

Ballots must be received by December 3, 2016.

As an alternative to any of the nominees shown, you may write in the name of any eligible member. You may write in your own name.

Please participate – thank you!

President:	Brian O’Neill	<input type="checkbox"/>
	(Write-in)_____	<input type="checkbox"/>
Vice President :	Nick Ford	<input type="checkbox"/>
	(Write-in)_____	<input type="checkbox"/>
Treasurer:	Tim Schwartz	<input type="checkbox"/>
	(Write-in)_____	<input type="checkbox"/>
Secretary:	Frank Hunter	<input type="checkbox"/>
	(Write-in)_____	<input type="checkbox"/>
Activities VP:	David Hunter	<input type="checkbox"/>
	(Write-in)_____	<input type="checkbox"/>
Publicity VP:	Bob Marlow	<input type="checkbox"/>
	(Write-in)_____	<input type="checkbox"/>

