

March 2017

the *Fanbelt*

new jersey association of CORVAIR enthusiasts



Tune up, Turn out, Tune in!

We're going to kick off the Spring driving season with a trip to the Radio Technology Museum on March 25. Save the date!

Seen at the
NJACE Corvair Parts Auction
on February 18:

People! (This ain't all of 'em) →



← **Parts!** (And just some of 'em)

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

Air Raid!

An invitation has been extended to us by the Central Jersey Volkswagen Society to participate in their first-ever "Air Raid," a combined show and drag racing event to be held on April 9 at Island Dragway in Great Meadows, NJ. The Air Raid is open to all air-cooled Volkswagens, Corvairs, Porsches, and other makes.



Included in this newsletter is a copy of the Volkswagen group's flyer for this event. The Central Jersey Volkswagen Society is the organization that conducts the highly-successful All Air Cooled Gathering each September.

While reading this you may ask yourself about drag racing. Most think of drag racing as those thousand-plus horsepower monstrosities with gigantic rear tires reaching 300 miles an hour in mere seconds. Trust me, no Volkswagen or Corvair is ever going to do that. No, the Volkswagen folks will be running a bracket racing event. Bracket racing is designed to let anybody with any vehicle participate and actually have a chance of winning. A few years ago, just before the CORSA convention in Kentucky, the NECC ran a bracket racing event. The overall winner was a stock Rampside!

This event promises to be a real fun day and you should seriously consider attending. But you ask just what exactly is bracket racing. How does it work? All right, here's the skinny on bracket racing. At first, you are given several practice runs. At the end of each run, you are given the timing slip which shows your speed at the end of the track and the number of seconds it took you to run. Consistency is your goal. By looking at the slips you can see the elapsed time it takes to make a run. The slips will not show the exact same time for each run. But they will be within tens or even hundreds of a second of each other if in fact you are consistent.

Next, with this information you select a time that you think your car will run. That's called your dial-in. When two cars compete, the dial-ins are compared and the slower car gets that much of a head start. The theory is that if both drivers get identical reaction times, and both run what they predicted, they will meet right at the finish line... a tie. In practicality, this never happens. Reaction times will differ, and the car may run quicker or slower than predicted.

Now you say, "Why don't I just dial-in at 18 seconds, and I'll get a big head start and win?" There's the trick. If you run quicker than your dial-in, you lose! This is called a breakout. Basically, this means that you want to guess exactly what the car will run. If you guess far quicker than what the car can run, you won't be able to run fast enough, and your opponent can easily beat you to the finish. If you guess far slower, a practice called sandbagging, it is very likely that you will break out and lose. You can also lose if your car leaves the starting line before the green light comes on.

The bottom line is that any car can do this and has a chance to win. You don't need any special safety gear because the track being used is only an 8th of a mile long and there is no way that a stock Corvair will ever go fast enough to require specialized safety equipment. So come on out that Sunday and have a great time.

BREAKFAST MEETING



This Saturday, March 4, our monthly breakfast at the Empire Diner on Route 46 in Parsippany will include a brief formal business meeting, one of four that we conduct each year in accordance with our by-laws. And we will have our regular drawing in which you can WIN a free breakfast.

Round Tuit

Part 6 of 5

by Frank Hunter

After a month off, I'm back with Part Six in my Five-Part series.



In the last installment I had just removed the drivetrain twice in one month. Steve Calandra came over and using a pin in the transmission selector shaft we tested the shifter function. First through fourth gears were confirmed, but nothing in reverse. The cover was then removed and everything appeared as before. We were baffled for a while until Steve noticed the reverse shifter fork was not moving when test-shifted while the the cover was off.

Lying inside the cover was a small pin and e-clip. In the 1966 shop manual supplement page 7-14 the pin and clip are items 57 & 58. The clip was reconnected and cover re-installed. Fixed.

Next task was re-installing of the engine:

1. Roll engine cart under car, clutch rod should be above the strut rod
2. Lower car slowly
3. Line up front transmission mounting bolts and tighten nuts using 11/16" deep socket and torque to 35 ft-pounds and install a new cotter pin each
4. Line up and install rear mounting bolts using a 9/16" deep socket and tighten to 20 ft-pounds torque.
5. Jack car up and remove engine cart
6. Connect rubber gas line hose and clips using pliers
7. Connect starter cable using 9/16" or 5/8" and 11/32" or 3/8" sockets as required
8. Reconnect U-Joints using a 7/16" six point socket and tighten to 15 ft-pounds
9. Clutch Ball using a 3/4" socket
10. Connect clutch actuator rod and install a new cotter pin (or reconnect PG shift cable)
11. Connect shifter rod at the selector shaft and install a new cotter pin
12. Side transmission "stabilizing rod" to

- side braces – do not tighten until car is lowered. Use a 9/16" wrench
13. Reconnect clutch brace 1/2" and 9/16"
14. Put car ramps under rear wheels to prevent wheels from hanging
15. Lower car onto jack stands (have two helpers push in wheels as car is lowered)
16. Install front (front transmission side) upper bolt first with clutch spring tab on passenger side 9/16"
17. Next lower rear bottom
18. Next Upper rear bottom
19. Next lower front bottom
20. Tighten to 30 ft-pounds torque
21. It may be necessary to jack up rear wheels at rear housing to align bolts.
22. Tighten stabilizing control rods to trans mounts 9/16"
23. Attach rear cover plate 5/16"
24. Rear grill 1/4 (get high hat screws)
25. Now from top of engine – reconnect throttle return spring
26. Battery negative cable to engine/shroud bolt
27. Reconnect Oil Temp sender wire at harness
28. Reconnect Starter cable connector
29. Ground strap by starter cable 3/8"
30. Plug in alternator connection from harness
31. Alternator ground wire 7/16"
32. Spark plug for head temperature sender 13/16" and torque to 15 ft-pounds
33. Attach vacuum gauge tube to balance tube
34. Fresh air hose 1/4" socket and open end
35. Reconnect oil pressure sender wire
36. Reconnect distributor wires at the coil (tach is minus, wire from harness is plus)
37. Reconnect head temperature wire connector at the harness
38. Reconnect oil pressure light connector
39. Ground strap by passenger side carb 3/8"
40. Ground strap by coil
41. Air cleaner support bracket 3/8"
42. Attach air cleaner bottom vent tube to carburetors 3/8"
43. PVC valve pipe clamp 5/16"
44. Air cleaner top and wing nut
45. Negative battery cable to battery 9/16" or 1/2"

Activities

by David Hunter,
Activities VP



Behind the Marconi Hotel in Wall Township is the Radio Technology Museum which is a part of the InfoAge Science History Learning Center and Museum, located at the former U.S. Army Evans Signal Laboratory. The original site was constructed by Marconi in 1914 as a transatlantic radio receiver site. The Museum traces the development of radio from the very beginning through cellphones and beyond.

Many of the radio sets on display have been lovingly restored to operating condition – they play! The museum is equipped with an antenna and cable distribution system incorporating a local transmitter to provide vintage programming as well as live broadcasts of-the-air. The Radio Technology Museum is also the home of the National Broadcasters Hall of Fame that recognizes many of the great radio personalities. A Hands-On Lab gives children of all ages the opportunity to play with radio.

Join us to visit this museum on Saturday March 25th. Full details to follow, watch your email. You can also check updates on the club web site and the club's Facebook page.

Helping Hands

by Bob Marlow

Sue and I moved to Lavallette in 2015 and we have since joined the Bayshore Corvair Association, a CORSA chapter based only a few towns away and which holds its monthly meetings on Tuesday nights in a nearby restaurant.



Bayshore is a small and remarkably close-knit group where the members are all friends and couples socialize regularly. One of the first things I noticed was that a routine feature of the

monthly meetings is an update on the status of each member's cars. As a result, the members are "engaged" in each other's projects and brought closer together.

That togetherness was on display this past Saturday when one of the club's irregularly-scheduled "tech sessions" took place. "Tech session" is a misnomer, however, as Bayshore's tech sessions are really more like Amish barn-raisings. Everyone pitches in to help a member with a particular project.

The project this week was the furtherance of a swap from Powerglide to 4-speed in Jim Dodd's 1965 convertible. Jim had obtained a 1966 4-speed parts car and a previous session had harvested all the necessary pieces from that car and removed the Powerglide drivetrain from the convertible. The goal on this day was to get the drivetrain assembled and installed into the car.

Member Roy Buckridge has a roomy garage next to his house, and even though he spends the winter in Florida he leaves the garage key with the club so that projects such as this can take place while he's away – just another example of how tight-knit this group is.

On this warm February day Jim Dodd was joined by Bill Doerge, Brian Kemp, Frank Schmitt, Mark Zambella and myself. The cliché "many hands make light work" was more powerful than "too many cooks spoil the broth" and the job was completed in time for a late lunch.

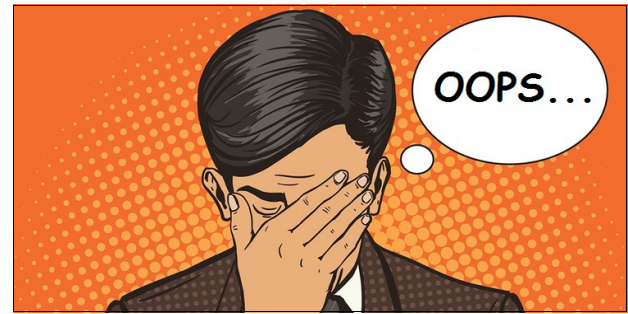


Bayshore Corvair Association members pitch in

Auction Results

Our annual Parts Auction drew 42 registered bidders, 35 sellers, and 257 lots offered for sale, 175 of which were sold, and 14 pizzas were consumed. The club realized a net profit once again (Treasurer Tim Schwartz will have the hard numbers for his Treasurer's Report at our breakfast this month) and the weather was, if such a thing is possible, too perfect!

Thanks on behalf of the club and the attendees go to Larry Ashley (our host), Frank Hunter and Roberta O'Neill (our bookkeepers), and Bob Marlow, Brian O'Neill, and Tim Schwartz (our auctioneers). Thanks also to the sellers and especially to the buyers!



Have you forgotten to renew your membership?

Happily, more than half of the members whose membership renewals are due this month have already renewed. But if you are one of those who has not, your name is in the list below. Please use the membership renewal form included with this newsletter to renew. Thank you!

Phil & Mary Ann Androvett
Dave & Bennie Cavagnaro
Gordon & Heather Hornor
Monica Pearson
Matt Posthumus
Dominick & Susan Speronza
Robert Wanthouse
Dorcey & Rick Winant

Steven Breines
Ray & Kathy Coker
Peter & Lillian Lougias
Ronald & Gloria Peles
Ken Schiffner
Joseph Valentino, Jr.
Vincent Wilson

NJACE Calendar of Events

Saturday, March 4

Monthly breakfast at the Empire Diner, Rt. 46, Parsippany, 9 AM.
Brief club business meeting also.

Saturday, March 25

Spring Driving Tour to the New Jersey Vintage Radio Club's History Museum in Wall Township. *Tentative* – details to follow via email!

Saturday, April 1

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

Sunday, April 9

Central Jersey Volkswagen Society's "Air Raid" at Island Dragway in Great Meadows – Corvair invited!

Sunday, April 30

Driving Tour to Motorcyclepedia in Newburg, NY – details in next month's newsletter.

Saturday, May 6

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

NJACE Officers for 2016

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Autobahn Days and Rathskeller Nights

[*Editor's Note: Most NJACE members know that club President Brian O'Neill is retired from a career in the US Army. Many of these members know also that Brian had his 1965 Corvair convertible with him when he was stationed in Germany. Back in the 1970s the club had another member, whose name escapes me all these years later, who also had his Corvair with him when he was stationed in Europe, in his case a 1961 Lakewood. Which is why this story, posted on the Bring-A-Trailer web site recently, struck me as relevant.*]

As a brand new second lieutenant in September of 1965 I was surrounded by others with newfound wealth as we were paid the princely sum of \$222.30 per month and had nothing on which to spend it but women, booze and cars. Since there were no women on post and drinks cost \$.50 at the officers club, that left plenty of money for a new car. Most of my buddies were buying Mustangs or Impalas with the 409 or even Austin Healey 3000 and Sunbeam Tigers.

But not me.

I had read an article in *Car & Driver* praising the Corvair Fitch Sprint as the best thing to come out of Detroit since the Duesenberg and as a self-proclaimed aesthete who was one shade too cool for a muscle car, I ordered a brand new Corvair Monza (how could a car named after a famous F1 track be anything but great?) and all the Fitch Sprint parts from my local Texas dealer and within a few weeks I had the coolest car on post.

It was maroon in color with a black interior and that distinctive Coby Whitmore designed fastback roof addition that he called a "Ventop." It had shortened steering arms and a steering damper, special shocks and brake shoes and the most glorious trombone exhaust pipes that looked like chrome pea shooters on each side of the car. It sounded better than any of the muscle cars at idle and sang like Pavarotti when wound up.

When I was assigned to a post in Germany, I had my Corvair shipped over which if you think about it was bass ackward since the opportunity to buy a car over there and bring it back was one of the few perks of being a soldier in the '60s. But it was one of the best decisions I have made in my car life. It absolutely was a star over there, outshining the 280 SLs and 911s and staying right with them until we hit the Autobahn, where they were kings. But on the twisties, and rumbling through the stone walled towns, it was the center of attention. And the best part was that I learned to drive properly like a German instead of an American.

Then I was transferred to Viet Nam and the car was shipped back to my parents in Minneapolis where my dad grew tired of caring for it and sold it while I was still moldering in Chu Lai. It is the one new car I bought I wish I could have back. But as they say, it is better to have loved and lost than to never have loved at all.

Ross Robbins, via BringATrailer.com

More quality Corvair parts as seen at the auction!

If you weren't there, you missed out!

Photo by Diodato Grisi



Use this form to renew your membership if your name is on the list on Page 5



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..... \$36.00

Membership 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. You should receive your first newsletter within four weeks of our receiving your application.

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 _____



1st Annual

AIR RAID @ ISLAND DRAGWAY

Great Meadows, NJ

Sunday April 9th, 2017

The **FIRST ANNUAL Air Raid** at the historic Island Dragway is presented by the **Central Jersey Volkswagen Society**. Open to all air cooled Volkswagens, Corvairs, Porsches, and other makes. Must be air cooled, no exceptions! Clubs are welcome. Featuring:

Car Show with Top 10 Awards

Swap Meet

Drag Racing with two classes on an 1/8 mile track ****Includes test and tune***

Street 9.00 seconds and slower – Cash Prize of \$150 win / \$50 runner up

Pro 8.99 seconds & quicker – Cash Prize of \$250 win / \$75 runner up

Gates open at 11 am

ADMISSION PRICES:

\$45 TO RACE & SHOW (Includes driver)

\$20 TO SHOW ONLY (Includes driver)

\$15 ADULT SPECTATOR

\$10 MILITARY SPECTATOR

\$10 KIDS AGE 10-14 SPECTATOR

\$5 KIDS AGE 6-9 SPECTATOR

\$FREE KIDS AGE 5 & UNDER

SWAP MEET SPACES - TBD



QUESTIONS OR INQUIRIES CONTACT:

CAR SHOW: Casey Masterson @ 973-454-2024

RACING: Art Neary @ 908-496-4985

TRACK SAFETY RULES: WWW.ISLANDDRAGWAY.COM OR 908-637-6060

Directions: Island Dragway, 20 Island Rd, Great Meadows, NJ

From NYC: Rt 80 west to exit 19. Bottom of ramp make left. Go approximately 6 miles into Hackettstown, make a right onto Rt. 46 West (Main St.) and follow for approx. 7 miles. Entrance to the track will be on the right hand side, just past Stage Dolls Bar.

From Phila./Trenton: Rt. 31 North to end. Right onto Rt. 46 East. Track is 6 miles on left, just past Nykun's General Store.

From Central Jersey: 78 west to Rt. 31 North. Rt. 31 North to end. Right onto Rt.46 East. Track is located 6 miles on left, just past Nykun's General Store.

From Allentown, PA: Old Rt 22 East thru Easton into Phillipsburg, NJ. Pick up Rt. 57 East at East end of Phillipsburg. Rt. 57 East to Rt. 31 North (Washington, NJ). Rt. 31 to end. Right onto Rt. 46 East. Track is 6 miles on left, just past Nykun's General Store.

From Scranton, PA.: 81 south to 380 east. 380 east to 80 east. Cross over Delaware Memorial Bridge into New Jersey. Take exit 4 for Rt. 46 east. Follow 46 east approximately 20 miles into Great Meadows. Track entrance is on the left, just past Nykun's General Store.