

# the *Fanbelt*

September 2017



new jersey association of CORVAIR enthusiasts

## ***This month:***



## ***Tech Sessions Return***

**Saturday,  
September 2nd**

## ***Convoy to Clark's***

**Friday,  
September 15th**



## ***Details in this issue!***

*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](http://www.corvair.org/chapters/njace).

## President's Message

by Brian O'Neill

### Tech Sessions are back!

I m m e d i a t e l y following the September 2nd breakfast meeting we will adjourn to Larry Ashley's shop for a tech session.



So far on the schedule is the replacement of all 4 shocks on a 1965 Corsa convertible. We are looking for other projects for that day so if you need help on a particular Corvair issue please contact either Larry Ashley ([lashley327@optonline.net](mailto:lashley327@optonline.net)) or me ([bmoneill@juno.com](mailto:bmoneill@juno.com)).

### Road Trip!

The bi-annual Bay State Corvairs' Fall Classic will again this year be held on the grounds of Clark's Corvair Parts in Shelburne Falls, Massachusetts, on Saturday, September 16. Using the concept that there is safety in numbers, NJACE will convoy to the overnight hotel location in South Deerfield, Massachusetts.

We will depart from the I-84 Diner in Fishkill, New York, at 1 PM on Friday, September 15. The diner is right alongside I-84 and is a great place to have lunch and meet other club members. The address of the diner is 853 Route 52 in Fishkill, New York, 12524.

We will depart the diner and head northeast on Interstate 84 for a short period of time. Then we will take the Taconic Parkway North through some very scenic country until we hit Interstate 90 near the New York/Massachusetts border. Interstate 90 Eastbound will take us to the intersection with Interstate 91. We will then go north on I-91 to Exit 24 for the Red Roof Inn at 9 Greenfield Road which is also Route 5.

This is not the shortest route but it is the most scenic and the most Corvair-friendly. The trip is estimated to take about 3 hours. We will arrive in time to check in and make dinner plans.

If you are driving a Corvair in the convoy take advantage of the tech session we will hold after the September 2 breakfast meeting. Bring your car to the meeting and then come to Ashley's to have it thoroughly checked over to be sure that your trip will be problem free. A an insurance policy we will have a truck and tow bar along with us.

The show at Clark's on Saturday, September 16 is one of those must-see events. At the last show there were over 100 Corvairs with every year and body style being represented. A flyer for this show is included with this newsletter.

In addition to this spectacular field of vehicles, Clark's opens their facilities and gives tours of their manufacturing processes. Learning how they turn a blank sheet of vinyl in to fully embossed seat covers is alone worth the trip. Parts can be ordered for pickup at the show which can save a considerable amount of money for shipping. Parts can also be bought at the show with many show specials and a cash discount available.

If you are planning on joining the convoy please contact me as soon as possible, [bmoneill@juno.com](mailto:bmoneill@juno.com) or 973-729-5586. Again, don't miss this event!



# Two Busy Weekends

by Bob Marlow

On two recent back-to-back weekends I immersed myself in the car hobby in two distinct ways. The first was the Indycar weekend at Pocono Raceway, and the second was the 38th annual Detroit Corvair Homecoming.

I was at the Pocono Raceway Thursday through Sunday, starting with “move-in” for both the Classic Racing Times’ vintage Indycar events with which I am involved and the Verizon Indycar Series, and concluding with Will Power’s come-from-behind victory in the main event.

I retired from being the public address announcer after the event at Phoenix earlier this year, and instead my responsibilities now included acting as the media representative for the vintage organization and shepherding two driver autograph sessions that took place over the weekend. In between was a first-time TQ Midget race on the main straightaway of the big Pocono track near the pit exit, the widest section of track on the entire Indycar circuit.

Joining me at this event was former NJACE member Tom Scalera, representing CarShowSafari.com. Tom, a professional graphic designer, is responsible for the logo and masthead on this newsletter, the logo for the 2012 CORSA convention, and the logo for the vintage Indycar portion of the Pocono event (seen below).

Our Pennsylvania members, Ray and Kathy Coker, made my Pocono weekend even more enjoyable by opening their home to me.



In Victory Lane at Pocono, with Matt Janisch

After a long and tiring three and a half days at Pocono, I had a quick turnaround before heading west to suburban Detroit. I attended the first Corvair Homecoming in 1980 and last returned two years ago. It’s a great event, distinctive in its casual yet finely-tuned organization, with a 100+ car show and a Corvair swap meet that rivals and often exceeds the national conventions.

One’s registration for the Homecoming includes access to a hospitality room so complete as to make restaurant visits unnecessary, and the weekend includes a “drive-in movie” party and an outdoor pizza party. The show awards are a simple “Top-25” style and parade of the winners completes the final day.

Other activities include a tour of the GM Heritage Center, remote control car races for kids, tech sessions, a wine & cheese party, and more.

I returned from Detroit just in time to get this newsletter together, and of course in just over two weeks’ time I’ll be joining the rest of you for the trip to Shelburne Falls, Massachusetts, for the show at Clark’s. Whew!



My two favorite Corvairs from the Detroit Homecoming:



An original Cree camper on a Rampside



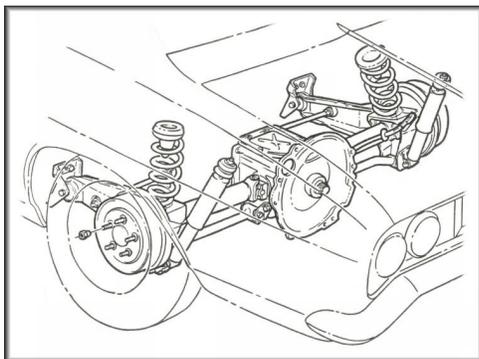
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## Me!

by Bob Marlow

The previous article was all about ME and my recent adventures. Why? Well, as the editor/publisher of this newsletter I have wide latitude, but the real reason is that I do not have any stories about YOU!

Member contributions to this newsletter are needed and welcomed. Send your stories to [rwmarlow@optimum.net](mailto:rwmarlow@optimum.net).



## It Ain't Necessarily So

by Brian O'Neill

Musicologists among us Corvair lovers will recognize the title of this article as the title of a song from Gershwin's *Porgy and Bess*. What's the connection to Corvairs you might ask. Well I am a big believer in following technical instructions. When our cars were built there were rooms full of very smart technical folks. So I always look in the shop manual when I am working on a Corvair. Almost always the information and instructions are correct. But it ain't necessarily so every time.

Recently Al Lacki and I were working on a 1964 Monza convertible. The project included replacing the choke coils on both cylinder heads. Following the instructions in the shop manual we adjusted the rods into the carburetors. We did this by pulling up on the choke rods with the with the choke plate fully closed. We made sure the rods freely entered the whole in the tang on the choke plate shaft. Then following the instructions we lent and the threaded rod to full turns and inserted the rod. Everything looked good and we thought we were ready to go. But it ain't necessarily so every time.

The engine, which it run flawlessly just a couple of hours before, now struggled to start and when it finally did it required us flooring the accelerator to keep it running. We were bewildered. Using the old principle of examining the last thing you fixed we disconnected the chokes. The engine started and ran beautifully. We realized the engine had too much choke and was not getting any air through the carburetors. We backed off the two turns on the rods reinstall them and tried again. We thought the engine would now be perfect. But it ain't necessarily so every time.

The problem was finally fixed by shortening the choke coil rods three turns instead of the two turns the shop manual called for. So is the shop manual usually correct? Absolutely! Always? It ain't necessarily so.



## Eyes on the Prize

by Brian O'Neill

Recently I traveled over the border to New York State to look at a 1966 Corvair Monza coupe. My youngest grandson wants a Corvair. He has been searching in South Carolina where he lives and I have been looking for a good one up here. I had found it on the Internet and because it was only about an hour from my house I decided to take the trip.

The car did not look that bad in the pictures but – and this is an important but – I've seen too many examples of cars that looked great in pictures but up close in person were not good at all. Over the past few years I've helped a number of new club members with cars they bought because the pictures look great. In all but one case it turned out not to be so.

Well, maybe I should say in one and a half cases. Ron Zelinski bought a very nice looking convertible which was advertised as a 1962. Al Lacki and I were helping him install new carburetors. Al did a double take when he looked under the car and saw a 1964 rear suspension. The front suspension was also later than 1962. The big surprise came when it turns out the engine was also a later year.

While you might say so what, the what is that Ron had ordered new carburetors for a 1962 engine. The 1962 carburetors did not come with the little hole for the "J" hooks which hold the air cleaner cross tube in place. Al and I at first debated trying to drill these holes but then decided the easiest way was to take the tops off Ron's original carburetors. We ran out of time so we don't know the jet size or whether the venturi clusters are correct.

Other than that the car is very nice looking with a professionally done custom interior. Even the front trunk is upholstered! So I guess you can consider that this case isn't as bad as some of the others. I told Ron we were going to call his car a Johnny Cash Special.

One of our new members recently bought a Corvair which was extremely nice looking. However when I got it up on jack stands at my house I was shocked at the amount of rust on the

underside. Not only were almost all the floors gone and replaced with pop riveted pieces of sheet metal but structural members had actually rusted away. The rocker panels were about 50% body filler and would not even hold my small dime size magnet. There were quite a number of other mechanical problems.

I could go on for paragraphs about the mall but the bottom line is that this vehicle is beyond saving. A real shame because previous owners had spent a considerable amount of money on cosmetics to include a tastefully done custom upholstery and new door panels. There are many savable pieces on this vehicle and I hope the owner can find a way to use them.

If you are thinking about buying a car that you have found on the Internet follow Ferrari Dave's example. He found a nice looking Corsa on the Internet and then was able to find someone who lived near the seller's house. This person did what many Corvair owners across the country will do, he went and looked at the car. He actually called Dave while he was standing next to the car and was able to give Dave a very good report about it.

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## NJACE Calendar of Events

### Saturday, September 2

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

### Saturday, September 2

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

### Saturday, September 16

The every-other-year Corvair Car Show at Clark's Corvair Parts in Massachusetts. See the President's Message in this newsletter for more information, including the Friday convoy to Massachusetts.

### Saturday, October 7

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

## What About the Air-Cooled Show?



ALL AIR-COOLED GATHERING



For the past several years, September has meant the Central Jersey Volkswagen Society's All Air-Cooled Gathering in Flanders. This year, however, the Air-Cooled show falls on the same weekend as the Clark's show, and the club officers decided to make the Clark's show our primary event.

But we realize that not every member will choose to make the Massachusetts trip, and for those who might prefer to stay local, the Air-Cooled show is an excellent event. It takes place on Sunday, September 17, at the Swim and Sport Club of Flanders, 272 Emmans Road, Flanders, NJ 07836.

The show, which draws *hundreds* of air-cooled vehicles, opens at 8am with the big show, swap meet, "dub push," valve cover racing, a huge raffle, kids games and more. Entrance to the show on Sunday is \$15.00 per person, including your car.

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### Seen at the Detroit Homecoming...



Pete Koehler, longtime friend of NJACE, is chauffeured by his granddaughter, Kayleigh...

## NJACE CLASSIFIEDS

FOR SEPTEMBER, 2017

**Corvair Parts Sale:** A "Garage Sale," on Saturday, September 23, 2017, 9:00 AM to 3:00 PM. My goal is to reduce my shelf space from 334 square feet to 206. Starters, alternators, spindles and brake drums, engine sheet metal, are in excess. Might trade for good early Spyder cranks. There are two heaters, one for a Corvair and one for a dune buggy. If you are missing an engine part, or suspension part, I might have it. Also included in the sale are the following engines and engine cases:

Engines:

T1227Z - T0428RM - T1223RH - T1216RL - T1004W - T0105RZ - T1201RK - T0513RH.

Cases: TT1203RA - T0120RL - T1018RB - T1103RH - T1125RB.

Also have several late transaxles, all manuals, no automatics. Also available are '140' heads (several pairs). All items should be considered as "cores," not plug-and-play, and all items are for pick-up only, no shipping. Ken Klingaman, 267 Shook Town Road, Bangor, PA 18016, email [stingerken@earthlink.net](mailto:stingerken@earthlink.net).

**Free:** Four wheels and tires. They are 225/60-R14 B.F. Goodrich tires mounted on 1970/1980 GM rally wheels. The wheels would need to be rehabilitated. I'm not sure there is any life left in the tires. But in any case they are free to a good home. Brian O'Neill, email [bmoneill@juno.com](mailto:bmoneill@juno.com), phone 973-729-5586.

**For Sale:** Core parts? When your order certain rebuilt parts from Clark's Corvair Parts, the price you pay includes a "core charge," a sum refunded to you when you return your used parts for rebuilding. If you order a rebuilt flywheel, the core charge is \$85. If you order a rebuilt clutch pressure plate, the core charge is \$130. That's \$215 for both! Trouble is, you do not get that money until you send your old parts back. But I am offering two sets of used flywheels and pressure plates (both actually in good usable condition) which you could send in with your order (or take there during the show this month) so that you do not have to take your car apart to gain the benefit of the core charge. Better yet, my price per set is half

the core charge, so you save half! I can bring these to our tech session this Saturday or to the Clark's show. Bob Marlow, phone 201-444-1859, email [rwmarlow@optimum.net](mailto:rwmarlow@optimum.net).



**NJACE Classifieds work!** Returning member David Kuhles and 40-year member Ron Peles got together as a result of Ron's ad in last month's newsletter, and David is now the proud owner of Ron's beautiful 1966 Monza. Advertise your cars and parts here – it's free!

#### NJACE Officers for 2017

President, Brian O'Neill

Phone 973-729-5586

Email [bmoneill@juno.com](mailto:bmoneill@juno.com)

Vice-President, Nick Ford

Phone 201-572-5797

Email [mb05203-64110@yahoo.com](mailto:mb05203-64110@yahoo.com)

Secretary, Frank Hunter

Phone 201-934-0244

Email [fdhunter@juno.com](mailto:fdhunter@juno.com)

Treasurer, Tim Schwartz

Phone 201-447-4299

Email [tim@bristolnj.com](mailto:tim@bristolnj.com)

Activities VP, David Hunter

Phone 201-934-0244

Email [dhunts125@gmail.com](mailto:dhunts125@gmail.com)

Publicity VP, Bob Marlow

Phone 201-444-1859

Email [rwmarlow@optimum.net](mailto:rwmarlow@optimum.net)

## Ray's Rampside Report

by Ray Coker

*Editor's Note: Ray Coker is enjoying retirement, getting his Rampside ready for the upcoming trip to the Clark's show.*

All new steel brake lines installed. Not bled yet so I have no idea of possible leaks at fittings but I'm pretty confident. It will feel sooo good driving it now. I was afraid to do the hard and harder test.

Seat belts are installed. After purchasing the longer set I did a test by sitting in the seat and placing the buckle in my lap before drilling holes. Very nice.

The front suspension subframe has been bolted in place in the truck. Only the upper control arms are on the subframe, the lower control arms and spindles will be bolted on soon. I ruined one of the four subframe bolts when removing it, the threads just wouldn't release even with heat.

A search of local hardware stores did not reveal the exact bolt I needed. A review of Clark's catalog showed a replacement bolt was a grade 8 bolt, flat washer, lock washer, and nut for \$9.20. I'm supposing it's the same grade 8 bolt and hardware I can purchase here for a third of the price plus you have to drill out the stock holes because the grade 8 bolts are a wee bit bigger in diameter.

We have a wonderful store here named Surplus City that sells surplus freight or unclaimed freight. They have a great nut and bolt section and Hoo Wee they had the exact bolt and nut I needed for \$3.10 ea. I replaced all four.

I have to finish installing the suspension and steering parts which will be easy. I had a NOS boomerang and a NOS pitman arm from the parts I bought in NY years ago.

Whilst it's in the air I'm gonna install the nice used lower front fender sections I got along with a better bumper.