

May 2018

the *Fanbelt*

new jersey association of CORVAIR enthusiasts

At Last!



Weather nice enough to put the top down on a convertible!

This Month:

- Club Breakfast at the Empire Diner, May 5
- Tech Session at Ashley's Auto Body, May 5 following the breakfast
- VCCA "Motorama" Car Show, May 27

Next Month:

- "Drive Your Corvair" Club Breakfast at Bucky's on the Lake, June 2
- The Great Phillipsburg Auto Show, June 30

Read all about it 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.

President's Message

by Brian O'Neill



This Saturday, May 5, we are conducting another Tech Session at Ashley's Auto Body, right after the monthly breakfast at the Empire Diner. The main topic will be the replacement of door hinge bushings and pins.

After 50+ years, many of our cars are suffering from sagging doors, especially coupes and convertibles which have extra long and therefore extra heavy doors. Fixing this problem isn't as difficult as you might imagine. Both the bushings and the pins are readily available.

As with any repair, there are tricks of the trade that can make the project much easier and safer. Come to the tech session and learn about these tricks. We will be working on two of the styles of door hinges that were available through the years. But regardless of what year Corvair you have, the process is for all practical purposes the same.

Time permitting, we may also do some more work on the mystery engine that had no spark. We did get this engine running at our last tech session but things remain to be done like synchronize the carburetors and replace the points equipped distributor with the electronic ignition one that goes with this engine.

As usual, the Tech Session will be held at Ashley's Auto Body on Hillside Avenue in Flanders and lunch will be provided. We have gained a lot of new members over the last couple of years and this is a great opportunity for both newcomers and old-timers to pick up some useful information.

It looks like we are finally getting some good weather. That means it's time to get the Corvairs out of the garage. A great opportunity to open this year's driving season is to attend the June breakfast which will once again be held at Picatinny Arsenal. And once again there will be

a tour of historic sites on the Arsenal. The topic will be the 1927 explosion that occurred after lightning started fires in the ammunition storage area on that part of the Arsenal which was then occupied by the Navy. Those of you who attended last year's June Picatinny breakfast meeting know how interesting these tours can be.

By now most of you know the drill to gain access to Picatinny. But just to be sure, in next month's newsletter we will have the full details.

Activities Report

by Frank Hunter



On Saturday, April 28th, a group of NJACERs and two Corvair 95s ventured down the Garden State Parkway (with only one accident slow down – each way!) to the Liberty Hall Museum in Union New Jersey.

We first saw a short movie narrated by Tom Kean. William Livingston, New Jersey's first elected governor and signer of the Constitution, wanting a life of solitude and contemplation, in 1772 built a house in Elizabethtown New Jersey. His daughters were not thrilled about leaving New York City! The farm remained in the same family (except for a ten year period around 1800) until 1995 when Mrs. Alice Kean passed away.

The house, originally a 14-room Georgian Style home has grown into a 50-room Victorian-style mansion. The site houses extensive collections of antique furniture, ceramics, textiles, toys and tools owned by seven generations of the Livingston and Kean families. One of the interesting facts, that being in the same family for over two centuries, nothing was discarded!

Our first stop was the Firehouse Museum, home to a unique collection of New Jersey firehouse memorabilia, including four historic engines. The Liberty Hall Firehouse Museum

reveals how brave firefighters extinguished a blaze more than 200 years ago. When Liberty Hall was turned into a Museum, there were approximately 100 fire trucks scattered throughout the property.

The property has been a working farm, including an ice pond, sawmill, and orchard. During the tour of the house, we saw several pieces that have been loaned to the Metropolitan Museum of Art. Also on display were several rooms dedicated to the 100th anniversary of the ending of the Great War, World War One. Another collection was Grandfather clocks which were everywhere.

Every room had newspapers and magazine from various periods in history and a picture of all of the occupants over the life of the house. George Washington and several other Presidents have visited the house. After the tour we had lunch at the Mark Twain Diner and a walk along the Elizabeth River and Winfield Scott Plaza in downtown Elizabeth.



This Saturday we have our club breakfast at the Empire Diner followed by a tech session at Ashley's Auto Body. On Sunday, May 20, the annual North Jersey Auto Show takes place at Bergen Community College in Paramus. On Sunday, May 27, we will return to the VCCA "Motorama" Car Show at 515 High Mountain Road, North Haledon.

Looking ahead, on Saturday, June 3, our monthly club breakfast will make its annual visit to Bucky's at Picatinny Arsenal – more details to follow. And then, on Saturday June 30, we'll visit the third annual Great Phillipsburg Auto Show on the Grounds of St. Philip & St. James School in Phillipsburg.

The Top Ten List

by David Malcolm



At this year's Holiday Party a CORSA flier giving the Top Ten Reasons to Own a Corvair was at each place setting. It's a simple, straightforward flier that also includes a Membership Application. For those who didn't attend the Holiday Party I showed the flier at this past month's breakfast meeting.

It's an informative flier and I got a supply from Al Lacki which I plan to take to a local Cruise Night this summer and hand out to folks interested in Corvairs.

If you would like some fliers to distribute, email Al Lacki at redbat01@verizon.net and let Al know how many you would like and your mailing address. CORSA is providing the fliers free of charge.

From the home office in Maple Plain, MN...

The Top Ten Reasons to Own a Corvair

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corrsa@corvair.org • www.corvair.org

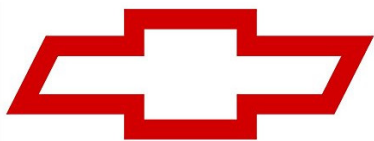
Who Knew? Part 5

by Bob Marlow

Think Chrysler created the modern minivan with the Caravan/Voyager twins of 1984? Chrysler may have been first to bring such a vehicle to market, but five years earlier Chevy was contemplating this:



Through the years Chevrolet applied the Nomad name to an assortment of vehicles, ranging from the original two-door wagons of 1955-6-7, to Chevelle wagons in the 1970s, to full-size vans in the 1980s, even, for a brief time, to a Vega wagon. But in 1979 the Nomad name was applied to this X-Car based, minivan concept. Called the Nomad II, this concept received very strong ratings in customer clinics, but it was never approved for production. Had it been produced, it likely would have hit the market just prior to the Dodge and Plymouth twins, and automotive history might have been considerably different.



NJACE Calendar of Events

Saturday, May 5

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

Sunday, May 20

North Jersey Auto Show, at Bergen Community College, Paramus.

Sunday, May 27

43rd annual VCCA "Motorama" Car Show and Flea Market, North Haledon.

Saturday, June 2

Annual "Drive Your Corvair" breakfast at Picatinny Arsenal, 9 AM.

Saturday, June 30

The Great Phillipsburg Auto Show (rain date July 1). Full details in next month's newsletter.

Saturday, July 5

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

Bringing Balance to your Vacuum

by Pete Koehler

More correctly to your Corvair engine's vacuum. Engine balance is important in any car. Our Corvairs benefit in this area due to their "boxer" engine design. That means that the cylinders are laid out in a manor with the pistons' movements opposed to each other on a level plane. That results in a smooth operation with little or no imbalance. As long as everything on both sides of the crankshaft centerline remain equal. If even one cylinder isn't up to par it can effect the balance of the entire engine.

Unequal vacuum can also cause engine imbalance. To assure both cylinder banks enjoy equal amounts of vacuum your Corvair engine comes equipped with an equalizing metal tube that attaches to each cylinder head at the base of the carburetor. (Sorry, Turbo guys, you don't get one since you only have one carb.) If the little rubber hose comes loose at either carb the result will be increased idle

speed and a rough running of your flat-six. Keep the hose attached and you and your 'Vair are vacuum balanced.

Did you know that the design of this balance tube had three iterations? The very first design as installed on the original 140 engine – the 140-cid 1960 engine – was a bit more than 1/2" inside diameter. If one of the hoses came loose from its attachment point the resulting vacuum leak was more than the engine could overcome at an idle. In other words the engine would die. To correct this a change was made partway through the 1960 model year to add a couple of welded straps to the balance tube. Then the tube was actually bolted down to the top engine shroud to prevent any unwanted disconnects resulting in any unwanted engine stalls.

The next year a change was made to the diameter of the balance tube. Now it was about 1/4" inside. If the tube came loose it shouldn't result in an immediate problem, just poor idle and a super lean condition on half of your engine. At least you could drive the car to a repair location.

Here is an example of what could happen back in the day: This story comes from a friend in the Chicagoland Corvair Enthusiasts club. A white 1960 500 sedan was up for sale because it wasn't running very well. My friend went to look the car over and make an offer on it. Sitting at the curb the engine would spark and fire and run. Then it would immediately shut down. The seller couldn't figure out what was wrong. Checking the engine compartment revealed the problem – balance tubitis. A deal was struck and money changed hands (\$75). Then the errant balance tube was re-attached and the car driven away. Far out!

Here is where the plot thickens. This was a very early production 1960 Corvair. In fact at the time it was the oldest known surviving Corvair in the World, serial number W100327. Yes, a horn-slot car. It had the first design vacuum balance tube and it experienced the first design balance tube problem.

And now you know everything you need

to know about Corvair Vacuum Balance Tubes.

[Editor's Note: In the mid 1970s I came upon a 1963 Corvair sitting at the side of a highway on-ramp, with its owner staring into the engine compartment. Upon stopping and talking to the owner, I learned that the car was his "winter beater," that his regular car was a Corvette that he would not drive in the winter months, and that he had pulled up short of entering the highway because the Corvair had lost power. Yup, another instance of balance tubitis! I reattached the balance tube and the engine returned immediately to a smooth idle and full power. The happy owner was profuse in his thanks and drove away with a smile.]

The High Cost of the Hobby

by Pete Koehler

So I was visiting one of my favorite websites recently, "Bring-a-Trailer." One of the featured cars was a 1941 Buick Super convertible. The story was that the guy took the car apart several decades ago and then stopped the project. The hulk was being offered as-is where-is and there is absolutely no interior in the car. The writer of the article says that you can get a complete interior kit (materials) from well-known vendor LeBaron Bonney for just \$8,057. Ouch! Good thing we are Corvair enthusiasts and don't have to spend that much \$\$\$ to redo a 'Vair interior.

So that got me thinking. How much would it cost us to get all those bits included in a LeBaron Bonney interior kit for one of our Corvair convertibles? A quick trip to another one of my favorite websites, Clark's Corvair Parts gave me the answer: under \$2 grand. That would include a new top, pads, the well, boot, all seat covers, all door cards, carpet and trunk mat. That's a pretty good deal compared to the new owner of the Super Buick droptop. In fact we could buy a complete, running Corvair convertible and do some additional resto work over and above the new interior for the \$6,057 difference.

Aren't you glad we are Corvair enthusiasts?

Both of the preceding two articles courtesy of The Aircooler, the newsletter of the Detroit Area Corvair Club.

NJACE Classifieds

May, 2018

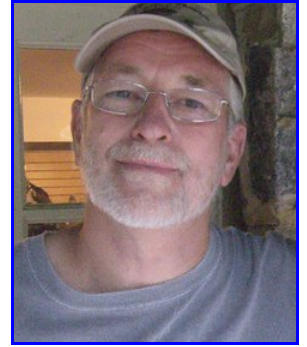
For Sale: I have 52 issues of the *CORSA Communique* from 1995 to 2002. And, about 100 *Hot Rod* magazines from the 60s, 70s and 80s that need a new home. Open to offers. Will separate. I can be best reached at my E-mail address, ktgw32a@prodigy.net. Bruce Greenwood, Ramsey NJ.

For Sale: 1966 Monza convertible, 110-HP, automatic. Power top, AM/FM radio, air conditioning, clock. Mechanically rebuilt personally at my AMOCO service station, driven home and stored in my garage. Bodywork, top and paint needed to finish. I have all the interior, body and trim pieces, plus many extra parts to go along with it. Open to offers. E-mail me with offers, questions, etc., ktgw32a@prodigy.net. Bruce Greenwood, Ramsey NJ.



A Bolt Bargain

by Ray Coker



Those of us who own Corvair vans and trucks are familiar with the 5/16" clutch head bolts on floor panel above the transaxle and, in the case of the Rampside pickups, on the ramp hinge and various other locations in the bed. The source for these uncommon bolts is Clark's Corvair Parts at \$5.70 per bolt. I like to and do support Clark's as much as I can but I couldn't make myself spend that much on one bolt when I need 20 just for the ramp hinge.

If I was building a concours-rated Rampside I would have to buy the original-style bolts from Clark's but for a bolt that appears 90% original I found them at Restoration Specialties & Supply Inc. in Windber, Pennsylvania, on the web at <http://www.restorationspecialties.com>, phone 814-467-9842, Part #1254.

You will notice by the photos they are not 100% exact but are very close for \$.85 each. (The original bolt is on the left in both photos.)





Unfortunately, for the following members, this is their last newsletter, because they have not renewed their membership for 2018-2019 (or for 2018-2020, since we also offer two-year memberships).

If your name is on this list, we hope that you will choose to renew. Separately, we are sending a copy of the renewal form to you, to make the renewal process as easy as possible.

- Phil & Mary Ann Androvett
- Charles & Lynda Brady
- Vincent Campanile
- Barry Herman
- Howard & Sherri Horne
- Tom & Liz Ludwig
- Robert & Pamela Newell
- Norman & Hope Preston
- Chris Senegeto
- Ken Staats
- Marie Stratechuk
- Richard & Diana Widman

If so, we can make them available at a cost estimated to be \$19.95 each. I say ‘estimated’ because the exact price depends on the quantity ordered, but I think the estimate is not likely to be exceeded.

If you are interested, just drop me a note at RWMarlow@optimum.net and I’ll add your name to the list. Once I have a list of names I’ll get a confirmed price. Production lead time is relatively short, so you can have one or more of these in time for the summer driving season.

–Bob Marlow

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Would you like a license plate like this for the front of your Corvair? (If your car is registered on NJ Historic (“QQ”) plates you do not have to have a state plate on the front of the car.)

