

July 2018

the *Fanbelt* njace

new jersey association of CORVAIR enthusiasts

Those Lazy Days of Summer?



**Not at all!
NJACE has plenty
of activities this month!**

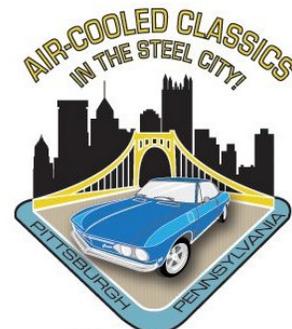
Photo by David Pu'u

**July Breakfast
Saturday, July 7
at the Empire Diner**



**Summer Picnic
Saturday, July 14
at the Ashley home**

**CORSA Convention
Monday-Saturday, July 23-28
Pittsburgh (Green Tree), PA**



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.

Summer Picnic Time!

Saturday, July 14

It's an annual tradition: Every summer NJACE has a picnic. And we mean every summer – this will be the 48th annual picnic!

It began in 1971 as a "4th of July Picnic" but soon moved off the July 4 weekend for greater convenience. The date this year is Saturday, July 14.

Drive your Corvair to the Picnic, there's always a mini car show and usually an impromptu tech session!

We are again gathering in the back yard of Donna and Larry Ashley, complete with pool (bring your swimmies), a deck, a gazebo, a spacious lawn with both sun and shade.

Oh, and there's a massive grill. The club will provide hot dogs and buns, burgers and rolls, soft drinks, water and fixins. You are welcome to bring other items for the grill, and you are invited to bring a side dish, munchie, or dessert.

The fun will begin officially at 3 PM, and all club members, families and friends are welcomed! The yard is spacious, the pool is clear and cool, the food and drink is always good and the company is even better!

The later start time of 3 PM is so the picnic can continue into the cool of the early evening. We'll begin grilling a little later, so you can hit the pool during the warmest time of the day.

Please RSVP to Donna to tell her that you are coming, how many of you are coming, and what comestibles you may be bringing. Contact Donna by e-mail at 726dashley@gmail.com or by telephone at 973-219-9903.

If you have been to Ashley's Auto Body in the

past for one of our tech sessions or auctions, the picnic location is just one block away from the body shop. If you need directions (today, with online maps and in-car GSP, it seems that few people need directions) just send an e-mail message to Donna before the day of the picnic.

What: NJACE Summer Picnic

When: Saturday, July 14, rain or shine

Where: 3 Radcliffe Drive, in Succasunna.

Time: 3:00 PM

Don't forget to RSVP to Donna
e-mail 726dashley@gmail.com
phone at 973-219-9903



President's Message

by Brian O'Neill

Our club has a great resource that right now is being underutilized. Although I think most members have heard mention of the engine run stand that is at Ashley's

Auto Body not many members have taken advantage. I am probably the club member that has used it the most. I have run four or five different engines on the stand which allowed me to make sure that oil pressure and valve settings and the general condition of the engine were up to specifications.

A little background on how NJACE came to own this run stand. Ken Schiffner was the original purchaser of the stand, which was designed to run large American V-8 engines. Ken's idea was to have a test stand we could use for newly rebuilt engines without the hassle of installing the engine in a car only to discover a problem that required removal. It was a great idea and a number of us jumped in on the project.

continued



President's Message, continued

Over the course of a few months Larry Ashley and I designed the mounting of the Corvair engine on this stand. Believe me when I say we went through a number of designs and it is not yet perfect. We built the control panel with the electrical help of Tim Schwartz and Nick Ford. Several other members contributed also. To any who did help with the project, many thanks.

During all this, Ken relocated to Colorado, so he offered the stand to the club at a deeply discounted price compared to its original cost. The officers approved the purchase, and ownership of the run stand was conveyed to NJACE.



Our almost final design requires that the log manifolds be reversed so that the exhaust is pointing in the opposite direction of stock. Larry contributed a large muffler from one of the cars that pass through his shop. He and I designed and built both 110 HP and 140 HP setups. It does not take much effort to mount the engine after you have done it a few times as Larry and I have. I have even run a couple of racing engines using headers and small mufflers. The run stand has precluded a lot of work.

As I mentioned we are not yet at the final design but we are close. Larry and I would like to have a better muffler set up so that we could easily drain engine oil after the first run of a newly built engine. We also think we can come

up with a better method to mount the rear of the engine rather than using the modified stock engine mount bracket. Our first attempt was not as strong as it needed to be and we did have some shifting problems where the engine would actually move on the stand. Last of all we want to make sure that the electrical set up that allows us to switch between points style ignition and electronic versions is as good as we can make it.

Now I'm not suggesting that everybody run out and rebuild the engine for their Corvair. I just want everyone to know that the run stand can be used not only for rebuilt engines but for engines that are out of a car for things like resealing. Talk to either Larry or me if you're interested in using the run stand. He and I have had a lot of fun working with it and would be more than happy to help with your project.



On the Mend

Curt Stone is at home following his recent open-heart surgery, and he sent us this note:

Please thank everyone in the club for sending good thoughts and wishes...

I have been home a week now and gradually getting stronger... not easy being patient to return to normal but this will pass and I should be better than before...

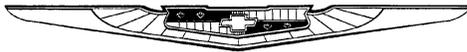
Thanks, Curt



Curt and his 1969 Monza convertible

Eat 4 Free!

You just might eat for free if you attend our monthly breakfasts. Each month we draw a member's name at random, and if they are there, they win a free breakfast! If they are not there, we draw again until we have a winner!



Minutes of the General Membership Meeting Saturday, June 2, 2018 Picatinny Arsenal, NJ

The meeting was called to order at 10:00 AM by President Brian O'Neill, who introduced several new members to the group.

Upon motion duly made and seconded the minutes of the March 3, 2018 membership meeting were approved as printed in the Fanbelt newsletter.

Upon motion duly made and seconded the Treasurer's Report was approved as presented by Treasurer Tim Schwartz. (The Treasurer's Report is included as part of this newsletter.)

Activities Report: Bob Marlow, filling in for Frank Hunter, suggested that members driving to the Pittsburgh convention on the same day might wish to meet and drive together.

Upcoming club activities include the annual picnic which will be held at the Ashley's at a date

to be determined. [Donna Ashley then confirmed the date to be Saturday, July 14, see below.] The Phillipsburg Auto Show is Saturday, June 30. For further information see Ron Peles' article in the June Fanbelt.

Publicity Report: The NJACE plates described in the June newsletter will be available at a maximum cost of \$19.95. Anyone interested in obtaining one or more should let Bob Marlow know ASAP.

Old Business: None.

New Business: In consultation with the Ashley's the date for the club picnic was set for Saturday, July 14, starting at 3 PM. The next monthly breakfast meeting on July 7 will be at the Empire Diner.

Upon motion duly made and seconded the meeting was adjourned at 10:13 AM.

Respectfully submitted,
David Malcolm, Secretary



Tech Session(s) This Month

by Brian O'Neill



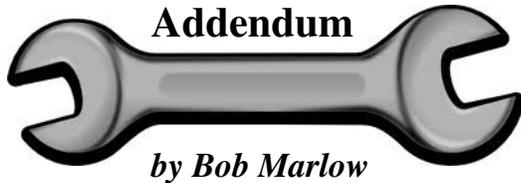
NJACE continues its series of tech sessions with one to be held on Saturday, July 7. We will gather at Ashley's Auto Body after the breakfast meeting. The subject is one that should be of interest to every club member.

Most of our members drive modern cars on a daily basis, which are equipped with at a minimum front disc brakes if not discs at all four wheels. Our beloved Corvairs have drum brakes all around. Now, drum brakes in a Corvair if properly maintained can provide breaking equal to more modern systems. But the key is to make sure that all components of the drum system are in good shape.

continued

July Tech Session(s), continued

There are a lot more parts to a drum system than the modern disc brake ones. So come to the tech session to learn and assist in refurbishing the drum brakes on Michael Stone's late-model convertible. We will be replacing wheel cylinders, brake system hardware and the brake shoes themselves. This is a job that any one of our members can do once they have the knowledge. So please join us.

**Addendum***by Bob Marlow*

In addition to the tech session described above, Brian and I will be starting a series of informal tech sessions this month as well.

I want to overhaul the original engine for my Rampside (the truck has had a replacement engine in it for the past nine years) and I have been accumulating bits and pieces for the project. Obviously, when the overhaul is done the first place the engine is going to go is not into the Rampside, but onto the run stand that Brian described in his President's Message this month.

Because I have very limited engine-building experience (read: none) I have enlisted Brian's help. We are going to get started this month, and the first steps will be to tear down the original engine and a second matching engine. Then, with additional parts from a third engine that has already been disassembled, we will assess and select what can be re-used and what must be replaced. With all these parts available from the start I am hoping that as the project moves forward I can keep the expenditures to Clark's and machine shops under control.

The entire process will be a learning experience for me, and it can be for you, too! Brian and I have agreed to make this overhaul the subject of a series of informal tech sessions that will take place in his comfortable garage in Sparta. Sparta is not exactly centrally located, and most of the sessions will likely take place on weekdays, so we do not expect that all members will be able to attend, and even those who do

attend may not be able to attend every session. But the door will be open to all each time.

We'll let you know via the club's email list in advance of each session. Come learn along with me.

**Who Knew? Part 7***by Bob Marlow*

Sliding doors have been standard equipment on minivans for 30+ years (and on the VW Bus before that), but did you know that in the 1970s Chevy considered them for the Monte Carlo?



"Personal Luxury Cars" such as the big Monte Carlo had large, heavy doors, and getting in and out of such coupes could be a challenge in tight quarters or where the car is parked on an incline. This sliding-door concept made access into both front and rear seats much better, but it never entered production due to the cost and complexity of the slide mechanism.

You might ask, if it could be done economically on the minivans, why couldn't it be done economically on these cars? Well, minivans allow for an upper support at the roof, something not practicable on the swoopy coupe body. And the Monte Carlo door was quite a bit heavier than a minivan door.

NJACE Treasurer's Report

as of May 31, 2018

Checking Balance as of February 28, 2018		\$3,893.64
<u>Income:</u>		
Dues	\$621.00	
Additional from Parts Auction	20.00	
Checking Interest	<u>1.08</u>	
	\$642.08	+642.08
<u>Expenses:</u>		
Food & Refreshments	\$ 26.58	
	<u>\$ 26.58</u>	- 26.58
Checking Balance as of May 31, 2018		\$4,509.14
CD Balance as of February 28, 2018		\$4,741.62
CD Interest		<u>+ 24.91</u>
CD Balance as of May 31, 2018		<u>\$4,766.53</u>
Grand Total as of May 31, 2018		<u>\$9,275.67</u>

Respectfully submitted,
Tim Schwartz, Treasurer

NJACE Officers for 2018

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Corvair Trivia

by Mike Dawson

Prairie Capital Corvair Association

- Early model Corvairs have holes in the underside of front and rear bumpers that were to accommodate a bumper jack which had a lifting arm that fit into the hole. That idea was revised to the final design of a scissor jack but the holes were continued. The 1960 New Product Information booklet had a description and drawings of the bumper jack procedure.

- Beginning in 1966 the Corvair shop manual recommended that cars with wire wheel covers be balanced with the wheel covers in place.

- The Spyder dashboard introduced in the spring of 1962 was also originally designed to be installed in all Monza models, including the wagon. Non-turbo dashboards would have had a clock instead of a tachometer and an oil pressure gauge instead of a vacuum gage. Look at the back of any Spyder dash and you will see the casting block outs for the Powerglide shifter and if you check the assembly manual in the accessory section, it lists the clock and pressure gauge. The Monza application was officially dropped in December of 1961.

- Despite what many of us thought over the years, all Corvair manual transmissions were built at the GM Saginaw Michigan plant. There was no "muncie" assembled 4-speed.

- The Corvair utilized a Dana Positraction unit while other GM Cars were equipped with Eaton Positraction units.

- In May of 1965 Chevrolet Service news noted that the 110 engine supplied for air conditioned cars would have a new timing tab that provided for initial advance of 24 degrees vs 14 degrees for the first design '65 110 engine. This was due to the use of lower compression (95) heads on air conditioned cars late in 1965 production. The timing tab looks like the turbo tab and is riveted on top of the original timing tab casting.

- The 1966 140 Powerglide air conditioned models utilized a thicker head gasket to revise the compression ratio to 8.75:1 and the initial timing was revised from 18 degrees back to 14 degrees.

- In March of 1966 the refrigerant capacity of the Corvair system was revised from 5 pounds to 4 pounds. However, the label data continued to state "5 lbs."

- When the 164 cid engine was introduced in 1964, the re-designed camshaft necessitated changing the lifter bore angle and spacing in the crankcase. Chevrolet Service News ran a review of the changes (9/63). Corvair owners have modified the early design crankcases, with the obvious exception of the lifter bores, to accommodate the 164 cid components but as far as I know, there have been no major problems with the lifter/camshaft operation.

- In 1965 Corvair service technicians were warned that inverting carburetors to drain gas out of them could displace the power enrichment valve and it could cock in the bore, causing flooding or poor gas mileage. This only applied to the '65-'77 models that were fitted with a power valve.

- Many times over the years I have heard folks say that the muffler on a turbo was necessary (and specifically calibrated) to give the turbo maximum boost. That is really not the case – as anybody who has run an autocross with no air cleaner or muffler knows. I quote from SAE Paper 531A, page 8: "if the muffler and air cleaner were removed to put the engine in the 'gross power' condition, the induction and exhaust systems no longer would be matched. The controlling effect of the matched system would be lost, and output would increase excessively, possibly beyond the structural limitations of the engine." Pretty good engineering, no waste gate needed.

- Corvair Powerglide transmissions were required to survive "100 W.O.T. low to reverse shifts on dry pavement." SAE Paper 140C, page 35. "W.O.T" means wide open throttle. More good engineering.

- The cylinder head temperature snap switch in the right cylinder head will turn the dash board warning light on at 575 degrees (SAE Papers). Sounds a little too hot to suit me – check for rodent nests, de-flash heads, check thermostat door operation and inspect your belt regularly.



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And visit our web site at
<https://www.corvair.org/chapters/njace/>

NJACE Calendar of Events

Saturday, July 7

Monthly breakfast at the Empire Diner, Rt. 46, Parsippany, 9:00 AM.

Saturday, July 7

Tech Session on Corvair Brakes, at Ashley's Auto Body, 10:30 AM following the breakfast.

Saturday, June 14

48th Annual NJACE Summer Picnic at the home of Donna & Larry Ashley in Succasunna, 3:00 PM. Complete details in this newsletter.

Monday-Saturday, July 23-28

CORSA Convention, Pittsburgh, PA
See www.CorvairPittsburgh.com

Saturday, August 4

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



This month we welcome new member David Weiner from Monroe Township, NJ. David, who is retired, has a '65 Corsa turbo convertible. Welcome!

The Plates are HERE!

If you are one of the members who ordered one or more of the NJACE license plates as shown in the photo, the plates have arrived!



They will be available at the club picnic on July 14, and they *may* be available at the club breakfast on July 7.

Why the questionable availability on the 7th? Well, I am supposed to be in Iowa on that day for the Verizon Indycar Series race, as announcer for the Classic Indycar portion of the program. But I wrenched my back recently and between the back pain, the powerful meds that have been prescribed, and the accompanying lack of sleep, driving or flying to Iowa this week may not be happening.

I was planning to take the Rampside to this past weekend's Phillipsburg show, but that plan fell victim to my current ambulatory state (or lack thereof).

"Old Guys Rule," Ray Coker said, "If they can walk."

If I stay home from Iowa, Sue can take the wheel and we will attend the breakfast. We will be attending the picnic!

Anyway, the plates are here and I'll have them with me at either the breakfast, the picnic, or both.

The final cost, originally pegged to not exceed \$19.95 each, is an even \$15.00 each thanks to the quantity ordered. Payment can be by cash or

check, payable to ME, Robert Marlow, since this transaction is not being run through the club treasury.

If you did not order one of these plates, once you see them on your fellow club members' Corvairs you will want one. (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.) No problem – we can order another batch if enough members are interested.

See you at the picnic and maybe at the breakfast!

–Bob Marlow

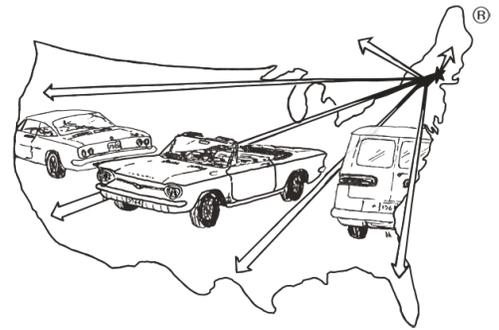


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