

December 2018

# the *Fanbelt* njace

new jersey association of CORVAIR enthusiasts



Photo courtesy Geoff Flynn

**Well, that's one way to get the tree home...**

*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).



There will be some changes for this year's NJACE holiday party, scheduled for Sunday, January 13, 2019. Sharp-eyed members may have already picked up on one. This year we are calling the event **The Holiday Gala**. But that's not all. We have planned a program that of course includes our traditional NJACE annual awards and the great food at the Cannon Gate Catering & Conference Center on Picatinny Arsenal. For a change of page we will be giving the Gift Game a well-deserved rest and adding some great new features.

The biggest change isn't really a change is much as it is a special treat for our members. The professional group called **The Belle Tones** will perform for our entertainment. These three lovely ladies are extremely talented with a wide repertoire. I have seen them perform on more than one occasion and I know they will knock your socks off. We also have other treats which are being kept secret until the event.

Another change is that we are opening the Gala not only to club members and their and families, but also to any interested friends and we are also inviting other Corvair clubs.

The date is Sunday, January 13, starting at 1:00 PM. The cost for the Holiday Gala is just \$29 per person. You can sign up at our December breakfast meeting this Saturday or at any time by either e-mail ([bmoneill@juno.com](mailto:bmoneill@juno.com)) or telephone (973-729-5586). We'll have additional information, including what is necessary to gain entry to Picatinny Arsenal, in next month's newsletter. But mark the date, this event promises to be one of our best. Don't miss it!

—Brian O'Neill





## Director's Report

by Allan Lacki

[Longtime NJACE member Al Lacki is an Eastern Division Director for the Corvair Society of America (CORSA), the organization of which NJACE is a Chapter.]



The car shows are over, it's snowing outside, and many of us have put our Corvairs away for the coming winter months. However, things are happening in CORSA at the national level. So, as your regional CORSA Director, I'm taking this opportunity to tell you all about it! The months have been flying by, and it seems like I just finished my last "Director's Turn" article for the CORSA *Communique* magazine. But that was twelve months ago.

### It Was a Very Good Year

In last year's article, I outlined some of the items in the Board's action plan for 2018. And I'm happy to tell you that we completed even more than anticipated. When I say "we," I mean not me, but all the members of the Board as well as several volunteers. Here are highlights:

- Filled the CPF Corvair Museum with a wide variety of beautiful cars and unique exhibits. (Many thanks to Mike Hall for pulling this together.)
- Added features to the CORSA website, including a tech topics search function and a portal for chapters to submit their annual chapter reports online. (Thank you Steve Spilatro and Harry Jensen.)
- Expanded our presence on Facebook and became more active on popular Corvair discussion boards.
- Held a gala Museum Grand Opening event that drew Corvair lovers from across the USA.
- Offered a limited-time incentive that entitled each "newbie" member to receive a free copy of our *Corvair Basics* book.

- Revised, updated and upgraded rulebooks for the Economy Run, Model Car Concours and Frank Winchell Scholarship.

There were so many additional things – little things – we accomplished too. We were able to do all this while bringing our new Executive Secretary Paul Bergstrom and Executive Editor Don Keefe onboard. (Actually, that wasn't difficult at all. I think we made good choices when we selected them and I hope you agree!)

### On-Tap for 2019

So, what's on-tap for 2019? We expect to enter into an arrangement with Silkworm, Inc. – a company that would hold our merchandise and sell it on our behalf to customers through an online catalog designed specifically for CORSA. If all goes according to plan, Silkworm would stock our inventory, replenish it as necessary, take customer orders, and package, ship and track them. Naturally, we would get a cut of the proceeds. CORSA already does business with Silkworm on a limited basis and their service has been exemplary.

We're also working with the Edward Cole family and the V8 Registry Special Interest Group to add a Dollie Cole Award and Ted Trevor Award to the list of convention trophies. Like the Edward N. Cole and Don Yenke Awards, the cost of the trophies would be defrayed by their sponsors at no cost to CORSA.

At the same time, we should probably take a look at reducing the total number of trophies we pay for. Our rulebooks talk about combining classes where turnout is low, and that would reduce the trophy count, but this almost never occurs.

We're considering the possibility of adding another volume – Volume 4 – to the CORSA Tech Guides.

### Money, Money, Money!

During 2018, we applied to General Motors and the Margaret Dunning Foundation for grants to support the Corvair Museum. We also looked at the Ford Foundation and RPM Foundation. So far, no hits. We're finding that most of the big

foundations limit their grants to organizations that are involved in either social issues or teaching programs. We'll continue to be on the lookout.

Meanwhile, we've been exploring financial vehicles individual donors can use to contribute to the Corvair museum. Of course, we've always accepted outright cash donations. We should also be in a position to accept bequests and deal with POD accounts, donor advised funds, charitable gift annuities, etc.

Does CORSA membership include people whose use such techniques to manage their charitable giving? Frankly, I don't know. But speaking for the members of the Board, I think we agree that we should not depend totally on our membership to support the museum. In other words, there may be people out there who have no interest in joining CORSA but may nonetheless have a place in their hearts for Corvairs. I certainly hope so.

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## President's Message

by Brian O'Neill

### The Shiftless Car

Most years we have not had a tech session in December but this year there will be one to help out an NJACE member.

Derek Pike has a late-model four-speed convertible with a strange problem. With the engine running it is impossible to select any gear. With the engine off all gear positions can be achieved. A cursory look under the car indicated that there is something wrong with the clutch cable. The adjustments are at their maximum. It appears that the clutch cable has stretched to appoint where it is ineffective.

The cable is connected to the clutch pedal under the dash and to the clutch mechanism at the rear of the car. So the first step is to replace

the clutch cable. If that doesn't cure the problem the whole drivetrain will have to come out of the car. But that is for another session.

So, after the December breakfast meeting this Saturday (December 1) we will adjourn to Derek's house or I should say his heated garage to work on this issue. Derek will already have the car up on Jack stands so we can get immediately to work. For those of you attending his address is 12 James Trail in Long Valley.

Let's get together and see if we can get this Corvair back on the road.

### We Almost Made It

At last month's tech session we attempted the biggest job we have ever tackled. The plan was to remove the injured engine from Michael Stone's 1965 Turbo convertible, finish assembling the replacement engine and install it in the car. The original plan was to complete this all in one day. Thankfully we attempted this job at Larry Ashley's shop because it took two days. Even then we fell just short of our goal.

We did get the engine out of the convertible. Final assembly of the replacement engine was also completed and the engine installed. The first days' work was not that difficult but it was a little time-consuming. Thankfully we had a goodly number of members working on both projects.

About 4 PM on Saturday we knew that it would take a number of hours to finish the installation of the replacement engine particularly connecting the rear suspension, so we called it a day and the next day Michael, his friend Dan, his dad Curt and I gathered to finish the project.

All did not go well. The car is in 1965 model but a previous owner had replaced the rear hubs with those for 1966 and later models. Because we did not know this at first it took a little while to get the right bolts and straps into the right position. As we were doing this we ran into two issues. The first was that Allen key bolts were used and were in bad shape. A quick trip to the local store cured that problem. Then I became concerned about the length of the bolts holding



the axle to the 1965 differential. They were shorter than they should be so only a couple of threads were engaged.

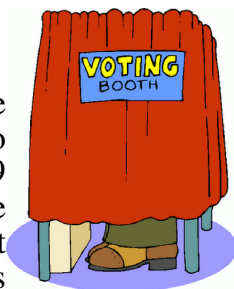
This probably would've been sufficient for Michael to drive the car back to his house, which was all he planned to do until the turbo engine is repaired, but two very significant issues occurred. The first, which was not an absolute show stopper, was that the two small stabilizing rods which ago from the trailing arms to the transmission mount were both unusable. In fact one of them snapped in half as we were removing it on Saturday.

The absolute showstopper was the fact that the rubber bushing on one of the lower strut rods (AKA dog bones) was completely gone. Only the bolt remained! I checked the others and as I touched them they started to disintegrate in my hand. There was no way that this car could be driven on the street let alone on the high-speed roads that Michael would have needed to take the car to his house.

So we almost made it. The car was transported home by AAA and the turbo engine is now on a stand in my basement. I've taken off the heads and discovered a dropped the valve seat. Fortunately Michael did not try to drive the car in this condition so the damage is relatively minor. The heads are now at my friend's machine shop.

**Time to VOTE!**

The “midterms” may be behind us but it is time to vote for our club’s 2019 officers. Voting will take place at our December breakfast, but a ballot is included in this newsletter for those who cannot attend the breakfast.



Just follow the instructions on the ballot, and note that you do have the option to “write in” a name other than that of the formal nominee for any position should you wish to do so.

So vote!

**NJACE Calendar of Events**

**Saturday, December 1**

Monthly Breakfast at the Empire Diner, Rt. 46, Parsippany, 9:00 AM. Elections! Come on out and enjoy breakfast and VOTE!

**Saturday, December 1**

“Shiftless Car” tech session to follow the Breakfast at the Empire Diner, in the garage of member Derek Pike in Long Valley. See the President’s message in this issue for details.

Holiday Break – no activities until January!

**Saturday, January 5**

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

**Sunday, January 13**

**The Holiday Gala!** Our annual Holiday Party is special this year, with great food, professional entertainment, and some surprises! See the President’s Message for details.

**Saturday, February 2**

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

**Saturday, February 16**

Our annual Corvair Parts Auction, indoors at Ashley’s Auto Body in Flanders.

**Saturday, March 2**

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



**NJACE Officers for 2018**

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Activities VP, Frank Hunter  
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Publicity VP, Bob Marlow  
Phone 201-444-1859  
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**New Jersey Association  
of Corvair Enthusiasts  
2019 Ballot**

Use this ballot to vote for NJACE officers for 2019. Our annual election meeting will take place during our breakfast meeting on Saturday, December 1, 2018, 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 David Malcolm at [david.s.malcolm@verizon.net](mailto:david.s.malcolm@verizon.net).

Ballots must be received by December 1, 2019.

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
- (Write-in) \_\_\_\_\_

Vice President:

- Nick Ford
- (Write-in) \_\_\_\_\_

Treasurer:

- Tim Schwartz
- (Write-in) \_\_\_\_\_

Secretary:

- David Malcolm
- (Write-in) \_\_\_\_\_

Activities VP:

- Rob Wanhouse
- (Write-in) \_\_\_\_\_

Publicity VP:

- Bob Marlow
- (Write-in) \_\_\_\_\_

**The Case of the  
Decapitated  
Spark Plugs**



NJACE co-founder Joe Petrella sent us this link to a light-hearted but serious article on the Hagerty Insurance site, written by one of Hagerty’s employees who is also a Corvair owner. (Better yet, he’s a young Corvair owner!)

We are including the link twice; once as a nearly unreadable one-line link, and again as readable type that you can copy and paste into your browser if you chose.

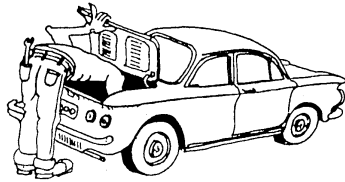
<https://www.hagerty.com/articles-videos/articles/2018/11/21/corvair-decapitated-spark-plugs>

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# Tech Tips



## Protecting Lower Head Stud to Block Attachment

by Bob Hall, Group Corvair

Whenever valves are adjusted there is always the chance that the rocker stud will loosen as the rocker arm adjusting nut is backed off. As the rocker stud is also the lower cylinder head nut then re-torquing is required. It shouldn't happen because the rocker adjusting nut isn't as tight as the rocker stud and it doesn't happen often, but varnish buildup may increase the effort needed to remove the rocker nut. If the rocker stud does loosen then it has to be torqued back to 32 to 38 ft lbs on the head stud.

I have made it a habit to completely remove the rocker stud if it loosens in order to chase the threads with a tap before reinstalling to be sure of an accurate torque value. I have never enjoyed feeling the rocker stud/lower head nut wind up and then let go with a "ping" while being torqued. Especially after a long day on my back methodically reassembling head parts.

The worst case scenario is if the other end of the head stud turns and pulls out of the crankcase. If it does you are about to enter a whole new chapter of Corvair mechanic training.

To avoid this worst case situation and the rocker stud/lower head stud loosening in the first place you can use a small wire (brass) brush to clean the stud threads above the rocker arm nut before you loosen it. While this has mostly – but not always – worked for me, and seeing a "need" for a new tool, I purchased a set of crowfoot wrenches which included a 13/16ths. I now use that 13/16ths to hold the rocker stud while loosening the rocker bolt.

The crowfoot will fit from either side of all but the end valve rocker studs and, so far, I have been able to anchor those from only one side with no problem. Result: No loose rocker studs and no risk of pulling the head stud from the crankcase.

## Hit It With A Hammer

by Dave Palmer

When you replace the exhaust donuts between the exhaust tubes on the cylinder head and the cast iron manifold logs... do you seat the manifolds?

I use a dead blow hammer to seat the logs. First install the hangers. Tighten the log hanger nuts to spec. Then use the dead blow hammer to seat at each head tube. Re-torque to spec, and repeat. (A hammer and wood block can be used if you don't have a dead blow hammer.)

Basically the log hangers have little force to seat the donut exhaust gaskets.

*Editor's Note: Don't have a dead blow hammer? Then this is the excuse you need for buying a new tool!*

## Corvair Differential Gears

original author unknown

- 3.27:1 axles have 11-tooth pinions and 36-tooth ring gears.
- 3.55:1 axles have 9-tooth pinions and 32-tooth ring gears.
- 3.89:1 axles have 9-tooth pinions and 35-tooth ring gears.

The 9-tooth pinion gear for a 3.89:1 axle and the 9-tooth pinion gear for a 3.55:1 axle are not the same gear. They cannot be "mixed and matched," nor can any other combination be used such as using a 9-tooth pinion gear with a 36-tooth ring to get a 4:1 ratio. The cut of the gears won't mesh properly and it won't work.

Opinions as to which ratio is best vary widely. Many people like the "taller" ratio of the 3.27:1 axle to obtain lower engine RPM at highway speeds, while others prefer the "shorter" 3.89:1 ratio for better performance at low speeds. The 3.55:1, arguably the most commonly-found ratio, is a good all-around performer.