

the *Fanbelt*

new jersey association of CORVAIR enthusiasts



**What
are
these
people
doing?**

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Summer Picnic August 10!



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The Envelope, Please



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The Fanbelt is published monthly by the New Jersey Association of Corvaire 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 Corvaire 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 Corvaire 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.corvaire.org/chapters/njace.

It's SUMMER PICNIC TIME!

It's an annual tradition: Every summer NJACE has a picnic. And we mean every summer – this will be the 49th annual picnic!

It began in 1971 as a "4th of July Picnic" but by the 1980s it was moved off the July 4 weekend for greater convenience. The date this year is Saturday, August 10.

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.

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!

This year we're starting a bit earlier than before, because club President Brian O'Neill has nixed having a breakfast at the Empire Diner this month and will instead conduct a brief meeting during the picnic.

We'll gather beginning at 11:00 AM, with a brief business meeting around Noon followed by the start of grilling. You'll be able to hit the pool during the warmest time of the day.

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

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, August 10, rain or shine

Where: 3 Radcliffe Drive, in Succasunna.

Time: 11:00 AM

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



It's a Gas!

by *Pennsylvania Joe* (seated at left, above)

Who says that our breakfasts are uneventful? Well, not for me at our July get-together.

It all started with Bill Cohen and Mark Lipkovitz checking out my car. The breakfast crew always have some sort of mini meeting in the parking lot after breakfast. You know the drill. Pop the lid, start it up, then check out all the items that need some sort of repair.

Usually I am one of the last people to leave the diner but this time I was in a hurry to get back to Pennsylvania. I needed to exchange the Corvair for the Prius, and pick up my wife, grandkids and my son and daughter-in-law and caravan to Jamesburg, NJ (exit 8A on the turnpike). It was my mother-in-law's 91st birthday party.

As soon as I started the car I heard voices that send chills down your spine. *Shut it off! Shut it off!* yelled just about the entire parking lot crew. Gasoline was leaking onto the engine shroud.

There are a million stories in the naked city and now I am one of them. Actually this article is not about me or my problem but rather about how our guys came to help out in my time of need. It was like the women's soccer team. Sure someone gets the most valuable player but would the team win if the trainer, support staff, coaches, and athletes did not contribute?

Well the contribution that the members made, no matter how small they thought it was, was big to me. Yes, they all came together with the common goal to get me home safe. Brian O'Neill jumped in without hesitation. Not only

did he help diagnose the problem but he drove Nick Mirabella to his house to pick up a 140 brake line. Then he installed it in my car. Tim supplied an important tool, a carburetor inlet nut wrench. Others gave me moral support that I would not be stranded in this foreign state.

And what about me? Hey, I supplied the car with a need for a roadside tech session. What a concept!

To all that gave me advice, got their hands wet (literally), offered reassurance that I would not be stranded, or observed how this potential catastrophe was avoided, I thank you. To quote Brian, "That is what the club is all about, helping each other."

And the Winner is...

At the recent CORSA Convention in St. Charles, Illinois (attended by several club members including President Brian O'Neill and Treasurer Tim Schwartz), the NJACE *Fanbelt* newsletter was recognized with a second-place award in the annual newsletter judging.



But, even better, the NJACE web site was awarded **First Place** among all CORSA Chapter web sites!

Bob Marlow is the editor/publisher of the newsletter and Al Lacki is the designer/editor of the web site. CORSA extends its congratulations to the club and to these two individuals.

You can peruse the club's web site at

<https://www.corvair.org/chapters/njace/>

Objects in the Mirror...

Part Three of a Continuing Series

by David Malcolm
aka "Scotty"



While I love driving my 1969 Corvair, going 70 mph on Route 80, surrounded by SUVs whose drivers are busy playing with their phones, can make for a very white knuckle ride.

While a Corvair is never going to match the safety features we take for granted these days, there are some things that can be easily done to make you safer and feel more comfortable.

Having a 1969 I've got headrests, a supposedly safer dash board design, shoulder belts a dual master cylinder, side marker lights and 4-way flashers. But in addition to these factory items I've added features to my car that improve both safety and my comfort level while driving.

These upgrades are added easily to many of our Corvairs. None of them involve modifications to the car that cannot be undone easily if you wish to go back to stock.

This Month:

DRLs and Turnback Bulbs

Daytime Running Lights (DRLs) are a great safety feature and indeed are required in some areas. I'd been looking at several ways to install them on my Corvair but didn't want to add lights to the front or get into complicated wiring. The Corvair Center Forum solved this issue.

Forum member Dave Wenzlick (azdave) was working on casting LM parking light lenses in clear plastic for a Corvair owner in Europe who couldn't get his car to pass inspection with amber lenses. After working on this for about a year he made them available for sale in clear and smoked plastic. I ordered a set of the clear ones so I could use high intensity white LEDs to work as DRLs. The sockets are arranged so projector bulbs can be used to give a very bright light.



One additional feature made available by the wizardry of solid state electronics is the "turn back bulb." This shows a bright white when the parking lights are on and turns off the white and gives a flashing amber when the directional is activated. Your Corvair can look like the latest cars on the road (except much more attractive).



Discovering that the +12 VDC is provided to the wiper/washer motors in the trunk when the key is turned on provides a straightforward way to wire the DRLs. Tap into this, run it across the trunk using the washer hose clips to the parking light wire, splice it in with a couple of diodes to prevent feedback and you've got your DRLs and much more visible turn signals.

I used "posi-taps" to make the connections needed. I did cut the lead to the parking lights to install a diode so the taillights would not also come on with the DRLs. If you're OK with that,

there's no need to cut any of the existing wires.

The other diode needs to be in the wire from the wiper motor to the parking light lead. Omitting this gives an interesting situation if you turn on the parking lights without the key on. The +12 feeds from the parking lights to the wiper motor and then to the accessory terminal on the ignition. Anything that is powered by the accessory circuit will operate – obviously the wipers but also the radio.

Wiring colors are not the same for all years so check your shop manual.

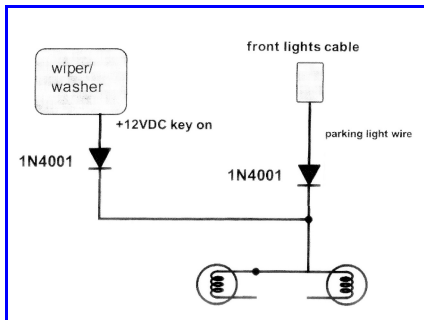


Tap into 12VDC at the wiper motor



Tap and optional diode for the parking lights

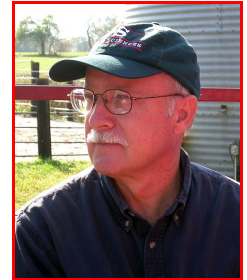
The clear lenses for the late model parking lights are available from Dave Wenzlick, dave@rcz.com.



Next Month: Convex Passenger Side Mirror

Jim Hall, the Chaparral, and the Corvair

by Ken Schiffner



When racing (and engineering) enthusiasts think of innovation, the name "Jim Hall" often comes up. A truly inventive and talented individual, Jim pioneered many aerodynamic and propulsion ideas that are currently used in race cars. His use of spoilers, movable wings, and even "vacuum cleaner" concepts (as in his Chaparral 2J "sucker car") was historic.

He wasn't reluctant to try something new, even if it was very unconventional. He had training in mechanical engineering and a gift to see what might work versus what might not work. He had family money (from the oil industry) to make his ideas come to life.

Jim Hall had connections to GM. His Chaparral's were typically powered by Chevrolet engines. Since he was racing (often successfully) many articles about the Chaparrals assume the Chevrolet connection was related at least in part to the Corvette. Perhaps this is true given the Corvette's presence in racing, but you don't find much, about Jim Hall's significant connection to the lowly economy car Corvair.

Enter, Stage Left, the Chaparral's much ballyhooed "automatic" transmission. If you search You Tube you will find a link to an interview of Jim Hall conducted by Bobby Rahal at a RRDC meeting a few years ago. Here's this link (I simply searched for "Jim Hall Chaparral"):

<https://www.youtube.com/watch?v=3Fkk-VbSSvU>

In the interview, Jim explains his Corvair connection and the "automatic" transmission. During the litigation defense of the Corvair, Jim was hired to do handling testing at his Midland, Texas facility. He explains that during that testing, he became familiar with the Corvair transaxle and its fluid coupling (torque

converter). Jim had doubts about using a conventional gearbox for the Chaparral thus the idea of at least a one-speed transmission intrigued him.

He basically reversed the Corvair transaxle and (I'm sure with much initial and subsequent modification) used the torque converter as a fluid coupling thus eliminating the plate type clutch and conventional gearbox. They mated the Chevrolet engines to the drive train. The rest is Chaparral history.



Yes, he says the first version was a single speed. The transmission used a "dog type" connection to the drive train that simply was an "on or off" connection (the fluid coupling did the slipping at starting). He apparently matched the engine rpm to the required engagement speed of the transaxle and moved a lever to make the connection.

Subsequent versions used two and three speed capability (I'm assuming using planetary gear sets). By using the "automatic" transmission, he could install an auxiliary pedal that could be used to change the angle of attack of movable aerodynamic surfaces (wings, etc.) to suit the track conditions.

Addendum:

Think the Mid-Engine Corvette is a New Idea?

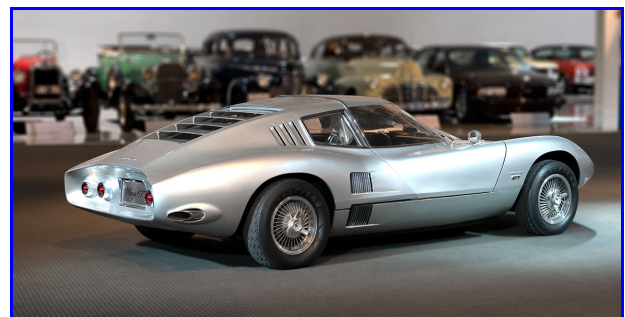
The following, expanding on the connection between Jim Hall and the Corvair, is an excerpt from the official Chaparral Cars web site,

<http://www.chaparralcars.com/>

The first Chaparral was a small, lightweight, tubular-frame, Chevy powered, front-engined car designed and built by Troutman and Barnes in California. While it performed well, it didn't produce the overall results Jim wanted, so in 1962 Hall set out in his Midland, Texas shop to design and build an all new car, Chaparral 2.

Chaparral 2 would be a mid-engine design to put more weight on the driving wheels, lower the center of gravity, reduce weight, and reduce frontal area. Hall reasoned that a fiberglass monocoque chassis, using fewer body parts, would be lighter and stiffer than a tubular steel space frame with full body panels. It would use an American stock block V-8 and a European transaxle for an extremely high power to weight ratio.

In Detroit, Bill Mitchell, GM's Vice President of Styling, had one of his designers, Larry Shinoda, toying with mid-engine sports car designs. Over at Chevrolet, the head of the Research and Development Department, Frank Winchell, had one of his young engineers, Jim Musser, at work on an alternative for the Corvair using the Corvair power plant up front, ahead of the axles, in a front wheel drive configuration. Bunkie Knudsen had recently become general manager of the Chevrolet Division. While he had no great love for the troubled Corvair he had inherited, he was a performance car enthusiast and was intrigued with Mitchell's mid-engine sports car idea. He put Winchell and Mitchell together and Frank recognized that the front drive Corvair's engine, transaxle, and suspension would be a natural for the mid-engined car, so he put Musser to work on the project which was to become the Monza GT.



Mitchell's concept was to use a tubular space frame like the exotic European sports cars of the

time. But after a brief study Musser concluded that while the space frame by itself was an efficient structure, the weight increase when a floorpan, wheel wells, dash panel, etc. were added to make the car suitable for the street, a more efficient approach was to use these panels in a monocoque construction and then cover the rest of the structure with plastic body panels. When the car was completed, Mitchell was so excited with its appearance and performance that he wanted to show it at a display during the Road America Race at Elkhart Lake, so Winchell and Musser drove to Wisconsin.

Jim Hall was also on his way to Elkhart Lake to race his front engined Chaparral since the mid-engined Chaparral 2 was still under construction. When he saw the Monza GT on display he immediately struck up a conversation with Winchell and Musser about its design since it was similar in many respects to his Chaparral 2.

After Elkhart Lake conversations continued between Hall, Hap Sharp (Jim's partner in Chaparral Cars), Winchell and Musser. Recognizing the limitations of the Corvair powered Monza GT, Chevrolet R&D wanted to develop a transaxle for their more powerful V8 that could become the basis of a mid-engined Corvette. They also wanted to study vehicle dynamics at the limits of control. What better approach was there than involvement in a program with Hall? Chaparral's facility included a skidpad and 7 turn, 2-mile test track. In January 1964 a track rental agreement between Chaparral and R&D was signed that began the program.



Remember...

No breakfast at the Empire Diner in August. We'll return on September 7!

Club Summer Picnic on August 10!

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The 2019 Menards All Chevy Show at Maple Grove Raceway *by Ray Coker*

Part One

What a great weekend it turned out to be at Maple Grove Raceway in Mohnton, Pennsylvania, just outside of Reading. On July 12-14 there were hundreds of Chevys on display on the show field, a lot of Chevys of all models drag racing, and thousands of Chevy parts for sale during the parts swap meet. There were no Corvair parts but several books on Corvairs were on hand. There were some Fords in the racing mix but they had Chevrolet engines in them. There was one Corvair in the show field, mine.

Each time I saw one person or a group of persons looking at my car I would say "Tell me a Corvair story." I got several "my father had one, my best friend in school had one, we ran one into a tree doing doughnuts in a muddy field back on the farm," yet the best one was "I had a 1984 4-door convertible but I couldn't drive it because the belt kept flipping off." 1984? 4-door convertible? I just said "yea, those belts are a bitch." There was no need to explain.

I met a very nice couple two cars away from me who became my buddies throughout the weekend. We hung out together, we ate race track food together, we watched races together and shared my pop-up for the shade it offered.

Part Two

The drive from my house to the race track was two hours. I had been preparing for weeks to make sure all was good with my travels. The car was gone over several times inside as well as the outside. Fuel (check), oil level (check), tire pressure. (check), tools (check), extra fan belt (check), waxed car (check)... all is good and I'm ready to go.

I was one hour into my drive when I decided to retrieve something from the bag containing my clothes. Um, where is that bag... WHERE is that bag? I left the bag containing my clothes, toiletries, extra shoes and my medications sitting on the garage floor next to my car as I drove away. That brought the up until now a very pleasant drive to a halt in a parking lot along the highway.

I called Kathy who was at work to bitch and complain about my blunder. I was going to turn around and drive one hour back then begin my trip all over again. "No problem," she said, "I'll bring them to your hotel after I get off work." Being the sweetheart she is, plus realizing she is so lucky being married to me she drove two hours to bring me my bag o'stuff, we had dinner together then she spent the night and drove home the next morning.

Part Three

Before Kathy left to go home that morning, we realized my cell phone did not take a charge even though it was plugged into the wall charger all night. Oh well, it must not have been plugged in all the way. It was low enough on the charge that I couldn't get it to stay open long enough to allow GPS to direct me to the racetrack. "No problem she said." (She is good at calming me down.) "I'll lead you to the racetrack using my GPS then you can charge your phone in your car." It seemed like a good plan. We arrived at the racetrack after 20 minutes of following several winding and curvy roads.

She went on her way and I entered the track,

registered my car, set up the pop-up, plugged my phone in the car and sat back with a big smile on my face. After while I realized my phone wasn't charging so I tried a different charging cord, no luck. I then went to two other car owners and asked if I could use their car cigarette receptacles to charge my phone. Again, no luck. What was a 10% charge earlier was steadily going downhill. 6%, 4%, 3%... beep... beep... mmm, dead!

Now I'm in deep doodoo. I have depended on my GPS to get me to a place I've never been, did I pay attention to the roads I was driving on, heck no, my faithful phone was guiding me along as smooth as if I was riding on Aladdin's Magic Carpet. Aww, I know my around. My hotel is in that direction, or was it that direction, or maybe that direction.

I spent the day talking about the passion we all enjoyed, looking at so many different cars and trucks and meeting some nice people and discussing my dead phone problem. A Camaro owner going by the name of Pork Chop told me when we left that afternoon he would lead me back to my hotel. During the day I was able to use someone's phone to call by backup system, aka Kathy. She called the Target store closest to the hotel and arranged for me to pick up an inexpensive phone just to get by and get home.

Why Target? We use Consumer Cellular as our phone carrier and Target is one of their partners. The phone I wanted was not available so I got one that came with a 30-day exchange guarantee. It allowed me to make calls (if I knew the number) and got me home using the GPS. The phone that I want I'll get from a local Target store now that I'm back in the USA.

To everyone reading this think about how much you/we depend on those magic flat screen thingamajigs we now carry everywhere with us. Don't know something, just ask Google. Don't know how to get there, just turn on the GPS, Don't know Aunt Phoebe's phone number by memory, just look in the contacts, Cannot figure out a math problem, just turn on the calculator, Want to know the name of that song, just turn that app on, want to know the name of that star up yonder, turn on that app.

If your phone goes dead while you are in an unfamiliar location, if you are not traveling with a friend or spouse that has a phone, if you know only a few numbers by heart and they are all several hundred miles away, if you don't know the location of that hotel you stayed in last night, and more if's... you also could be in deep dodo. Think about it.

Part Four

Yes, I had the only Corvair in the hundreds of cars on display and my car drew quite a crowd. There were groups of Corvettes, Chevilles, Novas, Monte Carlos, Camaros, and trucks. Street Rods, Rat Rods, older Chevys, and "one Corvair" were included in the OPEN Class. I was proud to accept the BEST in the OPEN class, I felt there were several Hot Rods that deserved to win but it was left to the judges.



That New Car Smell

by Bob Marlow

Last month, Sue and I bought another Corvair, a nice 1965 Monza four-door. We didn't plan to, but the seller had the gall to accept our offer!

The car was located about an hour away from us, in Gloucester County. It was clean, unmolested, and fairly priced. It has an automatic transmission, which means that Sue can drive it, unlike our stick-shift Rampside, and it is yellow, which is Sue's favorite color.

We bought it with our eyes open, and we

knew that it would require some repairs and maintenance. The biggest issue was the brakes, which the seller disclosed pulled badly to the left and which I verified with a short test drive. And it needed tires, as the tires on it, while having fewer than 2,000 miles on them, were quite old.

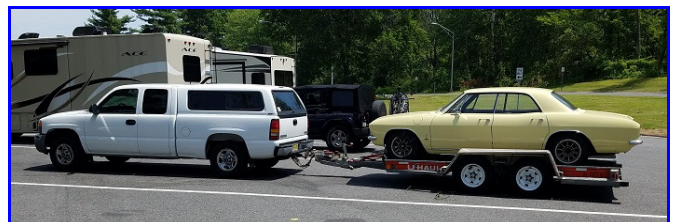
There were other relatively minor issues evident, such as mis-matched ignition wires and a broken dome light lens. The driver's seat upholstery was split, but thanks to generous NJACE members I got several used seats from which I am able to assemble a good driver's upper and lower.

Our eldest granddaughter, for whom cars are nothing more than transportation appliances, said, "It's cuuute!"

To get it roadable and safe, I decided that my best bet would be to take it to the Corvair Ranch in Gettysburg and simply let them address the brakes and other driveability issues. But Jeff at the Ranch said that they were booked solid until the Fall, so my friend Al Goldstone stepped into the breach and said that he'd be happy to do the work. I rented a U-Haul trailer and took the car to Al's shop in northern Connecticut on the first day of the recent heat wave.

Al has been hard at work ever since, and sends photo updates to me via text. So far, no significant catastrophes but the brakes were even more horrible than I suspected. Every aspect of the brake system is being refreshed.

A new set of tires has arrived at my house and several orders have been place with Clark's. It is possible that a Corvair's new-car smell is the smell of burning money. The plan is to have the car running smoothly and safely in time for late-summer driving. I have always thought that the late-model four-door is the handsomest of all Corvairs, but I have never owned one previously. If all goes according to plan, Sue and I will be driving it to the Clark's show in September.



NJACE Calendar of Events

Saturday, August 3

NO Monthly breakfast at the Empire Diner, see the picnic entry, below.

Saturday, August 10

Our 49th annual Summer Picnic, in Succasunna. Full details on page 2 of this issue.

Saturday, September 7

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

Saturday, September 14

Fall Classic at Clark's, the big biennial all-Corvair show at Clark's Corvair Parts in Shelburne Falls, Massachusetts.

→ Mark your calendars! ←

Plan on attending the Clark's show!

It's the largest Corvair gathering in the Northeast – typically more than 100 cars, and it only happens once every two years.

Trophies are awards in several classes, there are dash plaques and door prizes, a 50-50 raffle, tours and demonstrations conducted by Clark's, and there will be food and beverages on-site.

Don't forget Clark's special show discount: 10% off for cash, 5% for credit card or check! Order in advance for pick-up at the show.

The host hotel is the Red Roof Inn in South Deerfield, Massachusetts, with an informal party Friday evening and discounted room rates for reservations made before August 16.

Complete details can be found at this link:

<https://www.corvair.org/chapters/chapter017/clarksshow.html>

The End is Near



What's going on in this picture?

It's the NJACE leadership, President Brian O'Neill (left) and Vice-President Nick Ford (right) trying to locate a leak in the air conditioning system in Brian's 1965 Corsa.

Guys, it's obvious! If you want the cool air to stay in the car, PUT THE TOP UP!

