

April 2020

the *Fanbelt*

new jersey association of CORVAIR enthusiasts

50th Anniversary 1970 - 2020



Photo: Ray Coker

**Things are very different from just a month ago.
Our club gatherings are on hold along with
nearly every other “normal” activity of modern life.
But your garage can be a refuge from the tedium
of being homebound for the duration.
And NJACE can help. Read on.**

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 68, Maple Plain, MN 55359. Meetings of NJACE are held periodically at locations and times as announced in this newsletter and on our website. 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.

Until further notice, all group activities of the club, including meetings, tech sessions, tours and shows, are suspended due to the coronavirus pandemic.

However, the club will remain active via this monthly newsletter, our Facebook page, and our email correspondence. We offer our best wishes for good health to our members, families, and friends during this unprecedented time.



Photo: Bob Marlow

Wash Your Hands



Photo: Atlantic Entertainment Group

Practice Social Distancing



Photo: Tomm Scalera

Stay at Home

President's Message

by Brian O'Neill

Our esteemed editor suggested that I should write something positive and uplifting for this month's *Fanbelt* column. At first I thought that would be a very difficult task but the more I thought about it the more I realized that I am an unreconstructed optimist.



Not exactly sure why that is. Maybe it's because of the things I saw and experienced in twenty-nine years of military service which included two years in a combat zone. Maybe it's just the way I came from the factory. Who knows for sure.

But I am an optimist and as my grandmother used to say every cloud has a silver lining. What exactly the silver lining will be from this pandemic requires a crystal ball and I don't have one so why do I think good will come out of all this? A pandemic is a great leveler. It doesn't see race, nationality, color, religion or political affiliation. Maybe when all this is over we will start to realize that we are all in this together.

Yes, I'm an optimist. I really hope that this crisis will be a wake-up call for all of us and we will start to treat each other better than we do now.

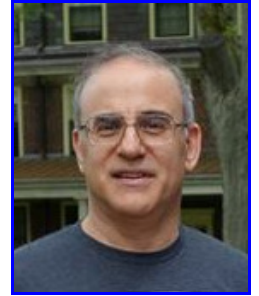
I submit for your consideration that NJACE in many ways exemplifies what I have been talking about here. Over the years we have helped each other with advice, parts, and assistance. Is one of the things that makes this club one of the greatest.



Interior Cleaning

by Tim Schwartz

We are all "Social Distancing" and have to cancel our social engagements, including the NJACE monthly breakfast. So, what we need to do is enjoy our cars, yet stay around the house. So, why not get your car ready for when activities resume?



One of the things you can do is clean your car so you are ready to enjoy the driving season. Right now I'll concentrate on the interior.

Most Corvairs have vinyl interiors with either rubber or carpet on the floors. When I'm cleaning the interior, I prefer to start at the top and work my way down. The first think I do is empty the interior of everything that is not attached. Empty the glove box, map pockets, etc. Remove the bottles, pens, change and old fast food bags that are residing under the seats. I rarely find the need to do anything about the headliner, so I have no great advice there.

After emptying the car, I like to wipe down the instrument panel, door panels, and all of the other interior hard surfaces. I use a household cleaner such as Mr. Clean diluted in a bucket of warm to hot water. I use an old kitchen rag, washcloth, etc. It is handy to have a nylon scrub brush and an old toothbrush or two to get into the crevices of the embossed door panels.

You might need to apply the cleaner full strength to things like the arm rests that have gotten rather nasty. Drying with a clean towel is optional, but doing so reduces streaking. You might want to have a second bucket of warm water for rinsing. Change the cleaning and rinsing buckets when the liquid looks like it needs it.

The seats aren't much different from the rest of the hard surfaces. The toothbrush will be helpful on the embossed pleating here too. If you are ambitious you might want to remove the lower rear seat cushion and clean it outside of the

continued

Interior Cleaning, continued

car, not to mention cleaning under the cushion.

Now it is time to get out the vacuum cleaner. Give the carpet a good cleaning. I usually move the front seat all the way up and start in the back, and then move the front seats all the way back to work on the front. If you have rubber floor mats on your carpet, take them out and give them a good scrub on both sides, then put them out in the sun to dry before putting them back in the car. Be sure both sides are dry.

If you have a Forward Control or a 500 series car with rubber flooring, then the same cleaner you used everywhere else along with a nylon scrub brush will do a good job on the floor too. While you can buy automotive-specific spray carpet and upholstery cleaners, I find that the home versions that I already have around the house work fine.

I've never been a fan of treatments such as Armor-All, but use them if you like the result. I have no experience with leather interiors, but there are plenty of products out there for cleaning leather. To quote the guys from *Car Talk*, choose any product with the word "Miracle" on the label.

Lastly, cleaning the glass. I've left the glass for last, as if I do it sooner, I wind up redoing it as I've over-sprayed or accidentally touched it during the rest of the job. I learned how to do this from our club's own Mr. Clean, David Main.

Clean the interior windows with the cleaner of your choice. I happen to like a spray on, foaming glass cleaner which I then rub in and dry off with fresh paper towels. THEN have a few clean microfiber towels and polish the glass in a circular motion, much like you might polish a table top. The result is excellent. You may need to do the windows in stages, as you should roll them down to clean the edges that go into the top groove. Don't forget the interior mirror as well!

Now take your car for a drive and enjoy that 'New Car' feel you've just imparted on your interior, but remember to keep your Corvair at least six feet from any other cars.

Stomp the Brakes

by Bob Marlow



In the preceding article, Tim Schwartz covered the Spring Cleaning of your Corvair's interior, a worthwhile project while we all stay at home during the current pandemic. But, in anticipation of being able to get back out on the road in our Corvairs, here's another Springtime tip that I consider vital.

This exercise was named the "Hard-Harder" test by Corvair wizard Larry Claypool many years ago. What it is, is an automotive "stress test" for your braking system.

An unexpected rupture in a brake line will rob your car of all braking capability, at the worst possible moment. Even if your Corvair is equipped with a dual-circuit master cylinder, dramatically reduced braking performance will result from a brake line failure.

So, what you want to do is, find out whether you have a brake line on the verge of failure while parked in the safety of your own garage or driveway.

Sit behind the wheel, and put your foot on the brake pedal. Push it as hard as you can. Then, put *both* feet on the brake pedal and push it as hard as you can. *Then*, grab the steering wheel for leverage and push even harder.

If you hear a slight hissing sound and the brake pedal suddenly goes all the way to the floor, congratulations! You just found the weakest link in your brake system, and you did it without risking life and property. Make the necessary repairs, and repeat the test.

By the way, the less often you drive your Corvair, the more likely it is that moisture has made its way into the brake fluid and promoted rust in the system. Even if you have converted to silicone brake fluid, moisture still gets into the system in our high-humidity region. I recommend flushing the brake fluid every three years.

NJACE Classifieds

for April, 2020

For Sale: NOS Body Panels. 1965-69 front panel, GM p/n 7623110 (Clark's NOS C1066 \$722) \$600. 1965-67 driver's side rear quarter panel, GM p/n 7595377 (Clark's CX1842 \$655, but not available) \$900. I will consider offers, or maybe trade for NOS forward control sheet metal. NJACE members given preference. Tim Schwartz, Ho-Ho-Kus, NJ, email tim@bristolnj.com, phone 201-447-4299 (land line, no texting).



New Clark's front seat upholstery and foam "buns" and cotton padding and bumpers. New lower door hinge, passenger side. New ignition system; correct Bosch spark plugs, Seth Emerson ignition wires, Clark's high performance distributor cap and rotor, Igniter II Flame Thrower coil, Pertronics II points replacement, custom made new engine wiring harness without resistor wiring.

Totally new brake system, Clark's Deluxe "B" brake kit, including dual master cylinder, slave cylinders, all new steel lines and rubber lines, new springs, new self adjusters, new brake shoes, synthetic brake fluid (NOT Silicone), turned drums. New rear e-brake cable. Rebuilt Clark's rear wheel bearings/hubs (both sides), Rebuilt drive axles, new inner and outer universals, fully balanced.

New fuel tank, new fuel sender. New steering idler arm and bushings, new Clark's pitman arm bushing and bolt. New Clark's thermostat (passenger side). New Clark's high volume heating fan motor, fan rotor and PVC flex hoses. New Clark's Quartz clock (keeps perfect time). Front lap seat belts, newer headliner, newer sun visors, newer carpet. Rebuilt shift linkage (thanks to Al Lacki and lots of Clark's parts). Custom Autosound brand AM/FM radio model: USA-230, with aux-in and RCA to Mini stereo cable for cell phone connection for music or GPS.

Parts not installed but included: Clark's Nylon window rollers, Clark's air vent door repair kit, new Clark's fan belt. Parts available at additional cost: 14" Steel wheels (black) with newer tires, very few miles. 1966 Chevrolet Impala wheel covers (14" for above wheels). 4-way flasher, GM "plug and play" period correct part. New lower door hinge, driver side.

Asking \$16,500. David Rothenberg, phone 973-809-9316, email enberg@comcast.net.



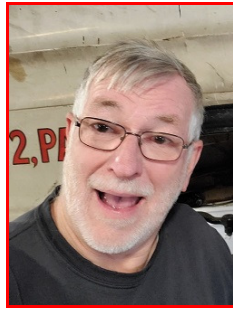
For Sale: 1965 Corsa coupe, 140-hp, 4-speed. Not a clone, this is a true Corsa. LOS built, rust free. Madera Maroon over Black. 1976 15" Olds 442 color matched rims with BF Goodrich Radial T/A Tires installed in 2016. About 2500 miles on tires. New chrome lug nuts, new chrome valve stems, new McGuard Chrome lug nut locks with key.

For additional photos, see last month's newsletter.

My Engine Rebuild, Part 1

by Ray Coker

During the 2004 CORSA Convention in Lexington, Kentucky, I found the car I had to have. I didn't need another car at the time and had no way to get it home because Kathy and I had taken a Corvair with us to the convention but in my eyes, it was "the car for me" and it was for sale.



After a test drive which further made me realize this car was special, the seller and I entered into negotiations on the selling price, a deal was made and Fast Orange was going to have a new home in New Jersey.



During what is now nearly 16 years of ownership of this 1965 Corvair Coupe I had done nothing to the engine except proper maintenance including oil and filter changes, tune ups, an occasional fan belt, a new clutch once and not much more during miles and miles of highway driving. I drove the car to work, to car shows, to NJACE meetings, to the 2006 CORSA Convention in Buffalo, New York, and up and down the east coast. More recently I began to notice some engine issues which needed to be addressed.

This is not a stock engine but rather an incredible 140-hp engine that had been professionally built. The electronic ignition, the dual WEBER carburetors with HEIM joint linkages, 30+ over pistons, the mild cam, the custom exhaust, the factory A/C and much more made the car a pleasure to drive. I was hoping

for a quick, inexpensive, easy repair of the engine but to any of the readers who have gone into a Corvair engine it's never quick, never inexpensive, nor easy.

What was initially thought to be a straightforward replacement of valve guides turned out to be a complete rebuild with lots of new internal parts. Right now the engine case, cylinder heads, crank, pistons and cylinders and cam are in a machine shop getting the once over to find out what we can save and what needs to be replaced. I'll share more engine rebuild news in the next issue of the FANBELT.



Tech Sessions Begin ... and stop

by Larry Ashley

Last month we begin our 2020 tech sessions following the March 7 club breakfast, but now we have had to hit the "pause" button thanks to the coronavirus pandemic.



The first session was a well-attended success. New front door weatherstrip was installed on Bob Marlow's 1965 four-door and a new speedometer cable was installed in Neil Franks' 1969 coupe. Front brake work was done on Greg Dittrich's 1961 sedan and a fuel delivery issue was diagnosed on the 1961 two-door of Missy Nagle.

continued

Tech Sessions, continued

The planned replacement of a lower door hinge was not done, as Dave Rothenberg was not able to bring the car.

Future tech sessions will be entirely dependent on the state of the pandemic. In the meantime, if anyone has anything that they would like to see addressed in a future tech session, either on their car or in general, give me a call at 973-584-7184, or better yet email me at larryashley327@gmail.com.



Some of the attendees at the March 7 Tech Session pose alongside Neil Franks' 1969 Monza.
Photo: Bob Marlow

Benjamin,
have you renewed
your NJACE
membership?



Little-know fact: Simon & Garfunkel were actually singing *dues, due due due, due dues, due due, due due, due due due*.

Memberships expire on the 31st of March. Because we offer both one- and two-year memberships, not everyone's membership is due for renewal each year. Below is a list of those members who are due for renewal as of press time:

Birthday Breakfast

At our club breakfast on March 7, Bill Dittrich was the winner of our drawing for a free breakfast.

And it was fitting because, according to his son, Greg, Bill was marking his 90th birthday! Happy birthday, Bill!



90-year-old Bill then continued his celebration by attending our Tech Session that day and getting hands-on with Greg's 1961 700 sedan.

Whenever our monthly breakfasts are able to resume, YOU could be the next winner – but only if you are there!

- | | |
|--------------------------|------------------------|
| Brady, Charles & Lynda | Davidson, James |
| Dittrich, Greg & Becky | Fisher, Bernice |
| Garfield, Eddie & Kathi | Gorostiza, Felipe |
| Grisi, Diodato | Horne, Howard & Sherri |
| Hornor, Gurdon & Heather | Kutlu, Hakan |
| Ludwig, Tom & Liz | McKimens, Taylor |
| Newell, Robert | Pike, Derek |
| Rueda, Miguel | Ryan, Michael |
| Staats, Ken | Stone, Michael |
| Wanhouse, Robert | Winant, Dorcey & Rick |

2019 memberships expire on the 31st of March, so If your name is on the list, please use the membership form that is included with this newsletter to renew. Please print it and mail it with your dues payment.

Sadly, this will be your last newsletter without renewal, so don't delay.

We recommend the two-year renewal option! Not only will you save two bucks, you won't be bothered with this again until 2022.

Thank you!

NJACE Calendar of Events

Unfortunately, all group activities are paused due to the coronavirus pandemic. In the meantime, watch our Facebook page, our periodic emails, and this monthly newsletter for updates.



Isolation Diversions

To ward off the “cabin fever” that can come from being confined to your home, club member Dave Cavagaro found an interesting Corvair-related diversion online, which he has shared with us.

Rocky Mountain CORSA, the Denver-based Corvair club in Colorado, has a section of their web site devoted to vintage photos, the vast majority of which date back to the earliest days of Corvair production and promotion.

Several hundred such photos are on the site, and offer entertaining relief from Law & Order reruns or cell phone solitaire. Check it out:

<https://www.rockymountaincorsa.org/original-ad-photos/>

And here’s a vintage shot from our own archives:



Laugh, just Laugh

Club member Tony Gervasio recognizes that in these uncertain times we all need to laugh a bit. So he sent along this cartoon:



How Evolution Began

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Activities VP, Steve Calandra

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Going Buggy

by Bob Marlow

At what was likely the last major "car event" prior to the onset of COVID-19 in the US, the Corvair-powered Meyers Manx dune buggy driven by Steve McQueen in the 1968 film *The Thomas Crown Affair* sold during Bonhams' Amelia Island Auction in early March, ringing up at \$456,000.



That figure may pale when compared to the \$3.74 million auction price obtained by the 1968 Ford Mustang from *Bullitt* in January (a car which lived most of its post-cinema life right here in New Jersey), but NJACE member Ron Peles asks, "Is this the highest price paid for a Corvair-engined vehicle?"

Club member and CORSA Director Al Lacki notes that the Corvair-based Testudo sold for €336,000 in 2011. The Euro was worth \$1.39 dollars at that time, so the Testudo edges the dune buggy by a slim margin at \$467,000.

For a sense of scale, consider the Fitch Phoenix, pictured with NJACE members in the "Wash Your Hands" photo on page 2. It was sold by Bonhams for \$253,000 in 2014. A mere quarter of a million dollars!

The McQueen buggy was a Meyers Manx kit car, a fiberglass body on a shortened VW Beetle chassis and powered typically by a VW engine. But the movie car was extensively customized at the time, with recessed headlights, a wrap-around windshield, a fully upholstered interior, and a modified 140-hp Corvair engine. It even had individual "turning brakes" on the rear wheels.

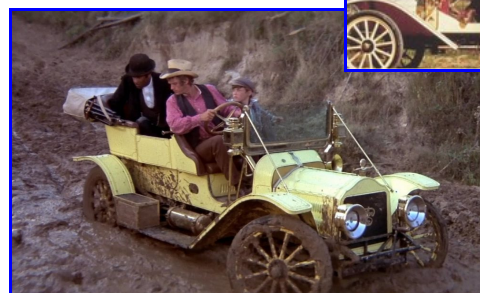
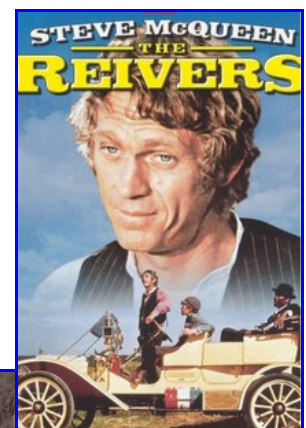
Reportedly, co-star Faye Dunaway was terrified by McQueen's hot driving for the beach scenes.

Through the years the car changed hands a few times, but was at some point fully restored to its in-the-movie configuration.

As for the movie itself, the late critic Roger Ebert described it as "Possibly the most under-plotted, underwritten, over-photographed film of the year." Al Lacki was more direct, saying "I like the McQueen's Meyers Manx, but in my opinion, the movie was a stinker!"



For a very different, yet still car-related, and good Steve McQueen movie, I always recommend *The Reivers*, from 1969. It's one of my favorites, and of it Roger Ebert wrote, "*The Reivers* is a pleasant, wholesome, straightforward movie of the sort (as they say) they don't make anymore."



→ Check the list on Page 7 to see whether it's time for you to renew your membership! ←



New Jersey Association of Corvair Enthusiasts

P.O. Box 631
Ridgewood, NJ 07451

Membership Form

Date _____

New Membership or Renewal

Individual or Family*

**Family Membership includes two adults and all children under age 21 living at a single address.*

Last Name _____ First Name _____

Name of 2nd Adult Family Member _____

Mailing Address _____

City _____

State _____ Zip _____

Phone (_____) _____

E-mail _____

Our monthly newsletter and other updates are delivered via e-mail. Printed materials are mailed periodically, as needed. We do not share our mailing lists with others.

NJACE dues are payable as follows:

One Year Membership, New or Renewal.....\$19.00

Two Year Membership, New or Renewal.....\$36.00

Membership expires on March 31st

Total Remitted:\$ _____

*Please make your check or money order payable to NJACE, Inc.,
and mail this completed form and payment to the address above or deliver it to the Treasurer at any club event.
You should receive your first newsletter within four weeks of our receiving your application.*

NJACE is a Chapter of CORSA, the Corvair Society of America.
CORSA membership information is available online at <http://www.corvair.org/>

Tell us about you and your Corvairs

Your Corvairs (year, model, color, equipment, condition etc) _____

Your other cars and trucks _____

Your other hobbies and interests _____

Your profession _____

Your birthday (and your age, if you wish) _____

Your anniversary (and year married, if you wish) _____

Your children/grandchildren or other family _____

Your pets _____

When and why did you first buy a Corvair? _____

Anything else you'd like to tell us _____