

July 2020

the *Fanbelt*

new jersey association of CORVAIR enthusiasts

★ 50th Anniversary 1970 - 2020 ★

Recent Corvair Activity...

On the Track...



On the Rack...



On his Back...



The stories and more 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 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.

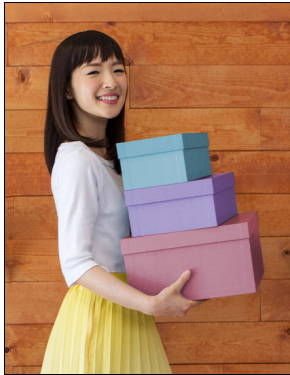
Marie Kondo Eats an Elephant

by Bob Marlow

Most people know who Marie Kondo is, thanks to her success at making a career out of being neat and organized. First there was her best-selling book, *The Life-Changing Magic of Tidying Up*, followed by the Netflix series *Tidying Up with Marie Kondo*.



"Tidying up," however, seems too cute a term to apply to the task of cleaning and organizing a garage. While through the years I have made a solid effort to organize my Corvair parts, "tidy" is not a word anyone would use to describe the result. My favorite description of garage organization came from Frank Hunter. "I use the pyramid method," he said.



Kondo's method is based on the premise that you should keep only items that "spark joy." Well, for me, most Corvair parts spark joy, which led me to the point that my collection of Corvair parts grew impossibly large. (It *is* a collection, after all, I'm not a hoarder, no, certainly not a hoarder.)

When Sue and I moved from Annandale to Lavallette in 2015, significant action needed to be taken. We were moving from a house with a barn and five garage bays to a condominium at the beach. I sold a minivan load of parts to Clark's. I had a Corvair parts garage sale. I had a scrap guy come by several times. And Larry Ashley took a pickup load of excess parts back to his shop.

Still, at moving time the remaining collection filled two 5x8 and one 7x14 enclosed trailers, which I then parked in a rented space at a storage facility. (Thank you to Tony Gervasio, Frank Hunter, and Ken Schiffner for helping to load those trailers.)

After a few more swap meets and other purges, I got the contents of the trailers down to a more manageable size, and moved it all into an indoor storage unit. (Ray Coker helped me with this move.) I then sold the trailers.

Which brings us to eating the elephant. How do you eat an elephant? According to what is often said to be a Chinese proverb, the answer is "one bite at a time." The elephant, in this instance, is the storage unit. It may contain far less than what I had previously, but it was still too much. I still needed to "tidy up," keeping only that which "sparks joy."

The ongoing pandemic provided the opportunity to do this. With little else to do under the circumstances, I began going to the storage facility several times a week. There, socially distant with no other people around, I sorted, organized, culled. Some parts got placed lovingly back on the shelf, some got placed in the dumpster or the recycling bins, and some got placed in the to-be-sold pile.

But the same pandemic that has provided me with ample time to sort, organize, and cull, has also taken away my selling opportunities. The first domino to fall was the Corvair Springfest in Helen, Georgia, which Sue and I were going to attend again this year. Cancelled.

Next, the Virginia Vair Fair got the axe for 2020. No long thereafter, the Corvair Preservation Foundation's mini-convention in Illinois was pushed to 2021. All three of these were events at which I was going to peddle my wares. Instead, my to-be-sold pile continued to grow.

The Detroit Area Corvair Club's annual "Homecoming" in August is the next selling opportunity. But the Homecoming is now squarely in the sights of the pandemic. The likelihood that the Homecoming will be cancelled for this year is at best 50-50 as I write.

Even the AACA's massive "Hershey" flea market has been cancelled for this year!

Aside from my desire to sell off excess Corvair parts, I *like* swap meets. It's a social activity that I enjoy. I like sitting in a lawn chair under a pop-up canopy, meeting and chatting with other car nuts and occasionally selling something. The income from sales never covers the cost of attending these events, but that's not the point. Instead of simply discarding things I am moving them into the hands of someone who wants or needs them.

I've used eBay and Craigslist, but they aren't the same as an in-person swap meet. So I am continuing to take bites out of the elephant, and hoping that swap meets will return sooner rather than later.

Drivers, Start Your Engines

by Ray Coker

Even though opening announcements are not the same at all tracks the drivers recently at New York Safety Track felt the same enthusiasm as one would feel at any race track. The Northeast Corvair Council's driving event held on June 13th drew owners of Corvairs, Mustangs, Mazdas, Porsches, BMWs, Audis, Mini Coopers and more, all trying to set the fastest lap time in their group.



The drivers brought their cars to the track in enclosed car trailers, on open car trailers, with car dollies and with tow bars. Street tires were exchanged with race tires, loose objects in the cars were removed so they wouldn't become a safety concern to the driver, fuel tanks were topped off, assigned numbers were displayed on cars, a safety tech inspection was done and minor adjustments to the engines or suspensions were completed.



All the drivers can "put the pedal to the metal" and drive as quick as they can around the track. I say as quick as they can because I asked one driver of a very fast car how fast he was going on the straightaway. His response was "I don't know, my attention is on staying in my driving line, braking at the corners at the right time, monitoring the slower cars in front of me and listening to my car." That is when I realized it's not how fast he was going but how safely he was going fast.

After warm-up laps and open lapping sessions, 35 of the 50+ registered drivers took individual timed laps. Why only 35? Some didn't show up due to last minute issues at home, some were just there to test and tune their cars, some broke something during earlier laps and some just enjoy driving fast legally vs getting a ticket on a highway for speeding, changing lanes without a signal, tailgating etc. Those tickets and their assessed fines along with added insurance costs could easily be higher than the entry cost for one day at the track.



Watching the cars on the track going as fast as they could reminded me of something a friend said to me while we were at a small local stock car track in Tampa 40 years ago. His statement was "the drivers in last place are driving just as hard as the drivers in first place." If you think about that it's true. At the New York Safety Track I saw expensive cars brought to the track in expensive trailers pulled by expensive trucks. I also saw an inexpensive Mustang with a trailer hitch towing an inexpensive race car on a tow bar. After watching both of them for hours I noticed the smiles and excitement on both of the drivers faces were the same. Yes, the slower drivers were driving just as hard as the faster drivers.



On Saturday, August 1st, the NECC will be at Pocono, and I'll be there watching drivers of all ages and genders driving their street cars or their race cars during another day of exciting time trials. If you have not attended one of these track days to support your fellow Corvair owners and the great club we are all a part of you owe it to yourself to come and enjoy a day of excitement where action is the attraction.

Who knows, you too may catch the bug and want to purchase your wife or husband or partner a race car for an anniversary present, a birthday present, at Easter, for graduation, at Christmas, during Hanukkah, Valentine's day, Mother's day, Father's day, a divorce agreement or just because ya love em.

You can visit the [NECC website](#) to look at past events, upcoming events, lap times, news, etc.

Size Matters, The Sequel

by Bob Marlow

Last month I wrote about an erroneous volume reference that caused me to overfill my car's transmission. This month it is a different, yet equally important, matter of size.

When my 1965 Monza began to make a squealing sound from the engine compartment, my first guess was that it was coming from the alternator. So I removed the fan belt to see whether the noise went away. A Corvair engine can run without a fan belt for a brief period with no harm.

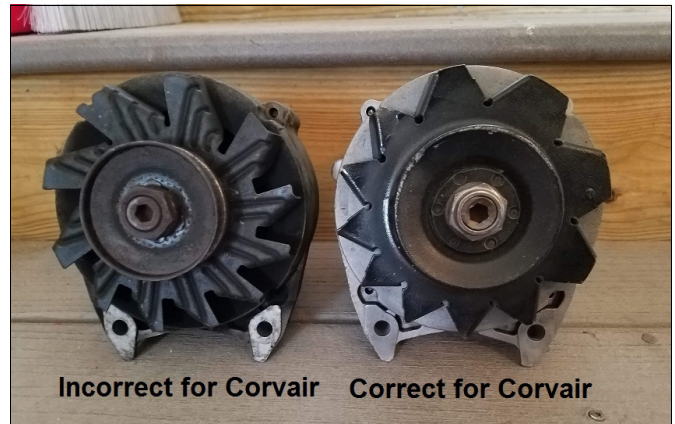
The noise was gone, so I knew that the noise was coming from the alternator or perhaps from the idler pulley or the blower bearing. I'd have to get a piece of rubber hose to use as a stethoscope to identify the source of the noise more closely.

But while re-installing the fan belt, I found that I could not adjust the idler assembly sufficiently to take the slack out of the belt. I like having a fairly loose fan belt, but this was way too loose. I was pulling the idler assembly so far back that the belt guide was no longer fully engaged with the mounting stud. What the...?

The thought occurred to me that the pulley on the alternator looked small. So I compared it visually to the one on my Rampside (my Rampside has been upgraded from the original generator to an alternator), and sure enough, the one on the car was smaller. A smaller pulley, of course, will result in the need to pull the idler further back.

But there's another factor in play here: The smaller pulley is, just like the larger one, integral to the alternator fan, and if my car had the wrong pulley, it also had the wrong fan. The fan blades had an opposite orientation – common on most cars but wrong for the Corvair.

In the photo at the top of the next column is a comparison of the wrong fan (on the left) and the correct one (on the right). It's a little hard to see in this straight-on shot, but the vanes on the fans are, in effect, mirror images. You can also see the difference in the pulley size.



An alternator fan, whether it is designed for clockwise or counter-clockwise rotation, is a centrifugal blower, drawing air from its center and blowing it out radially. Air is drawn in the back of the alternator, pulled through the alternator, and blown out the front by the fan. When run in the reverse direction from its design, as was the case with the incorrect fan on my car, the fan is very, very inefficient. The alternator will overheat.

By the way, the vanes of both fans are of varying widths around the pulley so that the fan does not sound like a siren.

The smaller pulley not only makes it difficult to adjust the fan belt to the proper tension, it also plays havoc with the alignment of the belt relative to the blower pulley and the crank pulley.

I bought my car last year and never noticed the incorrect fan and pulley assembly until I was fiddling with the fan belt. There is a faded sticker from a rebuilder on the alternator, a rebuilder who apparently did not know his stuff quite well enough.

Rather than swap the fan on my alternator, I simply replaced the entire alternator. This had the additional benefit of curing the squealing sound that started the whole exercise, because my overheated alternator's bearings were giving up the ghost.



My Engine Rebuild, nope, now it's My Rampside Rebuild, Part 4

by Ray Coker

Imagine yourself walking up a long steep hill, you're tired, your muscles ache, you are concentrating on putting one foot in front of the other all the while hoping to see the crest of the hill and a long smooth plateau. That's how I feel working on the Rampside, but I'm actually whistling while I'm struggling to get up that hill because I'm having a great time. Really, I am. The plateau will be the priming of all the metal.

It's been one BIG project so far. Imagine removing every square inch of exterior white paint that was sprayed on at the factory in 1961. I removed the doors then I removed the door hinges from the A-pillars so I could sandblast the hinges separately and sandblast the A-pillars. The windshield and the rear cab glass have been removed to allow paint removal. The lower front fender extensions have been removed, stripped of paint and the dents repaired.



The areas inside of the bed that had white paint and the back of the cab have been stripped.

The doors, the tailgate, the ramp hinge and the rear engine access cover will have come home from the chemical stripper by the time you read this.



Every bit of white paint has been removed by sanding or sandblasting or by chemical stripping. It's down to bare metal and I'm almost done with the dent repairs which will allow me to soon begin spraying the 2-part epoxy primer... everywhere the paint used to be. The bed floor and the step up for the transmission cover and the engine cover will be addressed soon.

It's time for me to begin planning the temporary spray booth in my garage. Oh yeah, I have to paint the dash and the complete inside of the cab also. That I will not have to strip, thankfully.

Yeah, I'm having one hell-of-a-good time. Really, I am!

NJACE Calendar of Events

All group activities continue to be paused due to the coronavirus pandemic. However, **the club officers are working toward scheduling a summer picnic** now that the stay-at-home orders have been lifted and gatherings of our size are permitted, with limitations. Stay tuned.

We will hold another ZOOM online breakfast meeting on the first Saturday of July – July 4th! In the meantime, watch our Facebook page, our periodic emails, and this monthly newsletter for updates.

Rocket Science

by *Brian O'Neill*

I have owned my 1965 Corsa convertible since 1979. While stationed in Germany in the early 80s I discovered a leak on the passenger side under the windshield. Needless to say the windshield cracked as I took it out. There was no drain hole on the passenger side in the channel under the windshield, just an indentation from the stamping machine. So naturally water collected there and rusted through.



With some assistance from German friends, I repaired the rusted out section. Now the challenge was a windshield. The only one I could locate in all of Europe was in Sweden. The parts house that had it would not ship it. They wanted me to drive the Sweden to pick it up. I was just about to do that when I had a great idea. I would order it from Clark's Corvaire Parts and have it sent to me through the Army post office system.

Well, that didn't work because Clark's wouldn't package it to meet the standards the Army post office wanted for something that size. The trip to Sweden was looking like it was on until another great idea hit. I knew that in a month I would be making a trip back to Cape Canaveral with some of my guys to fire our Pershing missiles out into the Atlantic Ocean. The missile launchers – big mamas – would be flown over by the U.S. Air Force. I realized that once we shot the missiles I'd have these big empty missile launchers.

So I contacted a friend who worked for the missile contractor in Orlando and asked him if it was okay if I had a windshield shipped from Clark's to him. He said it was absolutely no problem. So I ordered the windshield from Clark's had it shipped to my buddy who I knew would be at the missile firings. He brought the windshield with him out to Cape Canaveral.

After the missiles' splashdown in the Atlantic Ocean we strapped the windshield to one of the missile launchers, loaded it on a Air Force plane

and away it went to Germany. As soon as I got there I retrieved the windshield and installed it. It is still there today.



Now all of you who are thinking that I abused the system, well, maybe I did. But that windshield didn't weigh a fraction of what the gigantic missiles did. In Germany all my soldiers got a big kick out of it and gathered to watch me install the windshield. I got it in just in time to take the Corvaire to Monte Carlo for the Formula One race – but that's a story for another day.

NJACE Officers for 2020

President, Brian O'Neill
Phone 973-729-5586
Email bmoneill@juno.com

Vice-President, Nick Ford
Phone 201-572-5797
Email mb05203-64110@yahoo.com

Secretary, David Malcolm
Phone 201-635-9696
Email david.s.malcolm@verizon.net

Treasurer, Tim Schwartz
Phone 201-447-4299
Email tim@bristolnj.com

Activities VP, Steve Calandra
Phone 201-836-6621
Email stevenjchevair@gmail.com

Publicity VP, Bob Marlow
Phone 201-444-1859
Email rwmarlow@optimum.net

NJACE Classified Ads

for July, 2020

Now online! We've built a web page with multiple color photos of the cars being offered for sale, along with descriptions more detailed than what we usually publish in this newsletter. Go to <https://garagekey.blogspot.com> and scroll down the page to see each ad. You can click on any of the online photos to enlarge them.

***New This Month:* 1965 "500" Sport Sedan,** offered by Greg Dittrich for just \$500! It starts and runs but it needs work, as it has been off the road for many years.



110-hp engine, Powerglide automatic transmission. It's a rusty car, but the structure is solid, with a solid trunk, solid door pillars, solid suspension mounting points. There is rust around the windshield and backlight (as per usual) and there is rust on bottom front fenders, but neither is a difficult fix. Greg says "The floors need some patching though I have owned far worse!" The interior is original and in desperate need of cleaning.

Of course it's far from perfect, but for \$500 it is a complete Corvair that starts and runs! It still wears it's factory paint so there are no hidden surprises, and it has a clear title.

Located in Denville. It is NOT driveable in its current condition, it must be towed. Check out the [online ad](#) for many more photos. Contact Greg Dittrich, phone 973-476-4890, email gdittrich1@gmail.com.

No-Drill Front Air Dam

by Bob Marlow

The plastic front valance panel on 1966-69 Corvairs is often erroneously referred to as a "spoiler" or an "air dam," and for the sake of this article I'm calling it an air dam.

Corvairs prior to 1966 did not have this part, but it can be retrofitted to 1965 models, and aftermarket air dams have long been available for both 1965 and earlier cars. My car, being a 1965, didn't have it but I wanted to add it.

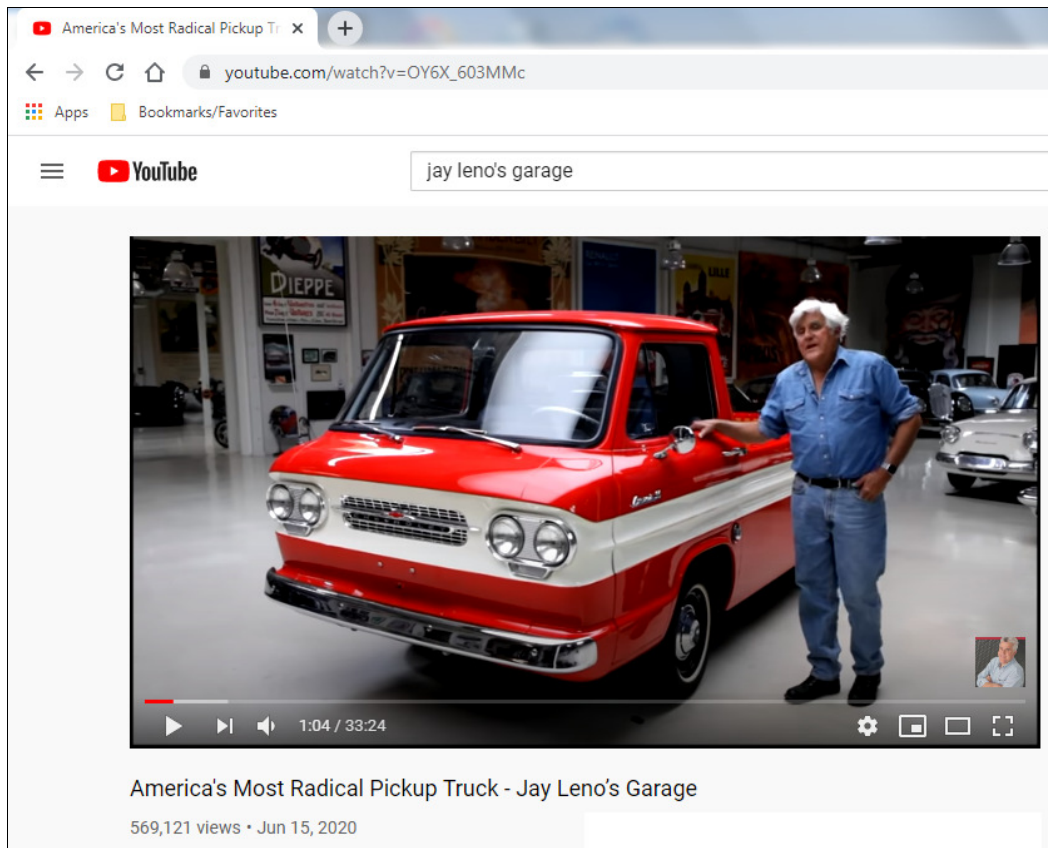
I debated between the stock 1966-69 part, available as a reproduction from Clark's Corvair Parts, or the popular but not "correct" 1969 Camaro part, also available as a reproduction from several sources. In the end, I went with the Camaro part, a mere \$18.76 delivered from Eckler's, vs \$89.00 plus shipping for the stock part from Clark's.

Either way, I was anticipating having to drill holes to mount it. But I was pleasantly surprised to discover that, by drilling four holes in the plastic air dam instead, I could mount it using existing holes on the car.

The existing holes were the two for the license plate bracket, and one on the leading portion of the bottom of each fender. Each of these latter two holes is filled with a rubber plug from the factory, which I removed. It was necessary to remove the trunk filler panels over the parking lights to reach these outboard holes, but even with their removal and re-installation the entire installation took mere minutes, and the air dam is nice and secure.

Here's the finished look:





Z
O
O
M

Jay Leno's Garage is both a YouTube series and a television series on CNBC, the YouTube series having been around the longest.

Recently, Jay released a new half-hour YouTube segment focused on his 1961 Rampside. You can find it easily on YouTube by searching the title shown above, "America's Most Radical Pickup Truck," or by simply clicking [this link](#).

The segment is different from most because, having been produced during the pandemic, it was made without the usual crew – just Jay. As a result it is not as "slickly produced" as most, and Jay tends to ramble without the usual editing, but it's fun nonetheless.

This is not the first that Jay has given attention to Corvairs. There was an earlier YouTube segment on the Rampside, as well as one on his [Yenko Stinger](#). YouTube is also host to the greeting he made for the [2012 CORSA convention](#) in Sturbridge, Massachusetts. (Jay is a Massachusetts native.)

Ignore the rambling and the occasional factual error and enjoy!

Yes, we're ZOOMing again this month, with not only another **online ZOOM breakfast on Saturday, July 4**, but our first-ever **online membership business meeting!**

Our ZOOM breakfasts in May and June have been successful enough that this month we're going to make the July 4 gathering an official club meeting – our first "official" meeting of the year!

Under our club by-laws (and the legal requirements of our status as a not-for-profit organization) we are required to hold a minimum of four general membership meetings per year. Usually, we simply hold these meetings during four of the regular monthly breakfasts at the Empire Diner. But the pandemic disrupted our usual practice, so we'll use ZOOM to get back on track.

On July 4, shortly before 9:00 AM, we'll send notification of the meeting via email, with a link to join starting at 9. Don't worry, our "formal" meetings are still rather informal, and it will all still fit inside the ZOOM 40-minute time limit.