

August 2020

the *Fanbelt*

new jersey association of CORVAIR enthusiasts

★ 50th Anniversary 1970 - 2020 ★

Corvair Eye Candy

From the time when GM Styling was the World's Best



← Corvair Monza SS



Corvair Monza GT →



Corvair Astro 1 →

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.

Corvair Concept Cars

The Monza GT was the first of these three cars, built in 1962. It was designed by Larry Shinoda and Tony Lapine, and perhaps its most notable feature is a front-hinged canopy in lieu of conventional doors. A regular 145-cid 102-hp two-carb Corvair engine is mounted ahead of the transaxle, a mid-engine layout. The car is quite small, on just a 92 inch wheelbase. The styling of the tail panel clearly presaged the 1965-1969 Corvair.



The Monza SS was next, built in 1963. Like the Monza GT, the SS was designed by Tony Lapine and Larry Shinoda, both of whom worked under the direction of legendary GM designer Bill Mitchell. By appearances The Monza SS looks like a roadster version of the Monza GT, but unlike the Monza GT the Monza SS has the Corvair engine at the rear. [Your newsletter editor was able to take a ride in the Monza SS many years ago at the GM Tech Center.]



The Astro I came later, making its debut at the 1967 New York Auto Show. This was a far-out concept, a mere 3 feet high from road to roof, and substantially longer than the earlier cars. The Astro I also had a canopy instead of doors, this one hinged at the rear. The Corvair engine was a modified 164-cid version. There were later Astro II and Astro III cars, but only the Astro I was Corvair-powered.



All three of these Corvair-related concept cars were built as running and driving examples, and all three survive today in the GM Heritage Collection.

There were others – the Sebring Spyder, the Electrovairs I and II, for example – but these were the ones featuring styling wholly different from the production Corvair.

Good Results Require a Smooth Operation

by Ray Coker



Just when I was making great progress on my Rampside I had to put on the brakes and take a break. On Thursday, July 2nd, at 8:45 am I had Carpal Tunnel surgery done on my left wrist for the second time in nine years. That procedure will stop me from working on my truck for 3-4 weeks.

When Kathy and I owned Pioneer Campground I needed both of my wrists operated on for the same reason, Carpal Tunnel issues. The right wrist was operated on first and the left wrist was operated on one month later. After the first surgery my right wrist was and still is 100% perfect, the operation was a success. But the results of the operation on the left wrist turned out to be less than perfect.

For nine years I've lived through numbness and tingling on my index finger and my middle finger. Anytime my left hand was held in one position for a short length of time, such as holding a steering wheel while driving, my hand would begin to hurt and become numb. I would have to shake my hand and lay it on my lap all the while moving it around slightly with hopes of finding the sweet spot so it would quit hurting and tingling.

The pain, numbness and discomfort had gotten to the point when writing letters or articles such as this one on my computer I would have to use the index finger on my right hand and my third finger on my left hand. Yes, I'm a key plucker rather than a typist but I can do quite well using both of my index fingers.

So once again I went under the knife but this time by a different surgeon with hopes of having a pain free left hand after the surgery. A hand which will be useful during the remainder of my life which should be about 100 years.

What am I doing with my free time since I cannot work on my truck you may be asking? I
continued

Smooth Operation, continued

do a lot of cooking for Kathy and I which I've always done and enjoyed. I've also taken up walking for fun. I started by walking several blocks around my house then two miles around my neighborhood then 2.5 miles for several days and yesterday I walked five miles during two different walks. I wave to everyone who is working in their yards, I stop and talk about old cars I see in their driveways which I would like to own someday (don't mention that part to Kathy please). I nod to some people and I pet their pets.

I'm having a great time and I'll continue to talk with people during these walks while I allow my hand to heal. I'm also planning the next job on my Rampside and I continue to think about those other cars I want. (Remember, you-know-who doesn't need to know about you-know-what.)



Halt! You're Under A Wrist!

NJACE Calendar of Events

All group activities continue to be paused due to the coronavirus pandemic. However, we will continue to hold ZOOM online breakfast meetings. The next one is Saturday, August 1st, at 9:00 AM. And as always, watch our Facebook page, our periodic emails, and this monthly newsletter for updates.

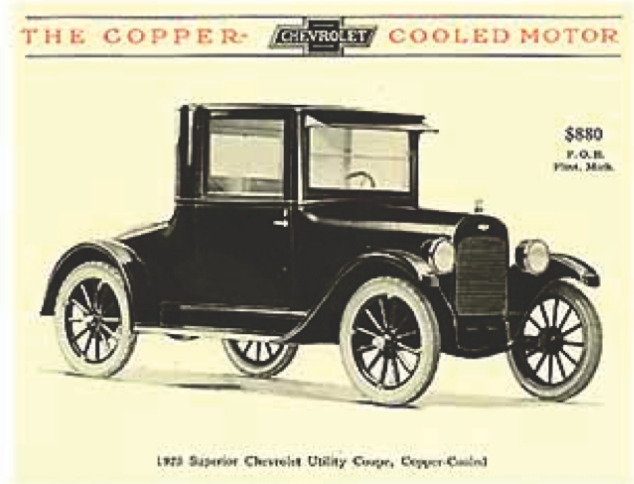
Corvair Preservation Foundation Acquires a Copper-Cooled Engine

by Al Lacki



Corvair was not the first Chevrolet with an air-cooled engine. It was preceded in 1923 by the ill-fated Series M Chevrolet designed by Charles F. Kettering, head of General Motors' R&D department.

Kettering reasoned that copper transfers heat ten times more effectively than cast iron and so the Series M engine had copper cooling fins electro-brazed to the cylinder jugs rather than the usual cast-in iron fins. To distinguish it from other cars with air-cooled engines, Chevrolet referred to the Series M engines as "copper-cooled."



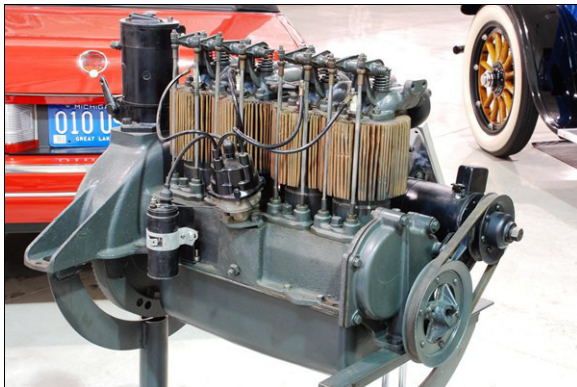
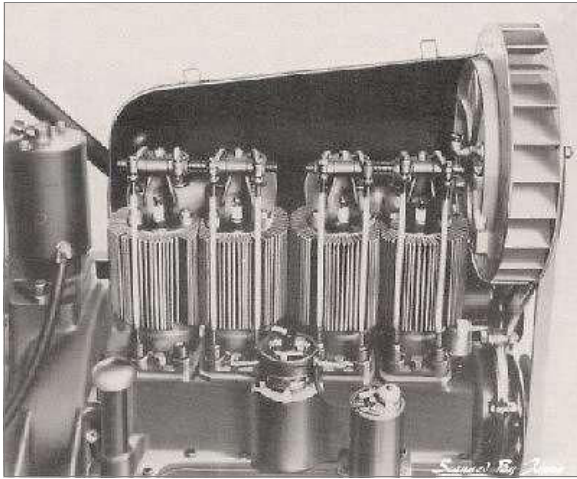
In theory, it was a wonderful idea, but the car was introduced to the public before the engine was fully developed. The few that were sold to the public had problems in the field. Instead of blowing cooling air down into the engine, the blower on the copper-cooled engine sucked air up from the bottom, thus coating the valve train with any dirt and dust kicked up as the car traversed the many unpaved roads of that era.

To make matters worse, drivers lugged the engine, meaning that the blower didn't spin fast enough to draw sufficient air across the cooling fins. The engines overheated, the cylinder barrels warped, and the engines lost power.

continued

CPF and Copper Cooled, continued

The problems were so prevalent that Chevrolet recalled all the Series M cars and promptly scrapped them. Only two are known to exist, one being on display at the Henry Ford Museum in Dearborn, Michigan.



But that's not the end of the story. Before joining Chevrolet, Kettering ran the Dayton Engineering Laboratories Company. Established in 1909, it's primary business was manufacturing electric generator sets. This was in the days before the federal Rural Electrification Administration extended the grid out into the countryside.

But farmers and their wives wanted to enjoy the benefits of electric lighting, tools and appliances and so they bought Kettering's generator sets by the thousands. There were other competitors, but Kettering's generators were the most popular. They were sold under the "Delco-Light" trade name.

General Motors bought Delco in 1918 and kept on selling Delco-Light generators all the

way up to 1947. Most of them were powered by one-cylinder air-cooled engines that ran on kerosene. But a four-cylinder unit was also offered and aside from the crankcase and a few other details, it was essentially the same copper-cooled engine that Kettering designed for the 1923 Series M Chevrolet.

Although it made a terrible automobile engine, it worked fine as a stationary unit. Some were even used in GM manufacturing plants as pony engines. It's impossible to find a Series M engine today. But a few four-cylinder copper-cooled Delco-Light generator sets still exist. You can see a couple of running examples on YouTube.

Completely Installed for \$248.00 East of Mississippi River Slightly Higher West

This Model 625 Delco-Light Can Be Completely Installed in the Home Ready to Turn on the Lights, For Only \$248. [East of the Mississippi River]

Complete Installation Consists of

1. One Model 625 Delco-Light 32 Volt Generating Unit, equipped with Delco Starter.
2. Standard 6 Volt Exide Starting Battery.
3. Set-up of Plant, [concrete base to be furnished by Purchaser.]
4. Wiring house for 5 outlets, to be located wherever specified by purchaser.
5. All supplies necessary, including wire, insulators, etc.
6. Standard Set of 5 Fixtures, complete with bulbs.
7. Price includes freight paid to all points east of the Mississippi.
8. Easy terms to suit convenience of purchaser.

Recently, long-time CORSA member Lee Elder donated his Delco-Light generator set, complete with its four-cylinder copper-cooled engine, to the Corvair Preservation Foundation. CORSA and CPF Director Jerry Brown explains how this came about:

"A friend of mine who was helping me repair my house knows Lee Elder from a Florida Corvair club and asked me if I knew of any museum to which Mr. Elder could donate the generator. I didn't hesitate and said we will take it. David and I went down to Mr. Elder's home and spent two days with him. He was happy to have two Corvair crazy people for company.

"Sorry to say, Mr. Elder has terminal stomach cancer. He is the one to get the credit for the donation."



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Minutes

**of the
 General Membership Meeting
 Saturday, July 4, 2020
 Conducted online via Zoom**

[Prior to the start of the meeting, Bob Marlow explained to the attendees the need for the club to hold four business meeting per year, per the club by-laws. The pandemic having prevented us from having in-person meetings so far this year, this first meeting of the year was conducted via the Zoom online meeting platform. Future meetings will be held online or in person as conditions permit.]

The meeting was called to order at 9:06 AM by Vice President Nick Ford.

Upon motion duly made and seconded, the Treasurer's Report for the quarter ending June 30 was approved as distributed to the membership via email.

Upon motion duly made and seconded, the Minutes of the prior meeting, December 7th, 2019, were approved as published in the Fanbelt newsletter.

Activities Report: The club picnic is to be held on July 26th at the Ashley's with a rain date of August 2nd. Social distancing will be observed. It was pointed out that the Ashley's back yard would provide more than ample space. The Officers will consult with the Ashley's on the best way to handle the food and drink at the picnic. An email will be sent to the membership with the details.

Publicity Report: Bob Marlow talked about the web page classified he has created showing cars and parts for sale by NJACE members. It is located at <https://garagekey.blogspot.com>.

Old Business: None was brought forth.

New Business: None was brought forth.

Upon motion duly made and seconded the meeting was adjourned at 9:18 AM.

Respectfully submitted,
 David Malcolm, Secretary

After the official meeting, discussion was opened for members to talk about what they are doing Corvair related. Brian O'Neill had gone to South Carolina to rebuild the engine in his grandson's car. He mentioned that this is the first time he's seen a

continued

NJACE Classified Ads for August, 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. Parts and accessories too! Updated regularly. 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.



Yes, we're ZOOMing again this month, with an **online ZOOM breakfast on Saturday, August 1st**. On that day, shortly before 9:00 AM, we'll send notification of the meeting via email, with the link to join.

Minutes, continued

110 drop a seat. We need to remember the age of our cars.

Our club's Facebook page has been active with Frank Hunter's trunk restoration and Ray Coker's down to the bare metal restoration in progress on his ramp side. Worth a look if you haven't been following them.



Find us on
Facebook

Minutes
of the
NJACE Officers' Meeting
July 16, 2020
Held online via Zoom

Present: Brian O'Neill, President; Nick Ford, Vice-President; David Malcolm, Secretary; Tim Schwartz, Treasurer; Steve Calandra, Activities VP; Bob Marlow, Publicity VP

The meeting was called to reach a consensus among the officers after several informal discussions about the best procedures to adopt for the Club picnic scheduled for July 26th at the Ashleys.

Given the need to keep social distancing, the discussion focused how to hold the picnic with safeguards in place for the well-being of our membership given the prevalence of the virus and the age and health conditions of some of our membership.

It was agreed that it would be difficult, if not impossible, to keep everyone safe. With regret the Officers decided to cancel the picnic this year.

Brian would speak with the Ashleys and Brian and Bob would compose an email informing the membership of our decision to be sent out as soon as possible. *[The email was distributed on July 19.]*

Respectfully submitted
David S. Malcolm, Secretary

When the Wheels Meet the Road

by Ray Coker



This article is a little different, it's not about Corvairs. It's a human-interest article about breaking and setting world records on a bicycle.

A bicycle has been ridden by almost everyone. It has allowed us to ride to a friend's house, ride to a school, ride to a store, ride for our health and to ride for the pure enjoyment of it.

In May of 2017 an avid bicycle rider set a new world record by riding 86,573 miles in one year. She rode every day for one year, 365 days in a row, averaging 237 miles a day. On her last day she rode 302 miles which didn't stop her quest to be the longest distance rider ever. She then set her mind on breaking the record of being the cyclist who reached 100,000 miles in the shortest amount of time. So after riding continuously for 365 days to set a new world record she got back on her bicycle and continued riding until she reached the 100,000 mile mark which she did in 423 consecutive days, setting another world cycling record.

As you read this article identify a place 237 miles from your house and think about riding that far everyday for 365 days in a row. Rain, sleet, cold, hot... every day for one solid year.

These unbelievable accomplishments were reached after a cycling accident in 2011 when she and her father were riding their bikes together and both of them were hit by a car. She suffered brain and spinal injuries which took several years to overcome. Her father also suffered spinal injuries which required several surgeries to correct.

The records were set by riding in a state park in Tampa, Florida, on a 7-mile paved track built for cyclists. This allowed her to ride safely with no vehicle traffic to worry about and it allowed her parents, the state park rangers and the Guinness Book of World Records personal to document her mileage every day during the 365 days then the 423 days of continuous cycling.

continued

When the Wheels Meet the Road, continued

Many local cyclists used to join her at the park but they could never match her endurance or her determination. She has also ridden across America just for the heck of it.

If you Google her name you will be able to read many articles about her world records and where she is now... riding her bicycle. She is a UMCA (Ultra Marathon Cycling Association) and Guinness Book record holder for the greatest distance cycled in a year, fastest person to cycle 100,000 miles, and the greatest distance cycled in a month.

Her name is Amanda Coker and I'm proud to say she is a 2nd cousin of mine.



Now it's time to get out your trusty bicycle, pump up the tires, lubricate the chain, adjust the brakes, put your safety helmet on and beat Amanda's records. I'll wait here.

OCD

by Bob Marlow

One of my "things" is paint on parts of a car that aren't supposed to be painted. When I bought my yellow 1965 Monza four-door, which had been repainted about 20 years earlier, it had paint on such things as the deck lid latch (should be unfinished metal), rubber body grommets and bumpers (should be plain



black rubber), and even the lens for the license plate lamp (should be clear)!

Little by little, I have been fixing these things. I bought new rubber pieces and a license lens from Clark's. I bought a clean used deck lid latch from the Corvair Ranch. I even removed the rear grille and repainted the engine shrouds that had been given yellow overspray two decades earlier.

Oh – that rear grille. It was entirely yellow. This would not do! A 1965 Monza is supposed to have silver paint on the louvered portion.

For all late model Corvairs, '500' models had rear grilles that were body color, Monza models had silver paint on the louvered portion, and Corsa models had bright inserts (1965) or a bright surround (1966). Many Corvairs, regardless of model, when repainted end up with rear grilles that are entirely body color. It's a glaring error in my view!

So during the pandemic downtime, I decided to fix this. Problem is, I'm not a painter. Ashley's Auto Body to the rescue! At Ashley's, their painter, Kevin, understood exactly what I wanted and did a masterful job of stripping the grille to bare metal and refinishing it. He and Larry then made the suggestion to repaint the entire rear panel of the car below the bumper so as to minimize any possible mis-match between the new paint and the adjacent 20-year-old paint.

Here's the final product:



The result pleases me immensely and has put my obsessiveness to rest... for now. I'll soon find other details to obsess about!

More Concept Cars

... in which the concepts are entirely, um, conceptual
(From unknown artists employing Photoshop)

A Late Model "Nomad" wagon...



(Image submitted by Nick Mirabella)

I think it would look better if it was based on a four-door...



But maybe you'd prefer something in a pickup?

