



Fanbelt

June, 2011

www.corvair.org/chapters/njace

New Jersey Association of Corvair Enthusiasts



LOOK

**at this distinctive exhaust system
on Al Lacki's 1966 Corvair
and read all about it in this issue!**

Plus – America on Wheels, June 12 – details in this issue

**Will you get a free breakfast this Saturday, June 4,
at the Pronto Deli?**

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 camera-ready or PC-compatible or type-able copy.

NJACE is a chapter of the Corvair Society of America (CORSA), Inc., P.O. Box 607, Lemont, IL 60439. Meetings of NJACE are held periodically at locations and times as announced in this newsletter. All interested persons are welcome. Additional events and activities are held throughout the year. Membership in NJACE is open to individuals and families. Information and applications are available at any meeting or by writing to NJACE, P.O. Box 631, Ridgewood, NJ 07451, or by visiting www.corvair.org/chapters/njace.

Free Breakfast?

You bet! Every month, one member wins a free breakfast at our monthly gathering at the Pronto Deli on Ridgedale Avenue in Cedar Knolls. It could be you!

But it can only be you if you are there. We draw a member's name from a hat, and if that member is there, he or she wins! But if that member is not there, we draw again – and again and again until we have a winner.

So come on out this Saturday morning, June 4, for breakfast with your NJACE friends. It might just cost you nothing!



Sunday, June 12

Join NJACE for a trip to the America on Wheels Museum in Allentown, Pennsylvania, on Sunday, June 12

Why? Because there is a direct Corvair connection.

The AoW museum is a terrific facility, with well-presented displays in an architecturally interesting building. Feature displays change regularly, meaning that return visits always offer something fresh. And beginning this month, a special exhibit marking 100 Years of Chevrolet is opening.

This exhibit will be on display through March of next year, and it includes, very appropriately, a Corvair. But not just any Corvair. The Corvair is owner by Larry Asheuer of the Philadelphia Corvair

Association, and it is the 1960 Monza coupe originally restored by NJACE's own Larrys, Larry Ashley Senior and Junior.

Larry Asheuer has expended considerable effort preparing the car for inclusion in this display, and the Philly club is making a day of it on June 12, too. So we can expect a good number of Corvair friends to be on hand.

You have the option of traveling to the museum on your own or joining up for an NJACE caravan. The caravan will meet at the Clinton Station Diner, at Exit 13 on I-78 westbound. We will depart the diner at 11:00 AM, so you can come early for brunch or just meet us a few minutes before departure.

The museum is an easy 45-minute drive from the diner. The museum is located at 5 North Front Street, Allentown, PA 18102. That's near the Lehigh River, where Hamilton Street meets Front Street, and there is parking alongside the building. Museum admission is \$7.00 for adults and \$5.00 for seniors (62+). Students (age 6-16) are \$3.50 and children 5 & under are admitted free.

So plan to join us (and our friends from the Philadelphia Corvair Association) on Sunday, June 12. Remember, our caravan departs the Clinton Station Diner at 11:00 AM.

- Clinton Station Diner, I-78 westbound Exit 13, Rt 173 & Bank Street, Clinton, NJ 08809.
- America on Wheels Museum, 5 North Front Street, Allentown, PA 18102.



**Trip to the museum
departs the Clinton Station Diner
11:00 AM on Sunday, June 12.**

Cure for the Droopy Duals Super-Flow 2x1 Exhaust System

by Allan Lacki

Dissatisfied With Your Factory Duals?

When the engineers at Chevy designed the 1965 Corvair, they didn't anticipate the dual exhaust system on the 140 engine. They made the battery shelf in the engine compartment too low.

To squeeze the a muffler into the limited space below the battery shelf, Chevy decided to tilt the left-side muffler at a different angle than the right side muffler. So, the tailpipes come out of the rear of the car at different heights.

Also the Corvair power train is offset by an inch or two to the left side of the car so that the left side tailpipe sticks out further than the right side pipe.

It is also a fact that, back in the dark days of the '70s, when the average Corvair had valve clatter and leaky O-rings, many old 140-horse 'Vairs dragged their mufflers down the street – an ignominious indignity that could have been avoided if Chevy had installed a muffler hanger on the front (as well as the rear) of each muffler.

I, Too, Was a "Dually-Man"

I wanted duals for my Corvair ever since I laid my eyes on my first J.C. Whitney catalog, nearly 45 years ago! And so, when I bought LeHeap, I ran straight down to my local Midas Muffler shop and bought his last remaining set of Corvair dual exhaust pipes, replete with a pair of golden Midas mufflers. Off went the single exhaust and on went the duals. Oh, and did they sound sweet!

[Editor's Note: "LeHeap" is Al's beautiful 1966 Monza coupe. It received the name "LeHeap" before Al restored it, and the name has stuck despite the car's makeover.]

Not being obsessive, I didn't care if the tailpipes didn't hang so perfectly. The factory didn't care. Why should I?

Born-Again Single-Exhaust Sympathizer

But then, about two years ago, my friend and mentor Brian O'Neill pointed out that the tailpipes on LeHeap pointed in different directions! No problem, says I! I'll shim the hangers and make 'em right! But I found you can shim and fiddle all you want, but you won't reach Monza Nirvana with your

factory duals. They will always look a bit cock-eyed. And that's when I became a born-again single-exhaust sympathizer!

Quest for the Big Singles

Around this time, I learned that two Corvair guys, Matt Nall and Daniel Monasterio, designed and produced a wicked-looking single exhaust system for Corvairs, with a huge 3" diameter collector can. They marketed their system as the "Big Singles." But alas, just as I had seen the light, Matt and Danny went out of production, and so no more Big Singles were available! Here's a photo of one of the Big Singles:



There was only one alternative, and that was to make my own. So, LeHeap went up on jack stands and I crawled underneath it for a weekend, measuring every possible dimension and potential point of interference, which I transferred to drawings which were to serve as the basis for my first mock-up, fabricated from PVC plastic plumbing pipe purchased from the local Lowe's home center. In the mean time, I scoured the internet, searching for jobbers who would sell exhaust tubing, exhaust reducers, exhaust expanders, exhaust adapters, and pre-formed merge collectors. Then, after repeated fittings, I finally settled on a final design.

Only one problem: Nobody, but nobody sells exhaust flanges for Corvairs! Not Midas, not Munro, not NAPA, not JEGS, not nobody! I was stumped. Finally, I put out some feelers on the Corvair discussion boards on the internet. I got some interesting responses. For example, one writer suggested that I should buy a pair of U-pipes from Clarks – in other words, install a set of factory duals! Ugh.

But lo and behold, I received a response from Daniel Monasterio – the same Danny who manufactured the Big Singles. He indicated that he still had a stash of flanges in stock, and so we made a deal. Now, Danny lives in Mexico, and he

cautioned me that it would take some time for the flanges to make it across the border. And indeed, it took a month for them to arrive. It was just a little envelope with four flanges inside. But now I knew I could make this project really happen.

At this point, I started looking on the internet for a shop that could bend the pipes to my specifications. And indeed, there are several, but they are very, very expensive.

The proprietor of my local hot rod shop, Charlie Poplosky, suggested that I stop by to see Claude and Michael Mervine, a pair of brothers who run a custom exhaust shop on the other side of the city. I provided Claude and Michael with the flanges I bought from Danny, a pair of merge collectors I bought from an exhaust supply house, and my PVC plastic mockup. Michael bent and welded the pipes for me, making two sets: one for LeHeap and one for Show-and-Tell.



What About the Muffler?

If you have ever adjusted the valves on a Corvair with factory duals, you've probably resorted to removing the exhaust system entirely because the mufflers are in the way. This problem is entirely eliminated by the SuperFlow 2x1 Exhaust System. Of course, because it is a single exhaust system,

there is no left-hand muffler to restrict access to the valve cover on the left bank of the engine. But the SuperFlow system provides plenty of clearance on the right-side, too! How is this possible?

By positioning the muffler as far outboard as possible. Unlike the factory systems, which position the muffler alongside the rear tire, the SuperFlow positions the muffler well behind the rear tire, up in the cavity of the rear quarter panel. And this necessitates a short, fat muffler with inline inlet and outlet openings.

Where in the world could such a muffler be obtained? Well, in my search for exhaust system parts, I got on a first name basis with Mike Forbes of Heartthrob Exhaust Inc. out in Minnesota. You can visit their website at

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

Mike agreed to take one of his standard Velocity mufflers and put the inlet and outlet on the same side, thus fulfilling my requirement.

Now a Heartthrob Velocity muffler is a real hot-rod muffler. Similar in design to a Series 40 FlowMaster, it's really LOUD. But the hot-rodders out here in Pennsylvania love it! They've never heard such an angry Corvair before!

There are alternative mufflers, of course, and some day, I'll replace the Heartthrob Velocity muffler with something quieter. For example, Mustangs from 1999-2004 used inline offset mufflers with nearly identical dimensions to the Heartthrob Velocity muffler. A company named SpinTech also makes some very interesting mufflers based on proprietary noise-canceling technology. You can visit them at: <http://www.spintechmufflers.com/>

Strapping It On

I designed this system to make use of the factory exhaust hanger which relies on a long metal strap to fasten the muffler to the right-side cylinder head. As I was installing the system on LeHeap, I found that

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the factory strap was not long enough to wrap all the way around the big fat Velocity muffler! And so, I went shopping for 3/4 inch wide stainless steel strap – the kind that municipal road departments use for fastening traffic signs onto street light poles.

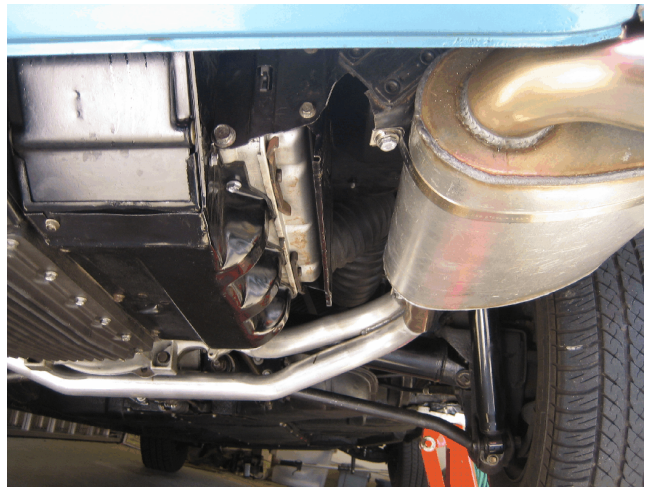
Yikes! You can't buy this stuff by the foot. Instead, you have to buy it by the reel, at \$100 a pop!

So I searched and searched and finally found somebody selling a reel of this stuff on eBay for a quarter of the price. Problem solved. Anybody need some stainless steel banding strap?

We're Now Doing Road Tests

Big Al's "Red Bat Speed Shoppe" is currently testing the SuperFlow System by the most scientific means possible: By driving LeHeap to lots of car shows! I want to make sure this system is physically bullet proof. So far, so good. We've encountered no exhaust leaks and nothing has broken.

Will the SuperFlow System ever go into production? Hmmm. So far, it's just a moon-age day-dream.



Franklin Lakes Report

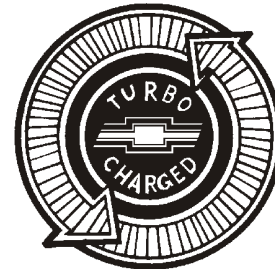
by Bob Marlow

After what seemed like 40 days and 40 nights of rain, we got a nice day just in time for the annual VCCA car show in Franklin Lakes on May 29.

My informal census tallied 15 NJACE members on hand, albeit not all with their Corvairs. Unlike last year, where I placed my Rampside in the show, this year I signed up for a vendor spot and, again with the Rampside, and this space became an informal NJACE gathering place.

Larry Ashley very kindly brought along an EZ-Up style canopy, and with shade on what ultimately became a rather hot day my vendor space became an informal NJACE hangout.

The Franklin Lakes show draws a wider variety of cars than do many car shows, and it does a good job of bringing car enthusiasts of all stripes together. If you have not yet attended this show, put it on your calendar for Memorial Day next year.



Name Tag Update

by Dick Cashion

If you are one of the members who requested a club name tag, please be advised that this project is on hold due to the recent tornados in Joplin, Missouri, where our supplier is located.

At present, our concern is more for the well-being of our supplier and their families and neighbors than it is for our name tags. We will update you further when more information is available.

Calendar of Events for 2011

Mark your personal calendar with these great NJACE events and activities for the coming months:

- ✓ **First Saturday** of each month, informal breakfast gathering at the Pronto Deli on Ridgedale Avenue in Cedar Knolls, 9:00 AM.
- ✓ **Saturday, June 4**, informal Tech Session at Ashley's Auto Body, immediately following the breakfast. Note, this is our last session for the summer; monthly tech sessions will resume in September.
- ✓ **Sunday, June 12**, visit to the America on Wheels Museum in Allentown, Pennsylvania. Complete details on page 2 in this issue.
- ✓ **Saturday, July 9**, Our Annual Summer Picnic, one week after the July 4th weekend, at the home of Larry & Donna Ashley in Flanders. The pool is in and it is open! Full details in next month's issue.
- ✓ **Weekend, July 15-17**, Hemmings' 5th annual New England Concours. Last year Corvairs were a featured car, this year it's 100 Years of Chevrolet and we are returning.
- ✓ **Saturday, August 13**, Corvair Night at the Races at Wall Stadium *or* **Sunday, August 14**, Hardyston Fire Department Car Show at Wheatsworth Field.
- ✓ **Weekend, September 9-11**, annual Camping Weekend at the Pioneer Campground in LaPorte, PA.
- ✓ **Sunday, September 18**, the Central Jersey VW Society's All Air-Cooled Show at the Swim and Sport Club of Flanders.
- ✓ **Saturday, October 15**, our annual Fall Foliage Tour.

All events listed, except Camping Weekend at the Pioneer Campground, are counted toward our annual Mary Paxton Participation Award and Bill Ableson Corvair Driver Award.

June Tech Session

Again this month, Larry Ashley will open the doors at Ashley's Auto Body in Flanders for a club tech session, immediately following the club breakfast this Saturday, June 4.

The principal topic this month will be basic carburetion. Our scope will range from a simple swap of carburetors – replacing worn originals with fresh rebuilt units – to diagnostic sleuthing on a carburetor that is not performing properly.

If you have never tinkered with your Corvair's carburetors, then the "swap" will be a great way for you to learn some of the basics. And if you're an old hand at Corvair carburetors, the troubleshooting on will be an opportunity for you to help diagnose a vexing problem.

Note, this will be our last monthly tech session until the Fall. July and August will be summer vacation months for the tech session, which will return in September.

Also, this month's tech session will be somewhat abbreviated, as Larry has a prior engagement for later in the day which will require us to close up shop slightly earlier than most months.

