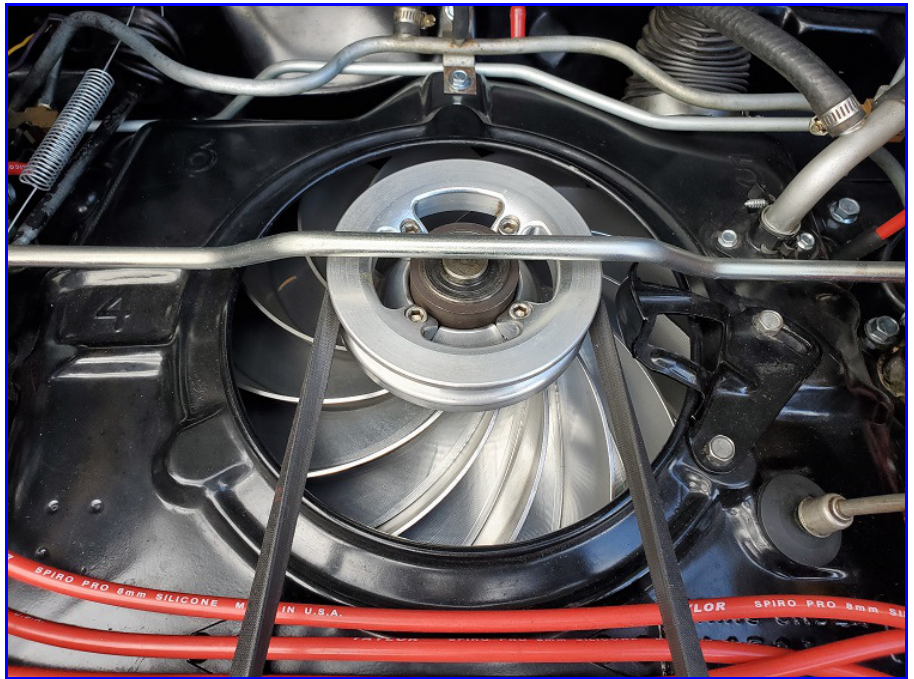


Why is a **NASH** Fan

in this Corvair?

**Answer:
It's not the NASH
you remember**



Read about it in this issue

Plus:

- ★ **Travel with Ray and Kathy to Maggie Valley, NC**
- ★ **Quiet things down with David Malcolm**
- ★ **2022 is nigh, and we have plans!**

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. Commercial advertising space is also accepted, please contact the editor for details. (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, Long Lake, MN 55356. 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.

The *NASH* Fan

It has nothing to do with Nash automobiles (1916-1957). It's called the Nash Fan because the project is that of Corvair owner Kevin Nash in the Pacific Northwest.

The Nash Fan is a billet aluminum engine cooling fan specifically designed for the Corvair engine, with the goal to provide more cooling air delivery than a 1964-69 magnesium fan, as well as delivering more pressure.

The power requirement to drive the Nash Fan is less than the stock Corvair fan and there is a noticeable performance increase at engine speeds above 3,000 RPM and a dramatic performance gain at engine speeds over 5,000 RPM.

Nearly one decade of research and development has been devoted to the design and manufacture of this fan. Look again at the photo on page one. Not only are the radial fan blades curved, but there is an accompanying pulley with ports to admit more air close to the center of the fan.

Additional design enhancements, not pictured, are available.

Ray Coker snapped the cover photo of a Nash Fan-equipped Corvair in the wild at the recent *Vairs in the Valley* event. The Nash Fan is not yet widely available and it is pricey at the moment, and development is ongoing. But the potential is exciting. Want to learn more?

<http://corvaircenter.com/phorum/read.php?1,931610,page=1>

and

http://www.american-pi.com/corvair/html/nash_fan.html



The Nash Fan has nothing to do with this Nash!

Vairs In The Valley

by Ray Coker

Kathy and I decided to attend the 2021 Corvair gathering in Maggie Valley, North Carolina, October 15-16. This event is known as *Vairs in the Valley*, and this was our second time attending. Both of us wish we had attended it many times before. The gathering of Corvairs, many of which you won't see in New Jersey (or Pennsylvania), makes you realize what a popular car this really was and still is to many.



In 2019, when we went there for the first time, there were in excess of 110 Corvairs on hand. I personally watched 104 of them leave the parking lot for a parade down the main drag and back. This year there were about 60 Corvairs on hand. We discovered some people are just not ready to be around crowds and decided to stay home.

In 2020 the event was cancelled due to COVID but we met several Corvair owners this year who went there anyway in 2020. They ones who were there named It the "Coincidence Meeting." *What a coincidence seeing you here* was the saying which they all said with a wink and a smile.



This year there was no Autocross due to the rise in costs for insurance coverage and a location to run the cars. Every motel, hotel and B&B was

Vairs in the Valley, continued

booked with tourists all of whom wanted to explore the wonderful countryside, so finding a parking lot for the Autocross would have been nearly impossible anyway. There were used parts vendors on hand, Russell Davis was there with his “must have tools” and of course several cars were for sale.

At any car event you’ll find a circle of lawn chairs supporting the backsides of friends and strangers all with the same interest. A photo here shows such a group, strangers becoming friends.



A Greenbrier...



A Rampside...



Here are some more photos from the event:



This 1961 wagon was for sale... \$18,500...

And a... um, err...



Vairs in the Valley photos continue on the next page

More Vairs in the Valley photos



Two views of an award-winning engine compartment



Fuel Injection!



For those who prefer stock, original



*What's wrong with this Rampside? **



* Answer: It's not a Rampside. It's a Loadside, the rarest of Corvairs, built only 1961 and 1962, no side ramp!

Still more Vairs in the Valley on the next page.

More Vairs in the Valley photos



A photo that will prevent Billy Bruce from ever seeking public office: Ray Coker (L) with Billy.

Before going to Maggie Valley Kathy and I spent two nights in a tree house in Robbinsville, NC, where we had a chance to drive the *Tail Of The Dragon*. Unfamiliar with it? Google it. I'm not being lazy, it's just too much to explain here and now. Rumor has it Moonshiners used to run this 11-mile very curvy road. Read up on it, you'll be impressed.



North Carolina Tree House accommodations



The Tail of the Dragon
(or, My Tail Would be Draggin')

In April of 2022 we want to go to Helen GA for the Springfest. More Corvairs & more strangers becoming friends.

A Travel Note: Be aware of fake online reservation systems. We were not affected, but 19 people who arrived expecting a room where we stayed were turned away. A notice posted by the Maggie Valley Visitors Bureau listed three different reservation sites that had taken advantage of people expecting rooms in the B&B where we stayed.

I cannot imagine how many other people's vacations were ruined throughout the whole town. If it happened in one location you can bet the scammers didn't stop there. It was terrible watching them being turned away one after another. One couple rode their motorcycles from Canada, they didn't even have a car to sleep in while researching alternate lodging.

At our club breakfast on October 2nd, President Brian O'Neill musters the breath necessary to blow out a single birthday candle. If we told you how old he is, you would be surprised to realize that numbers went that high.



A Tale of Two Projects

by David "Scotty" Malcolm

It was the best of times, it was the worst of times... it was the season of light, it was the season of darkness, it was the spring of hope, it was the winter of despair.



The cardboard behind the rear seat and package shelf was torn, scratched and stained on my 1969. My having replaced the seat upholstery, door panels and headliner made it look even worse. It needed to be replaced. I figured while I had the seat and cardboard out it would be a good time to add some sound insulation to the areas under the seat and on the wheel wells.

You're never going to make your Corvair as quiet as a new car but there's room for a great improvement. I had already added a new Clark's pad under the engine lid but most of the noise on our Corvairs seems to come from the rear firewall and under the seat. While I've read of various approaches to sound insulation I wanted to see if there was a complete kit for this.

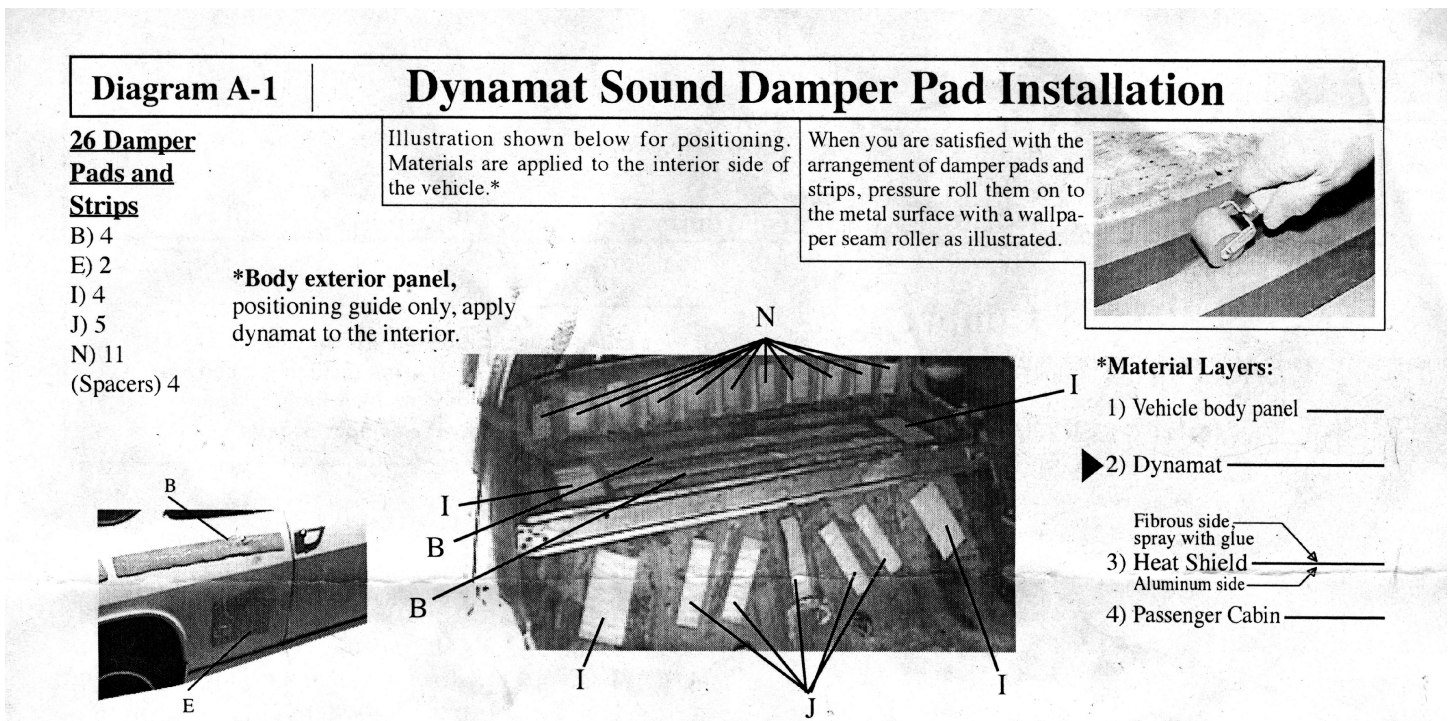
Project One

A bit of internet research turned up a Quiet Ride kit for the rear seat area on LM coupes. Clark's doesn't carry it so I ordered it from OPGI. It is fairly complete including sections of Dynamat, foil panels for behind the rear quarter panel upholstery, foil covered jute panels already cut to size, spray adhesive and aluminum tape for the seams.

Removing the rear seat, quarter panel upholstery and card board, I found the paint code written below the rear window. The instruction sheet with the kit, Diagram A-1, below, shows where all of the sound deadening materials are to be placed. Note that a piece of Dynamat is included for the top of each of the wheel wells.

The materials in the kit fit well. Prior to putting the materials in you should clean the metal with something like mineral spirits to get off any grease or dust for best adhesion. You will need a good roller to get the material pressed tightly to the metal. I tried to get by with a wallpaper seam roller but it broke in the first five minutes.

continued



A Tale of Two Projects, continued

I felt that more sound insulation couldn't hurt so I got a roll of Sonic Barrier which is aluminum covered butyl to apply over the pads in the Quiet Ride kit. I covered almost all of the area under the rear seat and package rack with several layers. It cuts easily with a utility knife and adheres over the other materials. I would recommend wearing strong gloves when handling this material as the edges being .1 mm thick aluminum are very sharp.

The photo below shows the Barrier installed and also the heavy foil panel included in the Quiet Ride kit that goes behind the upholstery panels. If you have rear seat belts you also need to cut a holes to reinstall the bolts. Also make sure you've left enough clearance to get the rear seat bottom back in.



The next step is adding the foil covered jute panels in the kit using the spray adhesive provided. Diagram B-1 shows the pre-cut panels provided as well as a picture of the finished installation. You finish the job by covering all the seams with the foil tape. Figure 3 shows the rear with the foil/jute panels installed and all of the seams taped.

First project completed successfully except for the slight delay of a visit to Urgent Care to get five stitches from careless handling of the Sonic Barrier. Hopefully it will quiet down the interior noise.

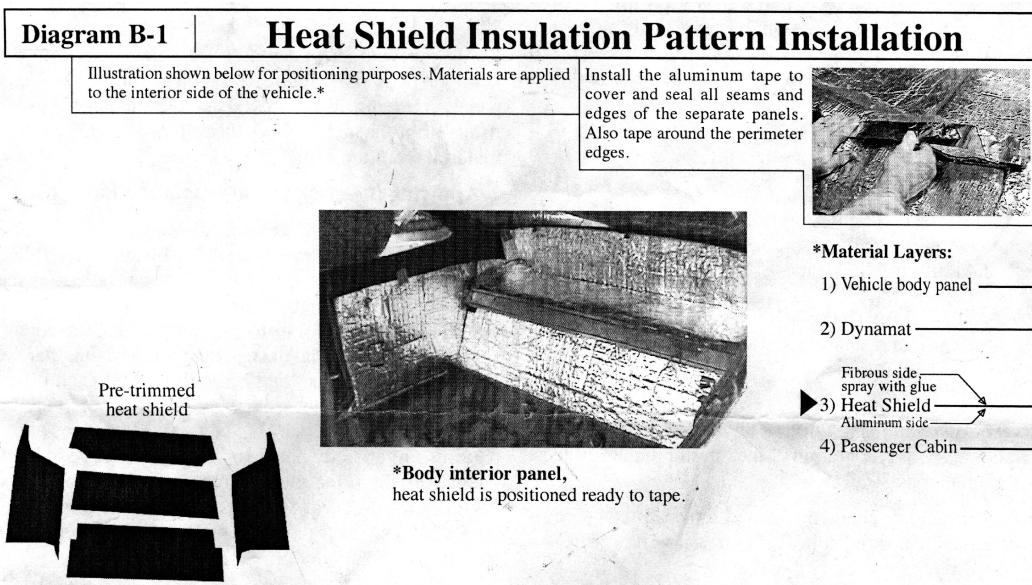
Materials and Suppliers:

OPGI Part# CV00200 \$154.99
 QuietRide Insulation Kit,
 1965-1969 Corvair 2-Dr Coupe Behind Rear Seat

(Above kit is no longer listed on the QuietRide web site. They do carry sets for both EM and LM for practically every body panel. OPGI may still have some in stock.)

Parts Express www.parts-express.com/
 Sonic Barrier UT-25 Ultra Sound
 Vibration Damping Sheet Silver Foil 25 sq. ft. Roll
 Combined 0.1 mm of aluminum and 1.5 mm high-quality grade butyl, peel-and-stick application.

Stay Tuned for Project Two next month, the saga of trying to install Clark's carpet kit that covers the cardboard and the back of the fold down seat back.





A Word About This Box:

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This Treasurer's Report was prepared for the October newsletter, but circumstances prevented it's inclusion in that issue. So, late but not obsolete, here it is:

NJACE Treasurer's Report September 30, 2021

Checking Balance
as of June 30, 2021 \$3,146.70

INCOME:

Dues	\$ 38.00
Checking Interest	<u>0.40</u>
	+ 38.40

EXPENSES:

Food & Refreshments
(Picnic and Tech Session) \$210.25
-210.25

Checking Balance
as of September 30, 2021 \$2,974.85

CD Balance
as of June 30, 2021 \$5,012.40

Interest for the period	<u>\$ 4.43</u>
	+ 4.43

CD Balance
as of September 30, 2021 \$5,016.83

Grand Total
as of September 30, 2021 \$7,991.68

-Tim Schwartz, Treasurer

This box, varying only in location and shape, appears in every issue of our newsletter. Only rarely does it vary in content. And that might be a problem!

At our October breakfast meeting, this entire slate of officers was re-nominated for next year. No other nominations were made.

It's nice that the membership appreciates the job being done by the officers to help keep the club relevant and vibrant. But some of these officers have been in place for decades! We are at risk of stagnation without some new blood, some fresh perspective, some different viewpoints.

We are certain that YOU have talents that you could bring to the officers' table. Won't you consider stepping up to help your club? Volunteer to run for any of the positions. From President down the list to Publicity VP, all spots are eligible.

At our club breakfast on November 6 we will be soliciting additional nominations. Please consider stepping up to help guide your club!

Party Time!



We are looking ahead to 2022, and already we have secured a date for our annual Holiday Party!

The Holiday Party, like so many things, fell victim to the pandemic in 2021, breaking a streak that extends back to our club's very first year. But, barring any unforeseen development, it's back and it's going to be a welcome event!

We are returning once again to the Cannon Gate at Picatinny Arsenal, and we'll have full details in next month's newsletter. But for now, mark the date: **Sunday, January 23, 2022.**

Plan on it!

Award-Winning Newsletter

In the absence of a CORSA Convention in both 2020 and 2021, thanks to the pandemic, CORSA's annual chapter newsletter awards for both years were distributed at the mini-convention held in Springfield, Illinois, this past July.

There, the NJACE Fanbelt was recognized with a third-place award for 2020 and a *first-place* award for 2019!



Our newsletter had won second place previously, completing a sweep of the podium in recent years. And it allows us to say that you are reading an award-winning newsletter!

NJACE Calendar of Events

- * **Saturday, November 6:** Monthly breakfast meeting at the Empire Diner on Route 46 eastbound in Parsippany, 9:00 AM.
- * **Saturday, December 4:** Monthly breakfast meeting at the Empire Diner on Route 46 eastbound in Parsippany, 9:00 AM. Our 4th business meeting of the year and elections for 2020 club officers.
- * **Saturday, January 8:** Monthly breakfast meeting at the Empire Diner on Route 46 eastbound in Parsippany, 9:00 AM. One week later than usual since the first Saturday of the month is New Year's Day!
- * **Sunday, January 23:** Annual Holiday Party, at the Cannon Gate Conference Center on Picatinny Arsenal. Details to follow!

*Items marked with * are official club events.*

Help Find a Home for the NJACE Parts Auction

Our annual Parts Auction is arguably the most popular event on our calendar, as it draws consistently the largest attendance by our members and it draws additional Corvair enthusiasts from several surrounding states.

For many, many years the auction has taken place in Ashley's Auto Body, and the Ashleys have been outstanding hosts. Larry Ashley is ready and willing to have us make a post-pandemic return, but...

The auction's popularity creates a cheek-by-jowl situation in which we pack a crowd into the body shop. This is the exact opposite of "social distancing," and in today's environment we are conscious of the need for a larger space than the body shop affords us.

Do you know of such a space? Public space in a firehouse, a VFW or American Legion hall, a vacant warehouse, an empty retail space, anything that could be used for the auction at modest cost to the club?

Do you own a business which can be our host, as the Ashley's have done?

Ideally, such a space will be within a reasonable distance of our geographic center (Ashley's Auto Body is in western Morris County) and be relatively easy to get to. But the location of a new space will be dependant more on availability and suitability than the details of the address.

We need to identify and secure a home for the auction quickly, as the time to make all the arrangements and get the word out is short – the preferred auction date is Saturday, February 19. Please help!

