

the *Fanbelt*

new jersey association of CORVAIR enthusiasts

First, Breakfast



Then, Tech Session!

Wet, windy, and generally miserable weather caused our Tech Session, originally scheduled for May 7, to be postponed to Saturday, June 4. So come on out to our monthly club breakfast at the Empire Diner that day, then join us for the Tech Session at Ashley's Auto Body immediately afterward.

The Tech Session topic? *Your* Corvaire! This Tech Session is designed to allow all members to have their car checked over, checked out, and checked up for fun and safe summer motoring. See all the details on page X.

The Fanbelt is published monthly by the New Jersey Association of Corvaire 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 Corvaire 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 Corvaire 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.corvaire.org/chapters/njace.

President's Message

by Brian O'Neill

Another Nature spoiled our plans in May, so we are re-grouping for June.

Our club breakfast on May 7 took place as planned, but thanks to the very poor weather on that day we postponed our Tech Session by one month. So this month, **immediately following our breakfast at the Empire Diner on June 4, we will convene at Ashley's Auto Body.**

For the tech session we are reviving something that we did for many years but somehow just quietly disappeared. That is our "Get Ready for Summer Driving" inspection of members cars. At Larry Ashley's shop and we will have use of both indoor and outdoor areas as well as the lift.

To help us get organized we request that if you would like us to check over your car you let us know ahead of time, so that we can be prepared adequately. You can either call or e-mail Larry or myself. My phone number is **973-729-5586** and



my email is bmoneill@juno.com. Larry's phone number is **973-713-0340** and his email is lashley327@optonline.net. We would like to hear from you by June 1st.

If you don't let us know but you find that morning that you are available and would like us to look at your car don't hesitate to come. All members are welcome.

We will go over your car with you and we will be giving you a sheet that lists all the items we check and whether or not we think they are good. We will also provide you with comments on each item if they are applicable. When it's over you will know what may need attention and you will be able to have great confidence to drive your car anywhere you want this summer.

Alert readers of this newsletter will note that the June breakfast is taking place at our regular stop, the Empire Diner on Route 46 in Parsippany, not Bucky's at Picatinny Arsenal. While we had hope to return to Bucky's for the June breakfast as we have done in recent years, the same labor shortages that have affected many businesses these days is keeping Bucky's closed for the time being.

The Other Rear-Engine, Six-Cylinder American Car

by Ron Peles

If you know your automotive history, or have only seen the 1988 movie, *Tucker: The Man and his Dream*, you are familiar with the ill-fated 1948 Tucker. But with just 51 of the cars ever having been built, you may have never seen one. But here is an opportunity to change that.



On Saturday, June 18, the AACA Museum in Hershey, Pennsylvania, is conducting a "Summer Cruise-In," and one of the highlights of the day will be a Tucker-Studebaker Parade. That's right, a parade of Studebakers led by one of the museum's own Tuckers.

Why Studebakers with the Tucker? Some people consider the 1950-51 "Bullet Nose"

Studebaker to be a design infringement on the Tucker.. There was even a lawsuit back in the day. At the Cruise-In, members of the Tucker family will be on hand to offer their views.

The AACA Museum's Cammack Gallery is home to an impressive Tucker collection, featuring three of the original 51 cars and extensive memorabilia. The Cruise-In will provide a unique opportunity not only to see a Tucker, but to hear it run.



Complete details on the event can be found at this link:

<https://www.aacamuseum.org/event/cruise-in/>

corsa election

by *Tim Schwartz*

For those of you who are CORSA members as well as NJACE members, you will see in the latest CORSA *Communique* that ballots for the annual election for Board of Directors are due by June 30th.



I'd like to put in a plug to vote for our own longtime member, Al Lacki. Al has put a lot of effort into the club, and while he is running

unopposed I think we should show our support and vote for him.

You can vote by sending in your ballot, or logging into your account on the CORSA website (corvair.org) and selecting "User Tools" on the opening page.

Not a CORSA member, and want to be? Sign up at this link:

<https://www.corvair.org/index.php/membership/join-or-renew-here>



Shameless Commerce

by *Bob Marlow*

The "Shameless Commerce Division" was a feature on the long-running "Car Talk" radio program, during which hosts Ray Magliozzi and his late brother Tom (aka "Click and Clack, the Tappet Brothers") would flog merchandise of indescribable value.



They had a radio show. I have a newsletter.

Having sold my Rampside in April, I have several items that are, to coin a phrase, "excess to my needs."

The first of these is new and unopened case of **Penn Grade 10w-40 Partial Synthetic Motor Oil**. This oil is, in my completely unbiased opinion, the correct oil to use in Corvairs. Marketed as "The Original Green Oil," it contains a high-zinc, high-phosphorus formulation that is what our cars need.

A case of 12 quarts is available online from sources such as Amazon and Summit Racing for about \$110, plus shipping, or you can buy it from several speed shops in our area for a similar price.

I am asking an even \$100 for this case, delivered to the club Tech Session this Saturday.

The second item is a **Craftsman ATV Jack**, an ideal tool for Corvair engine removal and

installation. Originally available in both steel and aluminum construction, I bought the aluminum version for its lighter weight. (I bought it in a Sears store. Remember Sears?)

Today, Harbor Freight sells a similar jack (on sale) for \$199.99. Mine is lightly used, and I am asking \$100 for it, also delivered to the club Tech Session this Saturday. (Your Corvair engine and your back will thank you.)



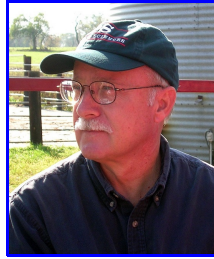
By the way, just because I edit the newsletter doesn't mean I am the only one who gets to use it for buying and selling. If you are seeking or selling something Corvair-related, it can be listed in the newsletter, and/or on our online "Garage Key" web pages. Contact me by email at rmarlow4040@gmail.com, and visit the recently updated "Garage Key" at

<http://garagekey.blogspot.com/>

A Little Request

by Ken Schiffner

One of the many advantages of CORSA membership, particularly if you have a computer or access to one, are the periodic meet-up Zoom meetings. The topics can vary from maintenance methods, Corvair basics, and areas that affect the Corvair "hobby" in general. These meetings are of particular value to new Corvair club members.



Jeannette Alberte has been working to create interesting these get together and makes it easy to participate. Leave "Video" on and politely click "Mute" and you can even see the smiling faces of people you may know while you listen and learn. Use "Chat" to leave a comment or question. Jeannette will compile some and likely make them available after the session.

Recent sessions have include nationally-known Corvair Larry Claypool on the subject of brakes, Penn Grade Technical Expert Ken Tyger on the subject of oil, and even Australian member Carl Kelson on his right-hand-drive conversions.

An earlier session featured Cal Clark of Clark's Corvair. Cal presented an informative history of the birth of his business (1973 while he was still teaching), apartment living, working 6:30 AM to who-knows-when, teaching driving lessons, his early Corvair vehicle purchases, company growth to 15 employees in the 1500 square foot home in 1978 (using the dining room table for parts instead of sitting down eating), and decisions to quit... or grow. *[Editor's Note: I visited Clark's Corvair Parts circa 1975, while it was still operating out of Cal and Joan's home.]*

He said they have about 15,000 parts from 300-400 suppliers. The path from supplier to you takes coordination. Enter COVID, supply chain disruption, and other hurdles, Clark's must stay light on its feet.

Repro parts? How would you like to plunk down thousands of dollars for a die or mold for a hard-to-find part knowing there is a limited, but

needed, number to sell? Cal must weigh these factors.

He mentioned early orders in the company history were about 90% by mail. This morphed to about 50-60% by Internet and the balance by phone and mail. He praised his employees (some with over 40 years!) repeatedly and for good reason. Being an essentially Corvair only business with limited staff, Cal said every employee needs to know how to do any of the critical tasks or can get someone to fill in, so the customer's needs are met. Like a team of multitaskers.

He made one little request, however. He asked that when ordering please first go the website Catalog Index (or the printed catalog) and do some research first. Find the part or item you need and see if there are other parts related to that item that you also may need. Often some may need a related item to complete its use. The catalog description often states what other things are often needed. Gets you to buy more parts? Yes. But the intent is to help you get the job done correctly. The parts all have numbers to make this easy.

So, when you order from Clark's please check to make sure you order all that you need. Just a little request from a supplier who, next year, will mark 50 years of service to the Corvair community.



Clark's Corvair Parts®

Random Photos for June

What's wrong with this picture?



Answer on Page 6

Frank Hunter (L) and Tim Schwartz (R) with their award-winning Corvairs at the May 21 Ramsey High School car show.



Why is there a picture of an old DeSoto in the Corvair newsletter?



Find out in an upcoming issue when we feature this car

Here's what greets visitors at the America on Wheels Museum in Allentown, Pennsylvania, this summer:



And here's the name of the exhibit in which it is a part:



And we'll be going there to see this exhibit, which includes the one-of-one Corphibian! Mark the date, Saturday, July 16 – complete details in next month's newsletter!

Has Time Run Out?



Last month we said “Last Call” for past-due membership renewals, but the Treasurer has prevailed upon the Editor to give everyone one last chance.

As of this writing (May 26), the following members have not yet renewed their membership. So, this is the one last chance before we must drop these members.

We don't want to see you go! Please, if your name is on the list, use the membership form that is available at this link

<https://chapters.corvair.org/njace/joinus.html>

Print it out, fill it in, and send it in with your dues payment for one or two years. (Yes, we need the paper form, because addresses and phone numbers and email addresses do change!) Thank you!

Aguda, Chris
 Asheuer, Larry
 Benvenuto, Corinne
 Betzalel, Ronen
 Brady, Charles & Lynda
 Breines, Steven
 Caravaglia, Sean & Sian
 Davidson, James
 Dittrich, William
 Frey, Larry & Connie
 Gonzalez, Guy & Salome
 Johnson, Frank & Chris
 Kananeh, Fahad
 McKimens, Taylor
 Rodriguez, Missy
 Rueda, Miguel
 Speronza, Dominick & Susan

If you believe that your name is on this list in error, please let us know!

Now Hear This:



Our June 4th breakfast will include one of our quarterly business meetings!

While business meetings are an important part of the club, our business meetings are never lengthy. So come on out for breakfast and a little business. The head on over to Ashley's for the Tech Session!

What's wrong with the picture on page 5?

It's a picture of the undercarriage of a Corvan... a Corvan that has been fitted with a late-model rear suspension!



Actually, there's nothing wrong with that, but it's certainly different!

continued

Different, continued

In addition to the late model rear suspension, this Corvan is equipped with air ride components. The van was displayed up on the lift at the Corvair Ranch in Gettysburg, Pennsylvania, during the May 15 Open House.

NJACE members Gary Bullman, Bob Marlow, and Joe Maurella were among the more than 80 Corvair owners in attendance. But Gary, coming the greatest distance of the three, was the only one of the three to drive a Corvair to the event!

Diagnosing Brakes That Pull to One Side

by *Mike Dawson*

Part of the Preventive Maintenance Series as published in the newsletter of the Heart of America Corvair Owners Association



There are many reasons that brakes can pull to one side or the other. Use the following list as a guide to diagnosing the problem, but keep in mind that thinking that a certain item cannot be the issue since it is supposed to be new, may be misleading. It is always best to pretend you have never seen the car before and are starting fresh in addressing a problem.

Do the quick easy stuff first: Loose wheel bearings can let the toe in change when you use the brakes; miss-matched tires or tire pressure can also affect braking. Use a temperature gun to check side to side and front to rear. Drive the car enough to get the brakes equally hot and check at the same spot on each drum. You can lie on the ground and hit a similar spot on drums or backing plates. The hot side is doing more work, but it could be because it is dragging or because the other side is not working.

In lieu of a temperature gun you can make stops on gravel or a dirty or sandy street while you or an assistant check which wheel(s) tend to lock up. *[Editor's Note: A temperature gun, or laser thermometer, can be purchased for as little as \$19.99 from Harbor Freight.]*

A rear brake problem can make the car pull and appear to be in the front, so diagnose this area carefully. Once you know if it is front or rear and read through the following items you should be able to remedy the problem.

Initial Inspection: After you have determined if the problem is front or rear, pull both drums and do visual inspections of the shoes, looking for unequal wear patterns, fluids, different colors, unequal dust build up, broken springs etc. If nothing immediately shows up, move on to the following.

Sticking Wheel Cylinder Pistons: Early models through mid-1964 had aluminum pistons. These were prone to corrosion and would lock up when stored for long periods. The late models use a much improved sintered iron piston but if a lot of moisture gets in the system they too will stick.

Look for a gap where the top of the shoes meet the anchor pin, a piston may have pushed through corrosion going out but the springs cannot pull it back. With the shoes off you should be able to move the wheel cylinder pushrods in and out against the wheel cylinder spring with hand pressure.

With new wheel cylinders available for about \$25 each I would highly recommend replacing them in pairs if you find a leaking or sticking wheel cylinder.



Aging Flexible Brake Hoses: The interior of the hose is only 1/8" and it will either close completely or act like a one way valve if the crimped steel fittings rust and expand. Replace them in pairs and pay attention to where the new hoses move to when you turn the front wheels to the lock or raise the rear of the car off of the ground.

Broken, Relaxed or Miss-matched Brake Springs: Unless you are experienced in Corvair brakes it is hard to identify if they are mismatched, but look

continued

Diagnosing Brakes that Pull, continued

from side to side for anything different in return springs and check the hold down nail lengths. Broken springs will be noticeable, but you will need to remove the return springs to check for relaxed coils that may leave a gap where the shoe meets the anchor pin.

In the rear a gap at the top may indicate a frozen parking brake cable.



Fluid on the Shoes: Brake fluid or grease on drums & shoes can make them either slip or lock up depending on how much brake dust is available. Even fingerprints of fluid or grease can cause a problem so after a brake job be sure you have cleaned fingerprints off of shoes and drums.

Over-packed wheel bearings with cheap grease or bad seals in the front or rear can let oil get out into the drums and on to the shoes. Use quality wheel bearing grease and new seals in the front and if you pack late rear wheel bearings with the fitting method you should pull the drums and check after a highway test drive.

Early model rears also need good seals and quality grease (do not pack the area between the bearings completely full). Recheck after a test drive at highway speed.

Miss-matched Shoes: Corvair brake shoes have a front and rear shoe for each wheel that are not the same. The front shoe (primary) for late models is shorter and usually thinner than the rear shoe which does more braking. Quality shoes have different material in the primary and secondary

shoes. The shoes must be installed in the correct order or the friction area for the rear shoe will be inadequate and pulling can occur. If both sets of shoes are installed wrong on both sides then pulling may not occur but braking will be reduced.

Early model shoes were also designed with a secondary and primary shoe but re-built shoes and the new Chinese shoes may all be the same size and material. Not the best situation but installed correctly they should work OK.

Miss-matched Drums (inside diameter): Shoes and drums do not perfectly match in their diameters when new and require a break-in period during which the area of the shoe being used starts off at about 50% (or less) in the center of the shoe, and expands as break-in continues until the diameters are equal. If one drum has either worn or been turned significantly more than the other, the break-in period is unequal and pulling can occur the entire time.

Hot Spots or Rust in Drums: In our humidity it is not uncommon for drums to rust and require some cleaning or just drive time for self cleanup to occur. Heat spots will glaze and if enough surface area is affected, it can cause grabbing or pulling.

Heat spots cannot be removed by turning and would need to be ground down first and then turned or there will be bumps in the drum surface.

Adjustment: As noted above, the contact area widens as shoes are broken in but the self-adjusting feature may be unable to compensate as it only adjusts a tiny amount each time you back up and stop. Be sure your adjustment with new brakes is the same on each side or pulling can occur, and be prepared to do a second adjustment if the pedal is low after a break-in period.

Manual adjusting brakes obviously require attention when the pedal is low and the adjustment must be the same from side to side.

Parking Brake Cables: This becomes an issue due to age and degraded boots that do not keep water out of the casings. A cable on one side can start freezing up inside the casing and start dragging one set of shoes. The drum on that side may be

continued

Diagnosing Brakes that Pull, continued

hard to get off and the shoes will not be up against the anchor pin.

Bad Suspension Components: This could be a bad bushing that shifts under braking or a tie rod end that lets the toe change significantly. Badly worn ball joints can shift under braking. Fifty-plus year old suspension parts need to be checked carefully and greased properly.

Front or Rear Wheel Alignment: Toe-in is adjustable on the front and rear of all Corvairs and can have an effect on braking as well as drifting as you drive. Unequal camber or caster can make the car drift and then pull when braking. Other temporary or long term issues could be wet shoes from deep water or hard rain (light pressure driving will dry them) or air trapped in one wheel cylinder or line. Dust buildup can cause noises and pulling. And finally, brake shoe material has changed significantly since the original Delco Moraine asbestos shoes were available. Most shoes now are very hard material (lifetime warranty) and require more pedal effort.

I have used less expensive shoes and had them work fine on one brake job and the next time they took a very long time before they seated and stopped pulling first to one side and then the other. Some exhibit a strong smell like burning plastic when they are hot (I still fondly remember the smell of hot asbestos).

Obviously the best approach to 50 year old brakes is to completely replace wheel cylinders, brake hoses, hardware, shoes and steel lines where necessary. If you do a complete job,

do not try to seat the brakes like the old days, making several long hard stops. It is best to just drive normally, seating the shoes over a period of time. Otherwise, you may experience fading, pulling and the objectionable smell of burning plastic, which some say is Kevlar.

NJACE Calendar of Events

- * **Saturday, June 4:** Monthly breakfast meeting at the Empire Diner on Route 46 eastbound in Parsippany, 9:00 AM. One of our quarterly business meetings, too.
- * **Saturday, June 4:** Tech Session at Ashley's Auto Body, Hillside Avenue, Flanders, immediately following the club breakfast. Bring your Corvair for inspection and assessment!
- * **Saturday, July 2:** Monthly breakfast meeting at the Empire Diner on Route 46 eastbound in Parsippany, 9:00 AM.
- * **Saturday, July 16:** Club visit to the American On Wheels Museum in Allentown, Pennsylvania. Complete details in next month's newsletter.
- * **Saturday, August 2:** Monthly breakfast meeting at the Empire Diner on Route 46 eastbound in Parsippany, 9:00 AM.
- * **Saturday, August 13:** Our annual club picnic, a tradition dating back to the club's earliest years. Full details forthcoming!

*Items marked with * are official club events.*

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