

# One-Tank Trip!



Gas prices are at record levels but that's no reason not to enjoy the hobby. This month we have a special trip lined up that will use less than a tank of gas. On **Saturday, July 23**, we're headed to the **America On Wheels** museum in Allentown, Pennsylvania. It's closer than you think! Details inside.

## And Speaking of Gas...

We're having a Tech Session this month, focused on the removal and replacement of the Corvaire gas tank. It can be a fiddly job, come learn some of the tricks and pitfalls as we install a new reproduction tank from Clark's. **Saturday, July 9** – Details in this issue.



*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](http://www.corvaire.org/chapters/njace).

## Get Out There!

### Our visit to AOW

During our visit to the **America On Wheels museum on July 23**, in addition to the museum's regular exhibits we'll view this summer's display entitled *Making Life an Adventure: Outdoors is always More Fun*. Highlighting family road trip adventures and having fun outdoors, the exhibit includes vintage cars, travel trailers, boats and more.

Headlining this exhibit is a 1959 H&H fiberglass boat & Gator trailer. H&H fiberglass boats were produced in the late 50s to mid-60s from a handmade two-piece hull mold and one-piece deck mold. The hull and deck seam was fiberglassed together as a one-piece unit. For the time, this was considered ultra-modern, incorporating many unique features, including a double bottom with Styrofoam core, no wood construction, v-bow flare for "dry ride," round chine for maneuverability, and a flat bottom.

The boat and trailer are displayed being towed by a 1961 Corvette. (Isn't that how everyone got to the lake back then?)

Also part of the exhibit are a 1964 Studebaker Wagonaire sliding-roof wagon, a 1969 Buick Vista Cruiser wagon, a 1970 VW Campmobile, a 1955 Hudson (a handsome Nash-based car oft-reviled as a "Hash") and even a boat adorned with 50s-style fins.

A 1972 Scotty camping trailer, once a very familiar sight on the roads in summertime, is displayed being towed by a 1953 Mercury, as seen in the photo on this page.

**But for us, the highlight will be two Corvairs on display:** One, familiar to most NJACE members, is Tim Schwartz's 1963 Greenbrier with the factory-option camper package. The other is the one-of-one prototype "Corphibian," an amazing creation of an amphibious 1961 Loadside pickup done when the truck was new.

The maiden voyage of the Corphibian (and, to our knowledge, the *only* voyage) can be seen in the YouTube video at this link:

<https://www.youtube.com/watch?v=w1vnGKiiQo>



As we enter the lobby of the museum we will see a 1949 Chevrolet Canopy Express, from which fresh summer produce would have been sold back in the day.

We'll be given a personal guided tour by one of the museum's volunteer staff, who also happens to be a Corvair owner!

So load up the family and join us for a fun and educational and nostalgic day. **Here's the plan:**

**We will depart from the Clinton Station Diner (located at Exit 13 on I-78) at 10:00 AM.** Come early to have breakfast, or just meet up with us there by ten.

From there it's an easy 45-minute, 35-mile drive to the museum. There is plenty of parking and the admission price is \$13.00 per person (\$10.00 for Seniors 62+). Students age 6-16 are \$8.00 each, and children 12 & under are FREE.

If you wish to simply meet us at the museum, the museum's address is 5 North Front Street, Allentown, PA 18102. Either way, join us!

The museum would like a head count in advance, so that it may be prepared adequately for our group. So, while it won't be a firm commitment, please let Bob Marlow know of your intention to attend. **Contact Bob before July 15**, via email, [rmarlow4040@gmail.com](mailto:rmarlow4040@gmail.com), or voice or text at 201-444-1859. Thank you!

**America**  
**ON WHEELS**  
A MUSEUM OF  
**Education - Entertainment - Events**

## But Wait, There's More!

by *Ron Popeil*

Yes, just like my late-night TV ads, we've got more for you on the day of the America On Wheels museum tour!



Across the street from America On Wheels is the **RB Collection**, a state-of-the-art auto restoration facility. We will enjoy a tour of the RB Collection as well!

Cars from the RB Collection have won awards at the most prestigious Concours d'Elegance events nationwide. The RB Collection is open to the public only at limited times, so this is a great opportunity to visit both the America On Wheels museum and the RB Collection on a single trip.



Again, both the museum and the RB Collection would like a head count in advance. So, while it won't be a firm commitment, please let Bob Marlow know of your intention to attend. **Contact Bob before July 15**, via email, [rmarlow4040@gmail.com](mailto:rmarlow4040@gmail.com), or voice or text at 201-444-1859. Thank you!

## Tech Session July 9

by *Brian O'Neill*

Replacing the fuel tank in a Corvair can look intimidating. But it really isn't. It can be done on your garage floor. Like everything with Corvairs you simply need to know what you're doing.



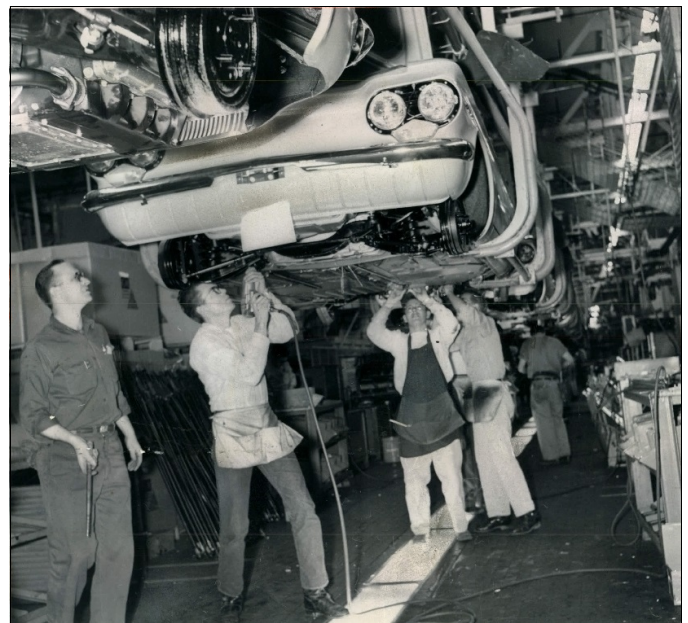
They really aren't any detailed steps listed in any publication. But the knowledge is out there among us old-timers. If you would like to know how to do it, come to our Tech Session at Ashley's Auto Body on Saturday, July 9.

Now don't get confused, unlike recent Tech Sessions this one does not immediately follow our July breakfast. Instead, it's one week after the breakfast.

The patient for this Tech Session is Bernie Fisher's 1965 Corsa convertible, in which the current gas tank is improperly installed and sports a "creative" repair. With her car on the lift at Larry's shop this session will be very instructive. The techniques involved apply to all Corvairs, not just the second-generation cars.

This tech session will start at 9 AM at Ashley's. So, come on out and become a gas tank replacement expert. See you there.

Ashley's Auto Body, 274 Hillside Avenue, Flanders, NJ 07836.



*Photo on the factory floor, December 8, 1959*

## President's Message

by *Brian O'Neill*

This is a combination President's Message and Tech Tip.



I think everybody who has ever owned a Corvair has struggled with oil pan leaks, particularly where the oil pan bolts have been tightened and re-tightened many times over the years.

I have been working on Jean O'Day's 1965 convertible for longer than I care to admit. This car is famous for having its pressure plate ring gear explode and punch holes through the bellhousing, the starter and assorted small sheet metal pieces. In the course of the repair, everywhere I looked at this car there was another issue.

But it now appears it is finally done. I've been ably assisted by several club members and I even got one of my neighborhood friends involved. The very last hurdle was an oil pan that would not stop leaking. Examination of this pan showed that it had been beat and twisted so it would never seal. In addition, each hole had been what I call "volcanoed." In other words the bolts have been tightened so many times with such force that the topside of the oil pan holes look like miniature volcanoes.

An attempt to fix the oil pan on Jean's car was not successful. Fortunately, our favorite Corvair parts supplier has a significant supply of original GM pans still in the factory box. So, I ordered one along with a new gasket. I was frustrated after installation because it still leaked!

I was about to try yet another gasket when Tom Ludwig had a suggestion. At first I didn't think it would work but I'm happy to report it did. His solution was to use one of the thin paper gaskets used with aftermarket aluminum oil pans. The secret is to coat both sides of the gasket with Permatex Aviation Form-A-Gasket Liquid Sealant.

Do not use anything else. Especially do not use silicone RTV. It will not work. If I find out that you used RTV, I will come to your house and not be responsible for what I do. Only kidding of course but I am serious that the Permatex is the only answer.

The lesson here is not only how to stop oil pan leaks. The greater lesson is that there is a wealth of knowledge with in the club. Take advantage of this knowledge. Save yourself a lot of headaches. The last thing you want to do is have your friendly local mechanic attempt to fix things on your Corvair when he has absolutely no idea how to do so. Most of them haven't even been born before the Corvair when our production.

I'm not knocking your local mechanic. He is probably a nice guy and you're happy with the work he has done on your modern cars. I'm also sure most of these guys are well intentioned but they just do not have the knowledge or experience.

Now this doesn't mean that you have to get your hands dirty but if you can get the knowledge from other club members you can then pass it on to your local mechanic and you can provide him with the correct parts. He then doesn't have to waste time and you get your job well done. Everybody wins.



## Great Weather Great Turnout Great People

by *Nick Ford*

**H**i All! We had a great turnout at our June Tech Session at Ashley's Auto Body on June 4th. The weather was perfect for the day, and the three inspection stations that Larry, Steve, and I ran went smoothly. Some of our newer members attended and had their cars inspected.



Checking over the cars was a good way to get to know some of the new members and their Corvairs. **Guy and Salomé Gonzales** brought their yellow 1965 4-door Monza. The car got a lot of attention at the stations at Ashley's, particularly spending some quality time on the lift. **Linda Cronk** brought **Paul Burke** and her '66 Corsa Convertible, a distinctive car with factory A/C.

**Eddie Garfield** would have brought a Corvair but he doesn't have one yet! He's got some other interesting air-cooled vehicles. Just ask him and you'll find out. He's looking for a late model coupe or convertible. **David Stone** – no relation to Curt and Michael – was also there, and he's looking for a Corvair as well.

**Fahad Kananeh**, along with his son, brought his red 1965 Corsa to the breakfast that morning.

Another new member who joined recently, **Jose Casanovas**, was not able to attend but he has a 1966 Monza convertible with a monster sound system. Also, welcome to new members **Gary and Patty Bullman** who have a '66 Corsa Convertible, and **Joshua Wilkinson** who has a 1961 Monza coupe. We look forward to seeing you all at the upcoming events!



## Shameless Commerce NJACE Member Advertising

Free: To a good home,

- 5 each EM 4 bolt wheels. No tires.
- 2 each LM 5 bolt wheels No tires.
- Used gas tank. Very good condition. May need inside cleaning and new sock.

Brian O'Neill, phone 973-729-5586,

Email [bmoneill@juno.com](mailto:bmoneill@juno.com)

***Your Ad Here.** Send your Corvair-related classified-style ad to [rmarlow4040@gmail.com](mailto:rmarlow4040@gmail.com). No charge for NJACE members! You can also have Corvair-related items listed on our online "Garage Key" web pages. Visit the "Garage Key" at <http://garagekey.blogspot.com/>*



### NJACE Calendar of Events

- \* **Saturday, July 2:** Monthly breakfast meeting at the Empire Diner on Route 46 eastbound in Parsippany, 9:00 AM.
- \* **Saturday, July 9:** Tech Session at Ashley's Auto Body, Hillside Avenue, Flanders. Gas tank replacement is the topic, see Page 3 for details.
- \* **Saturday, July 23:** Club visit to the American On Wheels Museum in Allentown, Pennsylvania. Complete details on Page 2.
- \* **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.*

## Vapor Lock Diagnosis and Cure

by *Mike Dawson*

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



New cars today benefit from electric pumps that are located in cool fuel tanks and always push gas, as opposed to our cars which have pumps heated by the engine and which have to create vacuum all the way from the tank to the engine when the lines are empty.

A vapor lock occurs when the fuel in the inlet line to the pump (or in the pump) is heated to the point that the fuel vaporizes in the line and forces the fuel back towards the tank. A diaphragm/valve design pump like ours will not pump efficiently enough to evacuate an actual pressurized area and then create a vacuum which would allow the atmospheric pressure in the tank to force fuel to the carburetors.

For this same reason it is not a good idea to put a fuel filter between the tank and the pump – the pump is much more efficient at pushing than it is at pulling, and there is a pickup filter in the tank. And don't forget you must have a vented gas cap.

Key items leading to vapor lock would be very hot ambient temperature, a hotter than normal running engine, large dose of ethanol which has a lower vapor point, and a steel inlet line to the pump which is touching the head. Then the driver shuts down the engine which heat soaks the fuel pump when the fan stops. Startup later would exhaust the fuel in the carburetor bowls without the pump being able to create a vacuum and find liquid gasoline, resulting in the engine shutting down after a block or two of driving.

Factors that could mimic (or influence) vapor lock would be a marginal fuel pump, plugged tank pickup filter and getting a tank full of winter blend gasoline in the early summer.

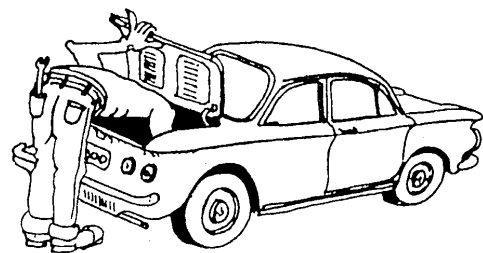
If you are pretty sure you have encountered a vapor lock situation, my suggestion would be to unhook the steel inlet line at the pump to allow any pressure out, reattach the line, remove the bolt that secures the pump, bump the engine over slightly until the fuel pump push rod is up (the pump pops up), and then use the palm of your hand to stroke the pump up and down. You can do that faster than cranking the engine and it will save the battery. Usually 5 to 10 seconds will be all that it takes. You could loosen a carburetor inlet line to verify fuel delivery. Once fuel is present, reattach the pump correctly.

Another suggestion I have heard is to pour cold water on the pump, causing the vapor to condense back to liquid. I have used a piece of rubber hose stuck in the filler pipe with a rag packed around it to blow in the tank and force fuel through the line. As I found out recently, this only works when you have a full tank of gas with the weight of the gas added to less space plus your inflation effort.

If you suspect that vapor lock is happening, you might want to consider the following: Check the tank filter by pulling the rubber hose off of the fuel tank outlet and observe the flow; check the condition of both rubber fuel line connectors; do a cranking check of your pump (1 pint in 30 seconds according to the book).

I like to carefully check the suction side of the pump with a finger while cranking with a remote starter. For this check the outlet line has to be open somewhere or the carburetors empty; you get no suction if there is no place to put the fuel. Also check that the steel inlet line to the pump is not touching metal on the engine.

And if you have an engine that runs hot all the time you are going to get a lot of heat soak when you shut the car off.



# NJACE

## Treasurer's Report

May 31, 2022

# Road Trip'n

by Bob Marlow



Members are on the move this month!

A quirk of the calendar has both the Detroit Area Corvair Club's annual "Corvair Homecoming" and CORSA's annual convention taking place on consecutive weeks. The Homecoming is July 7-9, the convention July 12-16.

(The Homecoming is usually in August, but hotel availability dictated the change.)

We are aware of a handful of NJACE members making the trip to either Detroit (actually, Ann Arbor) or Georgia (actually, Peachtree City). Are you among them?

If so, let us know! And, take pictures! Write a report! Share your experience with the rest of the club.

Checking Balance as of March 31, 2022		\$3,017.51
<i>Income:</i>		
Dues	\$ 167.00	
Checking Interest	<u>0.05</u>	
	\$ 167.05	+ \$ 167.05
<i>Expenses:</i>		
NECC Dues	\$ 20.00	
	<u>\$ 20.00</u>	- \$ 20.00
	\$ 147.05	+ \$ 147.05
<hr/>		
Checking Balance as of May 31, 2022		<u>\$3,164.56</u>
CD Balance as of March 31, 2022		\$5,021.83
Interest for the period \$ 1.68		+ <u>1.68</u>
CD Balance as of May 31, 2022		<u>\$5,023.51</u>
<b>Grand Total</b> as of May 31, 2022		<b><u>\$8,188.07</u></b>



*Respectfully submitted,  
Tim Schwartz, Treasurer*



NJACE Officers for 2022		
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