

December 2022

# the *Fanbelt*

new jersey association of CORVAIR enthusiasts



The first day of Winter is December 21. Longtime Corvair owners used to look forward to winter, because a Corvair is great in the snow. It was fun motoring past the unenlightened, stuck in the snow in their front-engine, rear-wheel drive cars. But rust has consigned our Corvairs to wintertime storage, and all-wheel-drive SUVs have negated the Corvair's wintertime advantage. Time marches on...

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



The political ads may have thankfully disappeared from our televisions, but there is still an election to take place: NJACE Officers for 2023. And this year, we can't just photocopy last year's ballot.

Club Vice President Nick Ford, who has served us well for several years, has declined re-nomination due to an increasing professional workload and other factors. Tony Gervasio has accepted a nomination to the position.

But this alone does not make for a contested election. We have one nominee for each of the club's six elected positions, and five of these six are long-time incumbents. We can't seem to get rid of these guys!

## Holiday Party... *maybe?*

As we write, plans for our annual Holiday Party are somewhat uncertain. Oh, it's certain that we *want* to have it – the Holiday Party has long been one of our most popular annual activities – but our longtime host venue, the Cannon Gate Conference Center at Picatinny Arsenal, is still in the midst of a staffing crunch that has not yet permitted them to confirm availability for us.

We expect that everyone is aware of the ongoing labor shortage affecting most employers, and restaurants and catering facilities have been particularly hit by this.

## Parts Auction Confirmed!

The date for our annual Corvair Parts Auction, returning to the Pompton Lakes Elks Lodge, is Saturday, February 18, 2023. Mark your calendars for this can't-miss event!

The Parts Auction dates back to 1982, and now stands as one of our club's longest-running events

In the absence of any more nominations, the election will be a formality. But there is still time to nominate someone or to offer yourself as a candidate for any office. Nominations will be accepted right up until the time of the vote on Saturday, December 3, at the Empire Diner.

We hope that the lack of competition means that the members are satisfied with the current leadership, instead of simply wanting to "let someone else do it."

**Early Voting! Mail-In Voting!** These two topics have been in the news in recent years but NJACE has long been ahead of the curve. We have permitted early and mail-in voting for decades! A ballot is included with this newsletter. If you can't vote in person you can fill out the ballot ahead of time and mail it in.

Once again, a ballot is included with this newsletter, you'll find it on the last page.



We expect to have a solid answer soon, perhaps even as soon as you are reading this. And, if for any reason the answer is a disappointment, the club officers have already begun exploring options for Plan B.

Our traditional time for the Holiday Party is *after* the holidays, in January, so there's still plenty of time to get things in place.

We will update this matter via both our email list and our Facebook page, as well as, of course, in next month's newsletter. Stay tuned!



and without question our club's most popular event. When people come from as far away as Colorado, you know it's a popular event!

We'll have full details, including a new wrinkle, in the January and February newsletters.

## Tough TUFU

Here's a Corvaire-powered military prototype from Chevrolet in 1963, but alas, the military didn't go for it and so it never saw production.



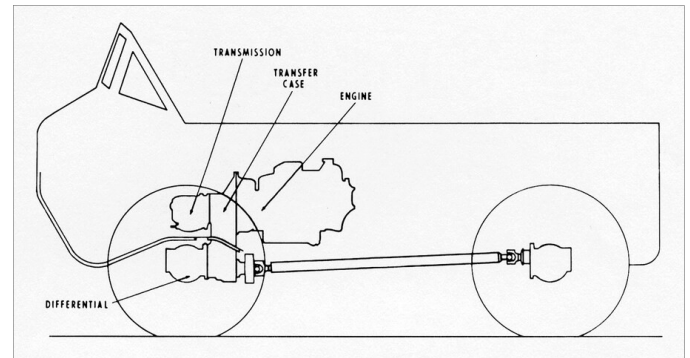
It was called TUFU, an acronym for Truck Utility Floatable Independent. It is believed that this did not come as a result of an Army request, but instead, it was an idea developed internally by Chevrolet to sell to the military. But it is known that Jeep built an amphibious prototype about the same time, so perhaps there was some sort of quasi-official request made.



TUFU was designed to be light, compact, and simple. It was rated for a 3/4-ton payload off-highway and 1-ton on the highway. The prototype TUFU sat on an 88-inch wheelbase and could carry six troops in the 23 cubic feet of cargo space, plus the driver and one more up front.

The body (or perhaps we should we say hull) was made of five-ply Royalite, which was one of the earliest successful thermoplastics and was beginning to see use as automotive bodies in the early 1960s. Glenn Pray used Royalite for his Corvaire-powered Cord 8/10.

The heart of TUFU was the air-cooled flat six of the Corvaire. In its industrial form, it made 75 hp and 129 lb-ft. It was mid-mounted, had the familiar two one-barrel carb induction and used a waterproofed 24V electrical system. There was a special aluminum two-speed transaxle/transfer case that incorporated the two ranges and the front differential. An aluminum case Corvaire truck four-speed transmission, with a first gear ratio of 3.65:1, was integrated into the unit.



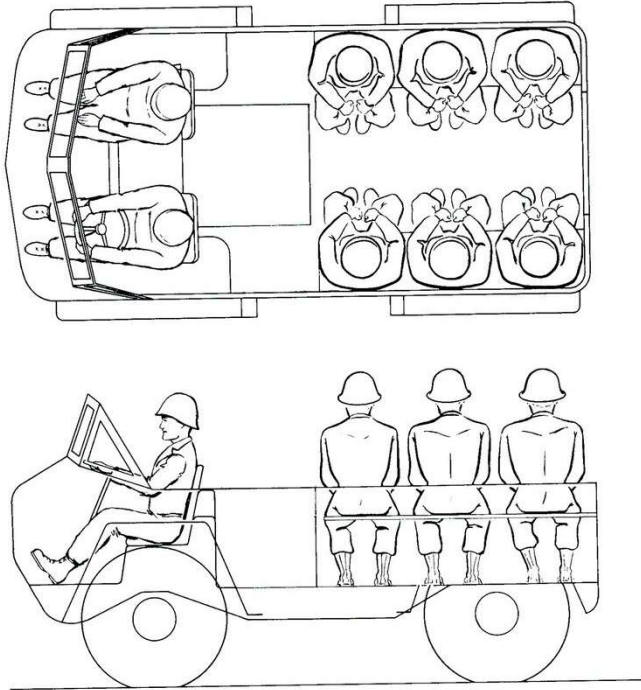
The independent suspension used Corvaire diffs with the Corvaire version of the GM Posi limited slip installed at both ends. Tire size was 9.00-16 (non-directional military tread), and those tires worked as paddles in the water, propelling TUFU to a mighty 2.5 mph. On land, top speed was listed at 60 mph.

The front winch was a Ramsey PTO, probably the same 6,000-pound unit used on military Jeeps of the day, driven off the transmission. The chassis was all aluminum, as were the bumpers and other parts of the framework. The 7-inch brakes had sintered metallic linings so as not to be affected by water, but they were power boosted. The suspension was the same as used with the standard Corvaire pickup, but a special spindle in the front incorporated the four-wheel drive.

*continued*

**TUFI, continued**

Seating for eight was only two less than the Dodge 3/4-ton M-37, but the big Dodge didn't float.



The Royalite used for the body was about 30 percent lighter than the same thickness of fiberglass and could be permanently color impregnated. Impact resistance was much better than aluminum, wood, or fiberglass. Royalite had been around since 1946 and had been improving ever since.

The skirts in the wheel openings were found to improve the efficiency of the NDT tires as paddles.

The Army tested TUFI in 1963. Pictures of the tests exist in a couple of books, but no specific test results have been reported. Obviously, TUFI was a no-go and the fate of the single prototype known to have been produced is unknown. Probably stashed alongside the last 1969 Corvair! The Jeep amphibian also disappeared.

TUFI predated the Rampside-bodied articulated AGL-4 prototype, and unfortunately for GM, both engendered the same lack of enthusiasm from the military.

*Information from Motor Trend, January, 2016*



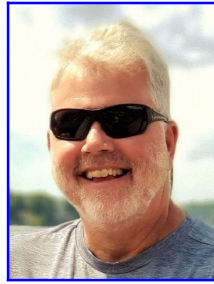
## NJACE Calendar of Events

- \* **Saturday, December 3:** Monthly breakfast meeting, at the Empire Diner on Route 46 eastbound in Parsippany, 9:00 AM.
- \* **Saturday, January 7:** Monthly breakfast meeting, at the Empire Diner on Route 46 eastbound in Parsippany, 9:00 AM.
- \* **Sometime in January:** Our Annual Holiday Party – details to come!
- \* **Saturday, February 4:** Monthly breakfast meeting, at the Empire Diner on Route 46 eastbound in Parsippany, 9:00 AM.
- \* **Saturday, February 18:** Corvair Parts Auction, indoors at the Pompton Lakes Elks Lodge. Full details next month!
- \* **Saturday, March 4:** Monthly breakfast meeting, at the Empire Diner on Route 46 eastbound in Parsippany, 9:00 AM.

*Items marked with \* are official club events.*

# Rolling Stock

by Gary Bullman  
from Facebook



I've always want to personalize a car with something like wheels and I have finally done it with great results. A call-out to Brian Kemp who got me started on this upgrade by selling me the Rally Wheels. I did springs and shocks all around before putting the wheels on. The car's ride has improved a little, handling is as good or better and the grip is much better, a lot of rubber on the road now.

### Step two...



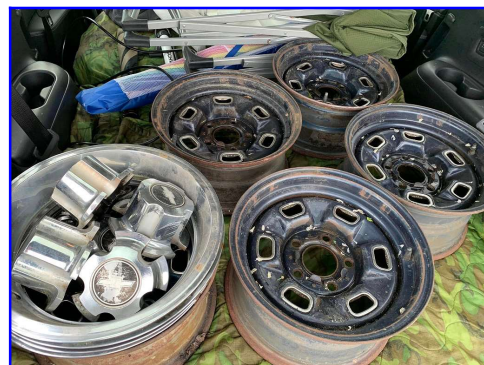
### Step three...



### Step four...



### Before



*The wheels as purchased*

### Step one...



### ... and a final touch of bling!



## Ethanol Gasoline and Corvair Fuel Hoses

by David "Scotty" Malcolm

Just a brief note about an issue I had with my car. As you know I sold the car recently but after listing it online a problem had to show up.



For a couple of days I noticed a slight gasoline smell around the car. This spring when I took it out of storage I had a leak from the top of the fuel pump which tightening the fasteners fixed. I checked the fuel pump and also the dip stick as occasionally a failed fuel pump will dump gas into the oil pan. I saw nothing amiss in the engine compartment.

In two days it had gone from a slight leak to dumping ¼ of a tank of gas. I was hoping it was the rubber lines by my filter by the rear wheel, but no such luck.

I put the car up on ramps and took a look at the line going from the tank sender to the line in the tunnel and there was a steady stream coming out.

After draining the tank by cutting the hose it was apparent that the hose had totally deteriorated – cracked and brittle.

Not an easy repair working in the driveway as you need to drop the tunnel pan as the steel line to the engine ended flush with the side of the tunnel. If it had stuck out an inch life would have been easier.

After replacing the hose I found that the car starts with less cranking after it's sat for a few days. I probably had a slight crack in the line that made it harder for the fuel pump to bring the gas from the tank to the carbs all along.

If you haven't replaced your fuel line hoses with the newer ethanol resistant type I would recommend doing it soon. Our fuel hoses are over 50 years old by now and were not designed to handle ethanol. With gas prices the way they are you don't want to waste fuel or get stranded and have to wait for AAA to show up with some gas (as happened to me).

*[Editor's Note: You also don't want to have a fire!]*

## Lnks from Dave Cavagnaro

Longtime NJACE and VCCA member Dave Cavagnaro has been surfing the web, and recently he sent two links that should be of interest to most members.

The first is the "new" Corvair, which many members may have already seen online, because it got a lot of attention at the recent SEMA show in Las Vegas:

<https://tinyurl.com/2d9nm8wx>

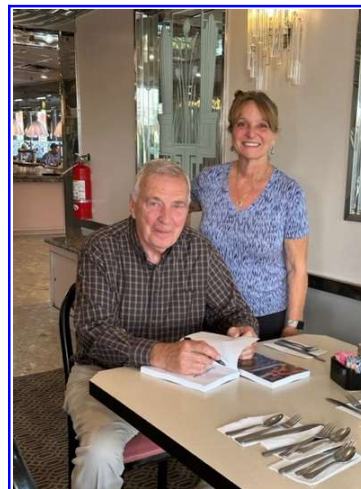
The second is a somewhat lengthy but interesting Corvair history from Canada:

<http://www.oldercarscanada.com/2018/08>

Thanks, Dave!

## Speaking of the web...

This photo, taken at last month's club breakfast, was posted on the NJACE Facebook page:



It's club President Brian O'Neill, autographing a copy of his book, *Footlocker Tales*, for Jean O'Day.

The Empire Diner is not exactly Barnes & Noble, but even the late David McCullough had to start somewhere...

## Department of Shameless Commerce

**For Sale:** New Painless Performance Products wiring harness (pictured below) for late model Corvair. This is the 21-Circuit Classic Customizable Chassis Harness, Key In Dash, P/N 10102. From the manufacturer: "This Painless Performance 21-circuit chassis harness is our most widely used customizable automotive wiring harness. This universal kit is great for hot rod or street rod builds, but you'll find that it's easily adaptable to almost any vehicle and has enough length to handle full size and muscle cars. This harness comes with open ended ignition switch wires that can easily be adapted to any ignition switch out there. For those using a GM Keyed Column, part number 10101 comes with a Pre-Terminated GM ignition switch connector. Included with this harness are the following parts; a GM engineered fuse block & Painless mounting bracket; GM turn signal connectors; pre wired plugs for the headlights & dimmer switch; and each wire is printed with the circuit identification as well as using GM color codes for easy installation." If interested, contact Fahad Kananeh by email, [fgananeh@gmail.com](mailto:fgananeh@gmail.com).



**For Sale:** New shaded windshield for all late models. I had kept it as a spare for my '65 coupe, but I sold the car three years ago. Clark's current price is \$307.05 plus shipping, which itself is a few hundred dollars. Mine is already in NJ and can be yours for \$250. Can deliver to an NJACE breakfast. Contact Tim Schwartz by email, [tim@bristolnj.com](mailto:tim@bristolnj.com) or by phone, 201-447-4299 (land line, no texting).

**Wanted:** "Bottle Cap" style hubcaps (not full wheel cover) for a 1961-1963 Forward Control. As pictured, in chrome the GM part number is 3780115. Looking for really nice used or NOS. I'd also consider the painted white version, 3780114, but NOS only. I'm happy to buy them as singles, or a set. Thanks! Contact Tim Schwartz, email [tim@bristolnj.com](mailto:tim@bristolnj.com) or (land line) 201-447-4299.



**For Sale:** Rustproof Marine Spark Plugs, AC M43FF. Otherwise identical to the 43FF, presumably for use in aquatic applications – Wayne 100 boats, maybe? Certainly useable in land-based Corvairs, too. An unusual item! \$20 for the set of eight. Bob Marlow, voice or text 201-444-1859, email [rmarlow4040@gmail.com](mailto:rmarlow4040@gmail.com).



**Last club breakfast of the year, Saturday, December 3,  
9:00 AM at the Empire Diner on Route 46 eastbound in Parsippany.  
Will you be the winner of the free breakfast?**

### NJACE Officers for 2022. Elections for 2023 this month!

President, Brian O'Neill  
Phone 973-729-5586  
Email [bmoneill@juno.com](mailto:bmoneill@juno.com)

Secretary, David Malcolm  
Phone 201-635-9696  
Email [david.s.malcolm@verizon.net](mailto:david.s.malcolm@verizon.net)

Activities VP, Steve Calandra  
Phone 201-836-6621  
Email [stevjenchevair@gmail.com](mailto:stevjenchevair@gmail.com)

Vice-President, Nick Ford  
Phone 201-572-5797  
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Treasurer, Tim Schwartz  
Phone 201-447-4299  
Email [tim@bristolnj.com](mailto:tim@bristolnj.com)

Publicity VP, Bob Marlow  
Phone 201-444-1859  
Email [rmarlow4040@gmail.com](mailto:rmarlow4040@gmail.com)

# New Jersey Association of Corvair Enthusiasts Ballot

December, 2022

Use this ballot to vote for NJACE officers for 2023. Our annual election meeting will take place during our breakfast meeting on **Saturday, December 3, 2022.**

You may vote at the meeting or you may vote by mail by sending your completed ballot to **NJACE, P.O. Box 631, Ridgewood, NJ 07451.**

Alternatively, you may scan your completed ballot and send it to club Secretary David Malcolm at [david.s.malcolm@verizon.net](mailto:david.s.malcolm@verizon.net).

Ballots must be received by December 3, 2022.

As an alternative to any of the nominees shown, you may write in the name of any eligible member. You may write in your own name if you wish.

Please participate – thank you!

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President: Brian O’Neill .....

(Write-in) \_\_\_\_\_

Vice President : Tony Gervasio .....

(Write-in) \_\_\_\_\_

Treasurer: Tim Schwartz .....

(Write-in) \_\_\_\_\_

Secretary: David Malcolm .....

(Write-in) \_\_\_\_\_

Activities VP: Steve Calandra .....

(Write-in) \_\_\_\_\_

Publicity VP: Bob Marlow .....

(Write-in) \_\_\_\_\_