

November 2023

the *Fanbelt*

new jersey association of CORVAIR enthusiasts

Founded June 1970



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.

Breakfast Meeting!



We're still trying to find our next permanent meeting home, and so this month we are trying yet another location.

On Saturday, November 4 we will meet for breakfast at the family-owned **Florham Park Diner**, located at **182 Ridgedale Avenue, Florham Park NJ**.

This is just a block away from where the old Bonanza Steak House was located, where we met for nearly two decades.

The diner will have a separate area set up for us, although Saturday mornings get busy so IF there is an overflow of customers at that time they may be placed in our room.

We will be able to choose from the regular menu BUT they do not do separate checks. They require one person to pay for all. SO, please be prepared with CASH only! Our treasurer will collect from everyone individually.

Last month, Paul's Diner was very nice but it was simply too crowded and too noisy for us to conduct any business. Is the Florham Park Diner the perfect answer? Will it become our new home? We won't know until we try! So come on out at **9:00 AM on Saturday, November 4 and join us for breakfast at the Florham Park Diner, 182 Ridgedale Avenue, Florham Park NJ**.



Activities Report

by Steve Calandra

Well, we've reached the Fall season and I hope you've had as much fun in the summer as I did.



As you know, since the Empire Diner closed we have been searching for a new place for our meetings. It's been hard to find a suitable restaurant with enough seating and quiet so we can run a business meeting. We might have to have dinner meetings during a weeknight like we used to. But that decision is yet to be made. Did you respond to our recent email soliciting your opinions?

The activities for the last few months have been:

- Breakfast, at Tim Schwartz's home, July 1
Members and Guests, 19
Corvairs, 6
- Breakfast, at Tim Schwartz's home, August 5
Members and Guests, 22
Corvairs, 8

- Annual NJACE Summer Picnic, at the O'Neill's home, August 27
Members and Guests, 26
Corvairs, 6
- Breakfast, at Tim Schwartz's home, Sept 2
Members and Guests, 13
Corvairs, 8
- Breakfast, at Paul's Diner, October 7
Members and Guests, 17
Corvairs, 1

It was a rainy day for the October breakfast at Paul's diner. President Brian O'Neill was busy coordinating setup for the car show at the Sparta museum, so VP Tony Gervasio led the short meeting. We were crowded into a little section of the dining room and it was noisy. The food and service were good but we are going to try another location this month.

I'll see you at this month's breakfast at the Florham Park Diner!



What's Going On Here?



Answer on page 5...

TechTopics

Editor's Note: With a good number of new Corvair owners having joined our ranks in recent years, we wish to increase the amount technical and "how-to" material that we publish. Where years ago we could rely on Ableson's Automotive for quality Corvair service and repair, and CORSA's regular publication of tech tips, today Bill Ableson is long gone and CORSA now rarely publishes new tech material. We hope to make it easier and more fun for our members to enjoy their cars! To that end, here is the first such article.

Spark Plugs for your Corvair

by **Brian O'Neill**

A lot of our new owners and especially our long-term members are car guys. (Whoops, sorry Jean, I mean car people.) So changing spark plugs may not seem like such a big deal. But there are some things peculiar to Corvairs.



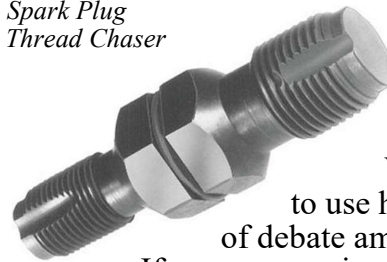
To start with let's take a look at what spark plugs should be used. The original AC plugs are long since out of production and those who are selling NOS ones are asking what I consider to be exorbitant prices. But there are some good alternatives out there.



I have had good luck using either **Bosch** or **NGK** plugs. The old Bosch numbers were W9AC for 80 up to 95 hp. For 140 hp engines the number is W8AC and for turbos it is W7AC. Bosch has changed its numbering system but these numbers still appear on their boxes along with the new numbering system. The NGK numbers are B4HS for the low-horsepower engines up to 95 hp and B5HS for all high-performance engines. If you want a resistor plug to combat radio interference just add in R to both NGK numbers.

While you are at the parts store buying the plugs, ask if they have a spark plug hole thread chaser. This is a handy little device which you insert into each spark plug hole to remove any buildup carbon which could prevent you from fully seating your new plugs. Be sure to fill the flutes with some grease to catch the carbon flakes that you will dislodge.

Spark Plug
Thread Chaser



What spark plug gap to use has long been a topic of debate among Corvair people. If you are running points and standard coil set up stick with the gap given in the shop manual. *What? You say you don't have a shop manual? Well get one!* Both the NGK and Bosch plugs will work just fine at that setting.

If you are using one of the popular electronic set ups with a high output coil you can increase the setting to 35 thousands. This causes a slight delay in the actual firing of the plug but also results in a hotter spark because there is more time for it to build up.

Once you have the plugs correctly gapped you can start to install them. The threads on the spark plug holes should be nice and clean so you can start the plugs by hand. If you cannot thread the plug almost all the way down by hand do not force them. You will end up with a stripped spark plug hole which is another topic. Once you have all your spark plugs installed use torque wrench and carefully torque each plug down to 20 to 25 foot-pounds.

Next comes the spark plug wires. If you have not already thrown out those cheap flimsy 7mm wires by a good 8mm set from our Clark's in Massachusetts or from Silicone Wire Systems in California. They will have the correct boots on and they will easily snap on to the spark plug.

Hopefully all this helps and gives you a little more confidence to attempt to change your own spark plugs rather than pay some exorbitant fee to the local repair shop.

Whatcha Working On?

by *Bob Marlow*

In the photo on page 3 we see a 1961 Corvair Lakewood wagon on an auto rotisserie. The photo was taken this past August. What's going on?



The car belongs to Cal Clark, he of Clark's Convair Parts, and it is Cal's current restoration project.

Cal bought the car from the late Charlie Rice in Wildwood Crest, New Jersey, in the mid-1970s. At that time Cal drove the car home to Shelburne Falls, Massachusetts, at night, a mere 340 miles. The car seemed to make the trip just fine.

But once Cal began to take it apart he found such things as what he describes as "paper-thin"

brake linings and that the transmission mount bolts had backed out of transmission by half an inch!

As can be seen in to photo the car is all stripped, and at this point both the front and rear suspensions have been blasted and painted along with, according to Cal, "50-70 other small parts."

If Cal's prior restoration of his Rampside is to be any guide (before and after photos below), this Lakewood will be a beauty.

By the way, how much of a Corvair enthusiast was Charlie Rice? He had business cards on which his name was printed as

CHARLIE (CORVAIR) RICE

What are you working on? Tell us about YOUR projects!



Cal's Rampside "Before"



Cal's Rampside "After"

Lakewood

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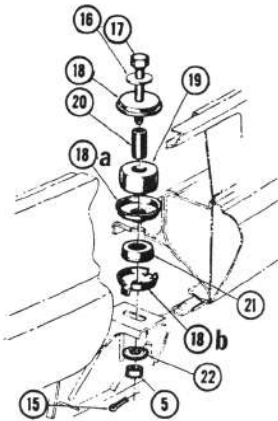
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Unexpected Consequences

by Tony Gervasio

It's the Saturday before Labor Day. The weather is great. I think I will go to a car show.

My Corvan is running great. I'm going 55+ down Route 9 when suddenly the engine races. I am forced to pull over in a Speedway service station. Checking over the truck I find that the rear motor mount let loose. Specifically, the large nut on the bottom of the mount (#5 in the diagram below) had fallen off, allowing the engine to drop and yank the throttle open. I had to get towed home!



I thought I had lost all the parts to the bottom of the mount but found them in the skid plate. I tried to re-install them and found that the nut was stripped out. How it got past the cotter pin (#15 in the diagram) I don't know. [Editor's note: I'll bet the nut simply sheared the cotter pin once the threads stripped.]

I got the truck back on the road and made some local trips. I then went to the Sparta Historical Society car show, but on the way home on the way home truck ran rough and smelled of gas. So the next day I looked over the truck and found that when I reinstalled the engine I did not look at all the parts well enough! Take a look at this photo:



That's the cast aluminum adapter for the generator, oil filter, and fuel pump. When the engine fell it broke the aluminum casting at the base of the fuel pump, creating a fuel leak.

With a replacement adapter and some further inspection, my Corvan is back on the road once more.

The Future of the Hobby

by Bob Marlow

Old-car enthusiasts – and, like it or not, Corvairs are old cars – are today often complaining about the lack of interest in the hobby on the part of the younger generation. I dispute this.

I offer this example in defense of my position: In the accompanying photo of a Corvair Rampside is an older couple flanking a teenager. **The teenager is the owner of the Rampside.**

This 16-year-old young woman bought the Rampside from the couple earlier this year, even before getting her driver's license! She was at the CORSA convention in Wisconsin this summer where she attended the Corvanatics meeting and bought parts from me and others.

I think the automotive hobby is safe, and the responsibility of the older folks is to be welcoming and encouraging to the younger ones.





It's a Big Deal!

No no no, it's a Big DEAL! This month's breakfast meeting, that is. In addition to enjoying breakfast, laughs and camaraderie with our Corvair friends at the Florham Park Diner, we have serious business to discuss. Specifically, nominations for club officers for 2024.

Several of our officers have been in place for decades. Some of them are happy to continue, others are ready to step back. So we need YOU to offer a nomination, or, better yet, to volunteer to serve!

None of the jobs are hard and they can in fact enhance the fun of being a Corvair enthusiast. And, while all of the positions are important to the club, this year none are as important as the Publicity VP and the Activities VP.

Bob Marlow has indicated that, having first been elected as Publicity VP in 1974 (!), he will not be continuing in that post. Steve Calandra generously agreed to serve as Activity VP starting a couple of years ago but that was only because no one else made themselves available to do so. Both Bob and Steve deserve our thanks – and they deserve to see others step up.

So this month's breakfast is a Big Deal! Please attend and do your part, by offering a nomination, or by volunteering!