

Tech Tip:



When using the kitchen dishwasher to clean Corvairst parts, be sure to have the job finished and gone before your wife gets home!

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

Breakfast?



Our November club breakfast at the Florham Park Diner cannot be said to have been perfect, but it was a perfect beginning and so we are going back there this month, on Saturday, December 2nd.

The diner's back room was ideally sized for our group and the food was good. One issue, that of another group coming in before we were finished, was an anomaly, since that group had scheduled for 10 AM before we were on the calendar for 9 AM.

Still, in fairness, the Florham Park Diner is a very popular Saturday morning breakfast stop and so when crowded there may still be the need to seat some "civilians" in the same room as us.

Another issue, that of everyone's food coming out all at once, is being addressed by the club officers, as it is preferred that each person's dish be served as ready, rather than trying to make it a family meal.

But despite these first-time glitches it was a good start at a good location, so we're going to stick with it!

So, mark your calendar and come on out at **9:00 AM on Saturday, December 2** and join us for breakfast at the family-owned **Florham Park Diner, 182 Ridgedale Avenue, Florham Park NJ.**

And by the way, there is a large parking lot behind the diner, so don't be concerned if the relatively few spots out front are filled. You can park out back and there is an entrance to the diner back there.

Please remember that the Florham Park Diner does 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.

This month's breakfast will also include one of our brief official business meetings, the business to include the election of club officers for 2024.

We look forward to seeing everyone there!



Eat, Drink, and Be Merry!

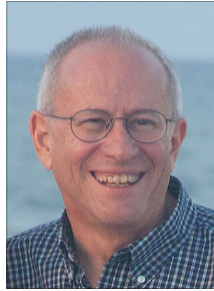
Save the date! Our annual Holiday Party is all set for **Sunday, January 21**, at a NEW location and we'll be bringing back the "Gift Game" this year.

Watch your email, our web site, our Facebook page and the next newsletter for all the details.

The End of an Era

by **Bob Marlow**

Yes, this is indeed the last issue of *THE FANBELT* newsletter to be edited and assembled by me, the outgoing club Publicity VP.



My first issue was 49 years ago, the January, 1975, issue! I took over from Frank Burkhard and George Urbani, my immediate predecessors.

The newsletter was quite a bit different back then – typewritten, printed, then stapled and mailed after address labels and stamps were affixed to each copy.

Several current members will remember coming to my home or office in Midland Park to help fold and address newsletters. Later I switched to using envelopes, it didn't lighten the work load but it ensured that the newsletters did not get chewed into bits while in the mail.

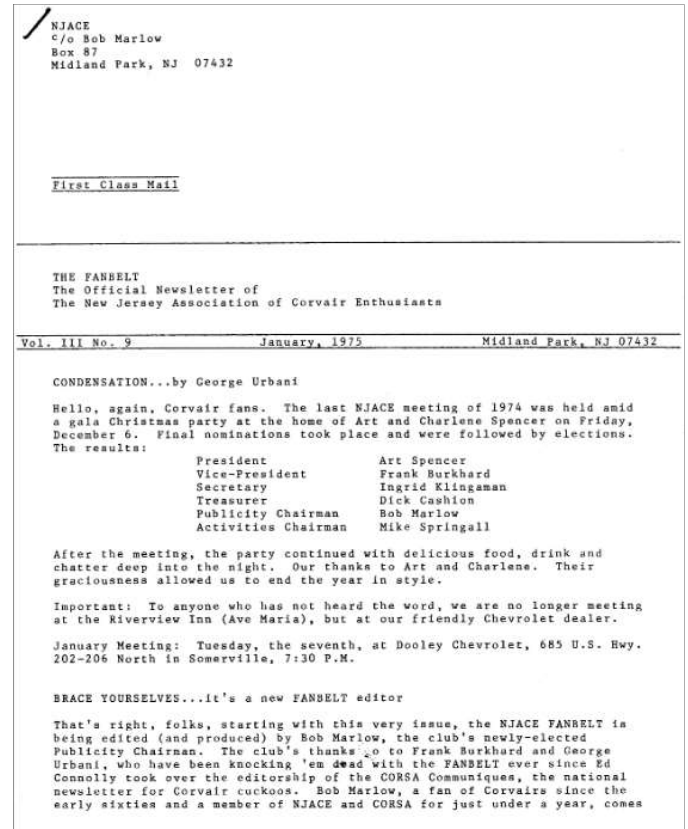
At some point decades ago Al Lacki provided the impetus to move from the typewriter a computer word processor, and when we later made the switch to all-electronic delivery I began adding photos and color.

The first page of my first issue is shown here. Other things found in that 1975 newsletter were a story about a highway crash involving club co-founder Dean Jaech (happily, no injuries but his Corvair was totaled) and a classified ad offering a running-driving 1965 500 coupe for the princely sum of \$75!

I looked a little different back then, also. Yikes!



I have not been doing the newsletter for 49 non-stop years, however. Through that time I have taken three “sabbaticals,” during which Art Spencer, then Ray & Kathy Coker, then Greg Gorski each carried the ball.



Who will carry the ball now? This question, we hope, will be answered at this month's meeting. Might it be you? A volunteer or volunteers are sought.

Elections for 2024 Club officers this month!

NJACE Officers for 2023

President, Brian O'Neill
Phone 973-729-5586
Email oneill1258@juno.com

Secretary, Jean O'Day
Phone 973-809-3298
Email greenjean2020@gmail.com

Activities VP, Steve Calandra
Phone 201-836-6621
Email stevenjchevair@gmail.com

Vice-President, Tony Gervasio
Phone 732-548-5590
Email corvairnut@aol.com

Treasurer, Tim Schwartz
Phone 201-447-4299
Email tim@bristolnj.com

Publicity VP, Bob Marlow
Phone 201-444-1859
Email rmarlow4040@gmail.com

Viton, Corvairs, and the Space Shuttle

by Steve Calandra

Most of you know that today our Corvairs use Viton O-rings for the push rod tubes, oil cooler, and elsewhere. This material has the ability to shrink and expand to seal against oil leaks, and can stand up to the engine's heat.



Viton, developed during the space race, did not exist when our Corvairs were designed and produced. The original seals were made of Neoprene that unfortunately got hard and cracked with age, causing leaks and damaging the Corvair's reputation. Viton has been a real game-changer when it comes to this.

Back in the 1980s, NASA's Space Shuttle rocket boosters had giant O-Rings sealing the many sections of the rocket boosters. The seals were designed to expand and contract with the vibrations and change in temperature during take off, to keep the liquid hydrogen fuel contained. However, even Viton has its limits and extreme cold affects its ability to expand and contract.

In January, 1986, the launch of the Shuttle Challenger was plagued by several days of delays caused by technical and weather-related problems, including severe ice build up on the Shuttle and the equipment around it. All the engineers insisted that the shuttle should not be launched below 53 degrees Fahrenheit. But the higher-ups nixed the idea of any more delays.

On January 28, 1986, the Shuttle launched anyway and 72 seconds into the flight the seals failed and the Challenger exploded, killing all seven of our astronaut heroes. (Tears still come to my eyes whenever I see this replayed on TV). We lost Dick Scobee, Judy Resnick, Ron McNair, Christa McAuliffe, Greg Jarvis, Mike Smith, and Ellison Onizuka.

A sidebar: Nichelle Nichols, best known for portraying bridge officer Lieutenant Uhura on *Star Trek*, started an organization called Women In Motion, that recruited women and minorities into our space program. Judy Resnick was among those recruited.

But my point about this whole thing is this: Recently I discovered a new show on TV called *What Went Wrong, Countdown to Catastrophe* on the Freevee channel. There are two seasons, with six episodes each, that include train wrecks, bridge collapses, plane crashes, tunnel fires, and deaths from overcrowding at concerts. Season one, episode four is the one on the Challenger, and that's where I learned that the O-rings were made of Viton.

A while back I picked up one of the commemorative embroidered patches for the Challenger and its crew. I found it remarkable to discover a connection between the Viton that we count on for our Corvairs and the Viton that contributed to the Challenger tragedy.



Clean Air

by Brian O'Neill



Back in the day there was a wide selection of air filters for our beloved Corvairs. Not so much today but there is still a surprising availability of filters that will fit.

Purists always want to find an original AC one. To me what is more important is the functionality but then I'm not a concours guy.

On my street car I use one of the reusable filters. There are two companies that make these filters that fit. The best known of these is K&N, which I always call the red one. The other one is colored green and has the creative name of Green Filter. Green Filter claims to be more effective than the K&N version. I have never seen any facts to back this up except the company's claim that this is so.



K&N Air Filters ←



The Green Filter →



These reusable filters get washed with mild soap and water and then left out to dry. Then a light coat of special oil made for this purpose is sprayed on the outside of the filter. Some folks claim that you need to spray the inner surface also. Again, I've never seen any facts to back this up.

But speaking of facts there is one thing that I truly believe. A number of years ago a group of dedicated Corvair enthusiasts actually ran some tests. They proved that the stock set up flowed more air than those snazzy looking small chrome filters.



For a guy who is in love with chrome that really hurt. But I took the small filters off my 140 and went back to the stock set up using one of the K&N filters.

I am not as dedicated as I should be because I only clean them about twice a year. I must admit when I wash them out, I can see the dirt in the water I use to flush them. So, they work.

Speaking of filters, let's not forget the gaskets that go under the legs of what I call the spider from the base of the filter housing. There's a gasket on top of each carburetor. If you change filters that's a good time to check that those gaskets are in usable shape.

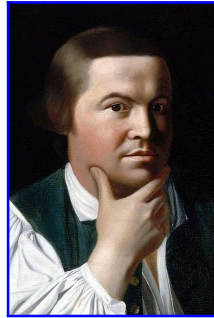
There's also a little-known gasket under the housing which mates to the spider legs that go down to the carburetors. Very often this is missing and can let some unfiltered air into your system.

Editor's Note: Brian is speaking, of course, of the single large air filter used in 1964 to 1969 Corvairs. But replacements for the smaller twin filters used on 1961-63 Corvairs and Corvair trucks and 1965 air-conditioned Corvairs are also available from K&N and other aftermarket manufacturers.

The Auction is Coming! The Auction is Coming! The Auction is Coming!

by *Paul Revere*

The date for our annual Corvair Parts Auction is confirmed with our hosts at the Pompton Lakes Elks Lodge: **Saturday, February 17, 2024**. Mark your calendar!



We'll have complete auction details in upcoming newsletters and on the club web site and on the club's Facebook page – not that much is changing from prior years. We are going to tighten the noose on junk parts because we don't have the time to devote to greasy rusty low-value items. But otherwise the auction will be the same rollicking good time!

Save the date!

You Could Be Driving This!

In 1962, and throughout the Corvair's production lifetime, there was no shortage of choice in the automobile market. The domestic manufacturers were offering more models than ever before, from compact to full-size, and foreign makes from Beetles to Bentleys were readily available. But the Corvair stood out for both its distinctive engineering and its restrained and timeless style.

Remember, in 1962 you could have chosen a Dodge!



Editor's confession: I actually *like* the outrageous styling of the 1962 Dodge!

New Jersey Association of Corvair Enthusiasts Ballot

December, 2023

Use this ballot to vote for NJACE officers for 2024. Our annual election meeting will take place during our breakfast meeting on **Saturday, December 2, 2023**.

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 Jean O'Day at greenjean2020@gmail.com

Ballots must be received by December 2, 2023.

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!



President: Brian O'Neill

(Write-in) _____

Vice President : Tony Gervasio

(Write-in) _____

Treasurer: Tim Schwartz

(Write-in) _____

Secretary: Jean O'Day

(Write-in) _____

Activities VP: Steve Calandra

(Write-in) _____

Publicity VP: [No nomination received]

(Write-in) _____

NJACE Calendar (so far) for 2024

- *Saturday, January 6:* Regular monthly breakfast, 9 AM.
- *Sunday, January 21:* Annual Holiday Party, 2 PM. The date and time has just been confirmed at the newsletter deadline, and the location is the Chimney Rock Inn in Bridgewater. We'll be sharing complete details not only in the next newsletter but also via email, our web site, and our Facebook page.
- *Saturday, February 3:* Regular monthly breakfast, 9 AM.
- *Saturday, February 17:* Our annual Corvair Parts Auction, indoors at the Pompton Lakes Elks Lodge. Our biggest event of each year, and a "can't miss" good time!
- *Saturday, March 2:* Regular monthly breakfast, 9 AM.
- *Saturday, April 6:* Regular monthly breakfast, 9 AM.
- *Saturday, April 13:* Lehigh Valley Corvair Club's Spring All-Corvair Swap Meet at Egerton's Farm in Bath, Pennsylvania. More than two dozen NJACers attended in 2023!
- *Saturday, May 4:* Regular monthly breakfast, 9 AM.

Watch for news of additional events and activities, including "Roving Wrenches" sessions and more!



*Illustration courtesy of
Generator Automotive Media*