

September 2014

the *Fanbelt* njace

new jersey association of CORVAIR enthusiasts

Why is there a Volkswagen on the front page of the Corvair Club newsletter this month?



- A:** Because it represents our annual **Camping Weekend**, happening this month
- B:** Because it represents the annual **All Air Cooled Gathering**, happening this month
- C:** Because it belongs to a Corvair guy
- D:** All of the above

The correct answer is **D**. This VW Campmobile belongs to Corvair owner Chris Parisi, our annual camping weekend is September 5-6-7, and the annual All Air Cooled Gathering is September 21. Details inside!

Breakfast at the Empire Diner on Route 46 in Parsippany Saturday, September 6, 9 AM.

Waaait a Minute... Don't Those Dates Conflict?

Yes, our annual Camping Weekend (September 5-6-7) and our regularly-scheduled monthly breakfast (September 6) cause members to make a choice.

But we did the same thing last year, made necessary by scheduling considerations at the campground, and it worked out just fine. We had a good turnout of members at the campground, and we had strong attendance at the breakfast.

The camping weekend is an informal, just-for-fun getaway, and does not count toward our year-end participation awards because it is an out-of-the-area event. The breakfast is informal, too, but it does count toward our year-end participation awards because it's local.

So, whichever you choose to attend is entirely up to you!

Corvaair Campin' Weekend September 5-6-7



Our annual weekend at Ray & Kathy Coker's Pioneer Campground in Laporte, Pennsylvania, takes place over Friday, Saturday, and Sunday, September 5-6-7. It's informal, relaxing, and completely enjoyable. It has almost nothing to do with Corvaairs and almost everything to do with friends and fun.

Many members will be driving out on Friday but others will make the trip on Saturday. Come when you can, leave when you must. But at this point, if

you have not already made your reservations, call now!

For several years now the Pioneer Campground has been one of the highest-rated campground in the country. Give Kathy a call to secure a cabin, RV spot or tent site, (570) 946-9971.

There will be a potluck supper Saturday evening as we have done in recent years. Bring a dish to share! Be creative, think outside the pot!

Those members not making the trip to Pennsylvania can enjoy our regular monthly breakfast at the Empire Diner on Route 46 in Parsippany on Saturday, September 6.

And If That Isn't Enough... NECC Track Day September 8



The Northeast Corvaair Council, of which NJACE is a part, is staging a performance driving track day at New Jersey Motorsports Park in Millville on Monday, September 8, rain or shine.

This is an opportunity to stretch the legs of your Corvaair (or other car) for the first time on this top-notch road course right here in our home state.

The event will run on the Thunderbolt Circuit which features 2.25 miles of asphalt, 12 challenging turns, a one-half-mile straightaway and approximately 40 acres of full service paddock space. Amenities include concession buildings, event garages, and a three-story timing tower with media center.

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NECC Track Day, continued

It's a full day of open track driving beginning at 9 AM, capped with individual timed laps beginning at 2 PM, followed by more open track driving until 5 PM. GPS Address for NJMP is 8000 Dividing Creek Road, Millville, NJ 08332.

Also offered is "Taste of the Track," a low-cost introductory program oriented toward first-timers.

Corvairs and all other makes and models of cars are welcome to participate in this event. Unmodified factory street cars as well as cars modified for track use are eligible. All will be subject to our usual safety and tech inspection procedures which includes the need for shoulder belts in all cars. Our starting grid often includes Porsches, Mazdas, Mustangs, Corvettes, Camaros, Mini Coopers, and of course, Corvairs! (Sorry, but this event is not open to trucks, vans, or motorcycles.)

Full details can be found at <http://www.neccmotorsports.com>

organized event. It actually covers both Saturday and Sunday but Sunday is the best day for Corvairs to participate.

Last year a Corvair – Allen Bristow's 1964 Greenbrier Camper – won Best-of-Show overall so this event is clearly welcoming to non-VWs.

This year we plan to have our engine run stand at the show to display and run a Corvair engine.

In addition to a show of more than 250 air-cooled vehicles, this event includes VW valve cover racing, kids games, 50/50, a swap meet, and the you-gotta-see-it-to-believe-it "Dub Push." There will be trophies, dash plaques, door prizes, on-site bar, kitchen, live music, special guests and a whole lot more.

Everyone is encouraged to enter the show, daily drivers to show cars, early or late model. As long as it's an air-cooled, it's welcome. A portion of the proceeds will go to help support Operation Jersey Cares, an all volunteer organization that provides care and support for past and present NJ Combat Veterans.

Entrance to the show on Sunday is \$10.00 per person, including your car.

And, while you are free to arrive when you wish and depart when you choose, **we are planning a pre-show meetup at Ashley's Auto Body so that we can caravan the one mile to the show site and all roll in together.** If you want to join in the caravan, plan to be at Ashley's Auto Body by 8:30 AM. The body shop address is 274 Hillside

Avenue, and the address of the show site is 272 Emmans Road, both in Flanders, NJ.

See you there!



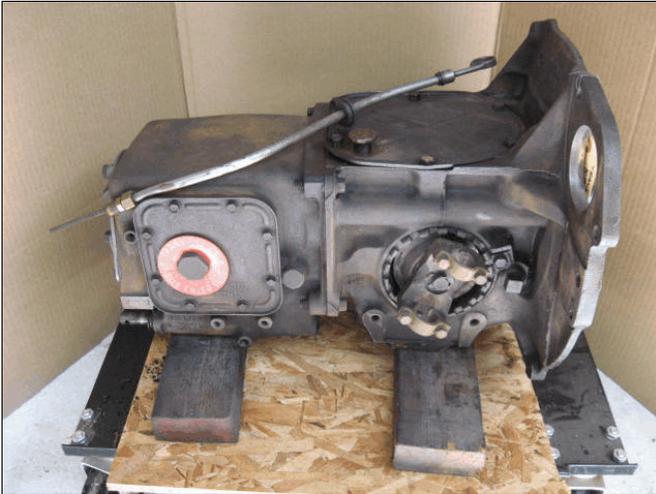
Bring your Corvair to the **All Air-Cooled Gathering**, sponsored by the Central Jersey Volkswagen Society on **Sunday, September 21**, at the Swim and Sport Club of Flanders. The is a large and largely hidden park located just a short distance from Ashley's Auto Body.

Corvairs – and all air-cooled cars – are welcomed at this well-attended and well-

Check the Oil... The OTHER Oil

NJACE Tech Session August 2

by Bob Marlow



Last month we asked the question, when was the last time you checked the oil in your Corvair's differential? If you are like many of us, the answer is umm, err, aah...

Our tech session on August 2 focused on transaxles, and while the original intent was to cover how to check, add, and change the lubricant in the transaxle, the focus changed quickly to choosing the correct lubricant. Let's start at the beginning.

The factory shop manual states that the rear axle lubricant should be checked every 1,000 miles and replenished as necessary with SAE 80 gear oil. When was the last time you checked the rear axle oil in your Corvair? If you own a 1964 or 1965 model you may have done so fairly recently, since those two model years include a factory-installed rear axle dipstick. But for the rest of us, checking the rear axle oil level means getting under the car and removing the check plug on the side of the differential.

The shop manual further states that the rear axle lubricant should be changed annually or every 10,000 miles at the most. When was the last time you changed your Corvair's rear axle oil? "Never" is a common answer.

Notably, the shop manual states that "Under

no circumstances should lubricant containing active sulphur be used in the Corvair axle." This is where our tech session got interesting. If you go to your local auto parts store in search of the right oil to us, you won't find SAE 80 gear oil readily, but you will find 80W-90, which is quite acceptable...

Except... the 80W-90 gear lube will be identified as "Service GL-5," or perhaps "Service GL-5, GL-4, GL-3." Axle lubricants specified for Service GL-5 contain the active sulphur that the shop manual warns against. These sulphur compounds are damaging to the transmission synchros in our older cars. Do not use this in any manual transmission-equipped Corvair.

What is needed is Service GL-4, with no mention of GL-5 on the label. Even if the label includes GL-4, if it also includes GL-5 don't use it.

This is true for all manual-transmission Corvairs. Powerglide-equipped vehicles can use the newer GL-4/GL-5 products because the differential lube is not shared with the transmission.

Here in our New Jersey climate, SAE 80W-90 is the best readily-available viscosity. But there are synthetic products available with a SAE 75W-90 rating, and these synthetics are acceptable. There are some very good GL-4 synthetic 75W-90 oils marketed for Mercedes, Volvo and Mack truck and bus transmissions, and Nissan dealers often have a good synthetic 75W-90 GL-4 product. But non-synthetic products with a 75W-90 rating are too light for our Corvairs.

Also available is 85W-90, but this is considerably thicker when cold and is not recommended.

The key point is, use 80W-90, Service GL-4 that has no reference to GL-5 on the label.

At the tech session I had on hand a Brad Penn product, an 80W-90 GL-5 specifically recommended by the manufacturer for older transmissions and hypoid gear rear axles. I was able to order it from Amazon, where a case of 12

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Transaxle Tech, continued

quarts cost \$82 delivered to my door. But there are a handful of Brad Penn dealers around, so depending on where you are you may be able to pick up this product locally.

(Incidentally, I am also using Brad Penn motor oil in my Corvairs' engines, as it is formulated with the right amount of zinc additives for our older engines.)

There are other products available suitable for Corvair transaxles, including (in alphabetical order):

- Amsoil Synthetic manual Transmission and Transaxle Gear Lube 75W-90 GL-4
- Citgo Citgear Standard XD 75W-90 GL-4
- Pennzoil Gearplus 80W-90 GL-4
- Pennzoil Synthetic 75W-90 GL-4
- Quaker State Multi-purpose Gear Lubricant 80W-90 GL-4

Interestingly, Redline MT90 75W90 GL-4 Gear Oil would appear to be fine, because it is GL-4 with the proper viscosity range. But Redline's web site has a disclaimer concerning use in differentials with hypoid gears – don't know why.

At the tech session we were able not only to review these product distinctions but also to drain and replace the transaxle oil in both an early model and late model style transaxle. Obviously, the use of the lift at Ashley's Auto Body facilitated this, but the job can be accomplished by the home mechanic. I did have on hand an 8-point socket, necessary to remove and replace the fill plug on the side of the transaxle.

Our thanks to Richard Widman, whose online tutorials steered us toward the right lubricants. Check out his thorough dissertation on transaxle oils here:

http://www.widman.biz/uploads/Transaxle_oil.pdf

and here for engine oils:

http://www.widman.biz/uploads/Corvair_oil.pdf

He Knows His Brass From His Oboe

by Tim Schwartz



On a beautiful evening in August the Hunters (Frank, Karen and son Peter) and I grabbed some sandwiches and went to see *Reflections*, a big band in which NJACE member Russ Shaver plays trombone.

It was an open-air concert at the gazebo in downtown Suffern, New York, only a mile or two over the state line. A wonderfully talented bunch, with a good vocalist joining them. The music was wide ranging, from Cole Porter to Stevie Wonder. What a great way to spend an evening.

As I snapped the photos, Russ told me not to put them in the magazine. I assured him that I wouldn't... that I'd only put them in the newsletter...

The Name Game

Recently, the Historical Vehicle Association posted the following story on their web site (<http://www.historicvehicle.org>), shared with us by Dave Cavagnaro:

In 1960, Chevrolet debuted a revolutionary, budget friendly, six-cylinder vehicle with an air-cooled rear-mounted engine like a Porsche. Many versions of the story exist when it comes to how that year's Motor Trend "Car of The Year" came by its name.

In one version, then General Manager Ed Cole decided on the name "Corsair," a famous type of World War II fighter aircraft, but someone in Cole's office supposedly mistook the "s" for a "v" and the name "Corvair" was used instead. In another telling, the name Corvair came about thanks to the genius design that blended the sportiness of CORVETTE with the family-friendly features of the Bel AIR. Still another story says that "Corvair" came in the attempt to combine the word "Corvette" with "air" (suggesting an air-cooled Corvette).

Tony Fiore, author of the Corvair Decade: an Illustrated History of the Rear-Engine Automobile, says that Cole did like the combination of the words "Corvette" and "Bel Air." But the name Corvair was actually first used on an experimental Corvette body that was first shown at the New York auto show in 1954. A closed, fastback coupe version of the original open bodied, 1954 Corvette, the car some called the "Corvette Corvair" never actually went into production. But Cole never forgot the great sounding name and decided it was a perfect fit for one of the 1960s most unique automobiles.



Mark Your Calendars

Saturday, September 6

Breakfast at the Empire Diner

Weekend, September 5-6-7

Corvair Campin' at the Pioneer Campground

Monday, September 8

NECC Track Day at NJ Motorsports Park

Sunday, September 21

All Air-Cooled Show at the Swim & Sport Club of Flanders

Saturday, October 4

Breakfast at the Empire Diner

**NJACE Breakfast
at the Empire Diner
Route 46 East, Parsippany
1st Saturday, Each Month**

The Empire Diner is located at **1315 U.S. 46, Parsippany, NJ 07054**. This is on the eastbound side, a short distance east of I-287, and easy to get to from I-80 or I-287.

Membership Roster

It has been requested that we distribute a membership list to the members, but at the same time we want to respect your privacy. So, NJACE will publish a roster in November with only your name, city and state UNLESS you request that we include your street address, e-mail and phone number.

Please respond to Treasurer Tim Schwartz at tim@bristolnj.com and let us know your preference, no later than October 15.

Dollie Cole, 1930-2014

Dollie Cole, the colorful, outspoken widow of former General Motors President Edward N. Cole and a staunch defender of the Corvair, died August 24 in Lockhart, Texas. She was 84.

A former model, she helped establish a high standard for the wife of a Detroit 3 executive when she married Ed Cole, a GM group vice president, in 1964.

Ed Cole was the former chief engineer for Chevrolet and former general manager of Chevrolet at the time of their marriage. He became GM president in 1967 and held that position until 1974.



Dollie & Ed Cole in 1967

Her husband's high-profile role at the world's biggest car company gave Dollie Cole a unique platform. She was behind the wheel when the first airbag-equipped GM car, a 1974 cinnamon-colored Oldsmobile Toronado, rolled off the production line in 1973 at a plant in Lansing, Mich.

She reportedly had inspired research into airbags when she complained of having to use a seat belt while wearing a fur coat in a car with her husband in the 1960s.

Ed Cole, generally acknowledged as the father of the Corvair and who died in a plane crash in Michigan in 1977, had a famous motto: "Kick the

hell out of the status quo." Dollie Cole lived that motto.

"The strongest muscle in my body is my mouth," she told *The New York Times* in 1971. "I'm sure a lot of times he (Ed Cole) wishes he could put a sock in my mouth."

On one occasion, Dollie Cole called into Phil Donahue's nationally televised talk show to invite a guest, one of GM's toughest critics, to visit the automaker before passing judgment, according to *The New York Times*. "Why don't you come see before you are so fast to criticize?" she said.

Dollie Cole also once confronted Arthur Hailey, the author of "Wheels," a 1971 novel about the inner workings of the auto industry that suggested auto executives were fond of "running around" while on company time.

"Auto executives aren't spring chickens, nor do they have time to play around," she said. "They're busy making a corporation run. They're totally committed."

A frequent presence in the society pages of Detroit's newspapers, Dollie Cole was once described as the Martha Mitchell of the auto industry. "I hope I've never wasted my life just existing," she told the *Palm Beach Post* in 1972.

While a senior editor of Curtis Publishing, she wrote about the corporate world in a humorous way, and penned a book, "Piston Power by Motor Mouth."

When her husband retired from GM in 1974, Dollie Cole surprised him by purchasing the desk he had used in the offices on the 14th floor of the General Motors building in Detroit. She used the same desk for years at her ranch in Lockhart, Texas.

Dollie Ann Fechner was born on May 13, 1930, in Fort Worth, Texas. She married U.S. Naval Officer William McVey in 1948 while studying therapy for mentally ill people in college. She and McVey divorced in 1963 after having three children.

After their marriage in 1964, Ed Cole adopted his new wife's two youngest children, and they had one child of their own.

Dollie Cole was a major champion of the National Corvette Museum, serving as a director of the museum when it opened in 1994 and becoming chair-elect in 1996. She later worked two years as

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Dollie Cole, continued

chairman and two years as past-chairman of the museum's board.

"She was just truly and outstanding visionary," said Wendell Strode, executive director of the museum. "She understood the potential vision for the museum." She had a way of bringing people together to figure out what was best for the museum, Strode added. "No personal agendas," he said. "As Dollie has said, 'Egos are to be left at the door.'"

Ed Cole had two children from his first marriage, including David Cole, former head of the Center for Automotive Research in Ann Arbor, Michigan. After retiring from GM, Ed Cole became chairman and CEO of Checker Motors Corporation and was planning a replacement for the venerable Checker Marathon when he died at age 67 in a crash of his private twin-engine aircraft near Checker's hometown of Kalamazoo, Michigan.

Dollie Cole was also a member of the Corvair Society of America, helping to sponsor the organization's annual Edward N. Cole Award and attending several of the annual conventions conducted by CORSA.



Dollie Cole with Bob Marlow at the 1979 CORSA Convention in Michigan. Large eyeglasses were in vogue!

She was named a Distinguished Woman of Northwood University in 1995. "She brought a vision and voice of hope and optimism to everyone who knew and worked with her," Dr. Keith A. Pretty, Northwood University's president and CEO, said in a statement. "Her example as an entrepreneur, actress, community leader and philanthropist will be felt for a long time to come."

Son Joe Cole described her as tough and determined. "She was working in a man's world," he said, but she was "kind and giving."

NJACE Classified Ads

September 2014

For Sale: Leftovers! I took a truckload of parts to the Detroit Corvair Homecoming swap meet August 22-23 and sold a lot! But not everything found a buyer. Here's what's left:

- Pair of 1966 Rochester HV Carburetors, rebuilt with extended bowl vents, \$150.
- Pair of Rear Coil Springs, L & R, for 1964 coupe & sedan, \$20.
- Pair of Rear Coil Springs, L & R, for 1961-62 station wagon, \$20.
- Front Suspension Crossmember for 1961-64 Corvair cars, '64 style with the provision for the factory anti-sway bar, \$65.
- Outside Rearview Mirror, bowtie style, with hardware & gasket, fair condition, \$10.
- Offenhouer Oil Pan & Valve Cover set, selling as a set, only, \$300.
- Engine Top Shroud (aka "turkey roaster") for 140-hp, \$15.
- 1966 Steering Box, only 19,000 miles so it's not worn out, \$85.
- Transmission Front Support for 1961-64 4-speed, \$10.
- Transmission Front Support for 1965-69 Powerglide, \$5
- Complete Transaxle (differential & transmission) for 1965 Corsa 4-speed, 3.55 ratio, \$150.

All prices negotiable. Bob Marlow, phone 201-444-1859, email RWMarlow@comcast.net



Here's a portion of the swap meet at the Detroit Corvair Homecoming August 22-23. It's a ten-hour one-way drive from New Jersey, but this event, now in its 35th year, is worth the trip.

Participants came from 14 states and two Canadian provinces, more than 300 people in all with nearly 100 Corvairs. NJACE members Al Lacki, Bob Marlow, and Tim Schwartz were among those in attendance.

