

June 2018

# the *Fanbelt*

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new jersey association of CORVAIR enthusiasts

## What's Wrong With This Picture?



## Find out in this issue.

### **Plus:**

- ☛ **Breakfast and History at Picatinny, June 2**
- ☛ **The Great Phillipsburg Auto Show, June 30**

*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. A commercial ad can be placed in an issue of the *Fanbelt* for \$50 per full page, \$30 per half page, \$20 per quarter page, and \$10.00 per business-card. (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 607, Lemont, IL 60439. Meetings of NJACE are held periodically at locations and times as announced in this newsletter. 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).

## President's Message

by Brian O'Neill

### Back to Bucky's

NJACE will start the summer season this weekend with the popular outdoor breakfast at Bucky's On the Lake at Picatinny Arsenal. That's right, our June 2nd Saturday morning breakfast will be at this great location, not the Empire Diner.

We will be having breakfast on the patio at the end of Lake Picatinny. The buffet menu includes scrambled eggs, egg whites, Canadian bacon, sausage, home fries, assorted pastries, bagels, chilled fruit juice, orange and grapefruit sections, cantaloupe, honeydew and watermelon and of course coffee and tea.



But there's more. After our breakfast and a brief business meeting we will drive our cars to an area in Picatinny called Navy Hill. We will park the cars and take a walking tour of the area that was the site of a horrendous 1927 explosion that occurred after lightning started fires in the ammunition storage area on that part of the Arsenal which was then occupied by the Navy. Our guide will be Jason, the Picatinny Arsenal's resident Cultural Archaeologist. This tour is not something that is routinely offered to the general public and is a great opportunity for us. Those of you who attended last year's June Picatinny breakfast meeting know how interesting these tours can be.



The fun starts at our usual breakfast meeting time of 9:00 AM. The cost per person for the breakfast buffet is \$15 and is all-inclusive. Please note, NJACE is subsidizing this event so if you say are coming and then do not show up, you will be liable for the \$15 per person cost.

Since last month's newsletter we notified members via email of the need to sign up in advance due to security protocols at the Arsenal, so **as long as you are not reading this after Tuesday, May 29, you still have time to let me know that you'll be there.** My phone number is 973- 729-5586 and my email is [bmoneill@juno.com](mailto:bmoneill@juno.com). So far the response has been gratifying and we will have a good group on hand.

Finding Bucky's is easy. But to gain entry to Picatinny it's absolutely necessary that your name and the name of anyone coming with you be on the RSVP list. Next, you need to make sure that each person has good photo identification with them. You have to have the registration and insurance card for your vehicle, and you have to know that you are going to Bucky's.

To get to the Picatinny Arsenal gate is easy, just follow I-80 west to Exit 34B for NJ Route 15 north toward Jefferson/Sparta. The Picatinny gate will be on your right just a short distance north on Route 15. (Don't follow your GPS, it will take you to the wrong gate.) The gate personnel will inspect your vehicle. The guards there will have a list of everyone who is authorized entry for the party.

Once you go through the main entrance of the Arsenal, drive to the traffic light – it may be blinking then – and bear right. Proceed a very short distance and make a slight left hand turn. Follow this road past the Conference Center on your left and straight through the stop sign. Continue on this road as it curves to your left. You will soon come to the lake and see Bucky's.

We will return to the Empire Diner for July, but for June this breakfast and tour will be a great way to start our summer activities.

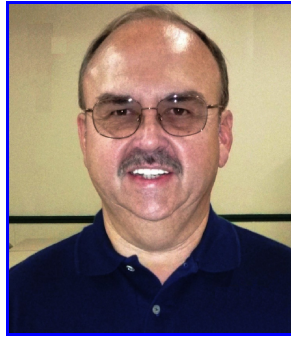
See you there!



## All Corvair Roads lead to Phillipsburg

by Ron Peles

The Corvair – rear engine, air cooled, yes, but also the four wheel independent suspension not only soaks up the bumps but hugs the curves. And where else to drive but on all those curvy roads leading to Phillipsburg for The Great Phillipsburg Auto Show on June 30?



From the north, come in from 517 then 519 enjoying the broad sweepers through the farms. From central Jersey, jump off I-78 onto 173 just past Clinton and conquer Jugtown Mountain, with its spectacular views and large sweeping curves as you pass the picturesque black bridge over the Musconetcong at Bloomsbury. And from the South, you can drive along the Delaware River, admiring the rapids and Pennsylvania cliffs.

Yes, winter is finally over, so roll down the windows and drop the top. Breathe in that clean country air full of wildflowers.

What a great drive! And what a great show! First, there's a Corvair class for those into trophies. Next, there's the low, low registration fee of only \$10 preregistered, \$15 on site per car. Bring the family to enjoy the grass show field, the shady trees and the smells and the tastes of the sausage and pepper sandwiches, hamburgers and hot dogs cooking on the grille. Enjoy the fifties and sixties music as you recline in your lawn chairs. Check out the wide variety of other cars including the Packard that chauffeured the Lindbergh family to the notorious Lindbergh Baby Trial in Flemington back in the 1930s.

And all proceeds go to charity, "Grandma's House," right at the show field. You can take a free tour of Grandma's House and learn about its mission during the show.

Awards are scheduled for 2 PM so you can

then head over the bridge to Easton, PA for the canal park, the Crayola factory, and an assortment of dining opportunities for dinner after the show.

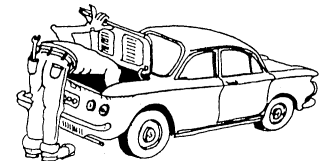
You will agree that there is no better way to spend a Saturday, and that Saturday is June 30, 2018, rain date the next day. Where? Set you GPS for 137 Roseberry Street, Phillipsburg, on the campus of Sts. Philip and James School, just off Route 22 West.

See you and your Corvair there!

*[Editor's Note: The informational flyer for this show is being sent to all members separately from this newsletter.]*

## Tech Session for Naught?

by Brian O'Neill



The tech session on May 19 at my garage was a lot of fun. Eight club members under the watchful eye of Bernie Fisher worked to solve a leaking bellhousing seal in her 1965 Corsa convertible. The coffee was hot and stimulating. The doughnuts were sticky, yet delicious. The pizza we had for lunch hit the spot. There was a lot of good-natured ribbing as we removed the car's powertrain, separated the engine from the differential and replaced the necessary seals and gaskets. When we quit at 4 PM everything was reassembled, the powertrain was back in the car, and that bane of late-model mechanics, the rear lower strut rods, were back in place.

Many thanks to everyone who participated in the tech session.

On Sunday I spent a couple of hours finishing up the installation. When I was finished the engine started and ran perfectly. So as planned, Roberta and I set out to deliver the car to Bernie. It was a warm late spring afternoon and as I left the house I thought to myself, this car really runs well.

It was all for naught! I made it less than two miles from the house when I stopped at a full

stop sign. I put the car into first gear, let out the clutch, and started to drive away. I only got a few feet when I heard of very loud noise. I pulled to the side of the road because I thought maybe something was hitting the fan. I left the engine running so I can hear it, went to the back of a car and opened the deck lid. Nope. Everything was fine. Even with the engine idling I heard strange noises.

Then I noticed that what appeared to be gear oil dripping in large quantities onto the ground. Not wanting to make the problem any worse than it was, I had the car flatbed it back to my house. While on the flatbed it puked a significant amount of gear oil.

In my mind I reviewed everything we did on Saturday but could find no mistakes. Obviously, this isn't the first time I've taken a Corvair engine out of the car and replaced the bellhousing seal. Maybe, after 53 years, the transmission had just given up the ghost. To say it was frustrating is an understatement. So now I had to redo everything we did on Saturday, and determine just what happened.

The next day I put the car up on jack stands and started to inspect the powertrain. I couldn't see anything except the leak of gear oil coming out of the bottom of the bellhousing. I soon realized the only option was to take the entire powertrain out of the car and start disassembling it. So the next day, with the able assistance of Al Lacki, out it came.

The first thing we checked after separating the differential and transmission from the engine was the new seal in the differential snout that we had installed on Saturday. I thought that maybe the new split ring we installed had broken because when I looked at it prior to installation I saw that it was thicker than the old one and slightly larger circumference. Well, it hadn't broken but in some ways I was right.

Normally when installing the seal and the split ring it only takes a couple of gentle taps on a socket with an extension to seat the seal and split ring. With this new split ring it required some significant hammering to get it to seat. On Saturday, during the tech session, the club member who installed seal and split ring asked

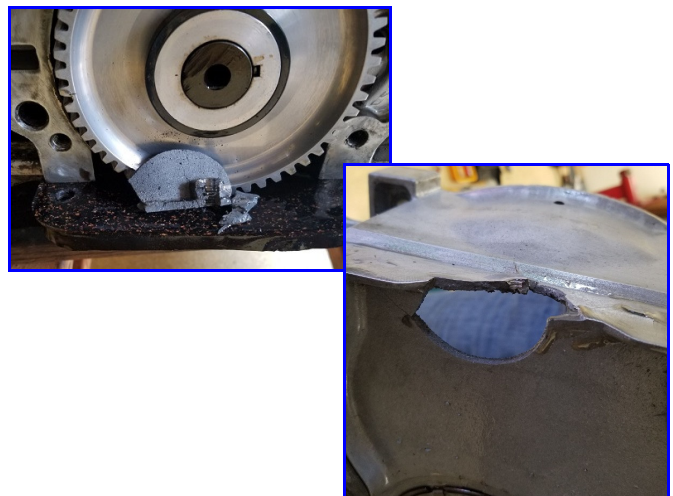
me to double-check his work. I did but instead of sticking my finger into the snout to make sure that the seal was totally seated, I simply took the socket and extension and tapped. I was satisfied that it was in correctly but that wasn't the case.

Not having the seal completely seated allowed gear oil to run out, especially when the car was parked with the nose uphill. So that was one of the issues solved.

The other and more distressing issue was the noise that I had heard. At first, looking inside the bellhousing didn't give any clues. But a closer look saw the remains of a broken bolt jammed up behind the pressure plate. So out came the pressure plate and flywheel. Then it all became clear.

There are a total of nine bolts that hold the bellhousing to the engine case. Five of them are in a circular pattern around the crank shaft seal. Four others are located at the bottom of the bellhousing. All of them need to be torqued to specifications. Only the five surrounding the crankshaft seal were torqued. The others were at best only hand tight and driving the car caused two of them to back out, to the point that the ring gear on the pressure plate sheared them off.

Somehow one of them ended up breaking off a piece of the bellhousing. So a new bellhousing with correctly torqued bolts solved that problem. The engine is back in the car and all appears well. There are some lessons to be learned here, but right now I'm not thinking about them. I'm just glad that the two issues could be solved.



## NJACE Classifieds

June, 2018

**For Sale:** 1966 Monza convertible, 110-HP, automatic. Power top, AM/FM radio, air conditioning, clock. Mechanically rebuilt personally at my AMOCO service station, driven home and stored in my garage. Bodywork, top and paint needed to finish. I have all the interior, body and trim pieces, plus many extra parts to go along with it. Asking \$2,500.00. Contact me via email, [ktgw32a@prodigy.net](mailto:ktgw32a@prodigy.net). Bruce Greenwood, Ramsey.



**Free:** I have 52 issues of the *CORSA Communique* from 1995 to 2002. And, about 100 *Hot Rod* magazines from the 60s, 70s and 80s that need a new home. Open to offers. Will separate. I can be best reached at my email address, [ktgw32a@prodigy.net](mailto:ktgw32a@prodigy.net). Bruce Greenwood, Ramsey.

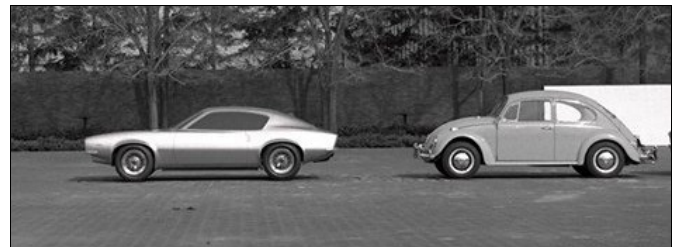
**For Sale:** NEW Reese trailer hitch ball, 2-inch, with 3/4-inch shank, purchased at Tractor Supply for \$12.99 plus tax but it proved to be the wrong size for my truck, yours for \$10 delivered to the June breakfast at Picatinny. Bob Marlow, email [RWMarlow@optimum.net](mailto:RWMarlow@optimum.net), voice or text 201-444-1859, Lavallette.



## Who Knew? Part 6

by Bob Marlow

Photographed in 1967 at the GM Tech Center in Warren, Michigan, is a '67 VW Beetle and Chevy's XP-837.



XP-837 was a four passenger "mini-Camaro" program developed by Chevrolet and GM Design, intended to compete with small European and Japanese imports. The styling was highly influenced by designs put forth for both the stillborn third-generation Corvair and the second-generation Camaro, and ultimately itself influenced the car that came to compete with the imports, the 1970 Vega.



## About Face(book)

The Corvair on the front page of this newsletter is Ray Coker's freshly-painted 1965 Corsa, named "Fast Orange."

But in this case, it's the wrong orange! Ray and a relative painted the car, and as you can see from the photo it came out beautifully. However, the supplier incorrectly provided Ford "Competition Orange" instead of Chevy "Hugger Orange," so Ray and his relative sanded it down and did the job a second time!

But you knew this already if you follow the NJACE Facebook page, where Ray has been posting updates. If you are a Facebook user, be sure to "like" and "follow" the NJACE Facebook page. If you are not a Facebook user, you are now in a worldwide minority.

Oh, and here's the car, in the proper "Hugger Orange," a 1969 Camaro color:



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## NJACE Calendar of Events

### Saturday, June 2

Annual "Drive Your Corvair" breakfast at Pocatunny Arsenal, 9 AM.

### Saturday, June 30

The Great Phillipsburg Auto Show (rain date July 1). Full details in next month's newsletter.

### Saturday, July 5

Monthly breakfast at the Empire Diner, Rt. 46, Parsippany, 9 AM.

### Monday-Saturday, July 23-28

CORSA Convention, Pittsburgh, PA  
See [www.CorvairPittsburgh.com](http://www.CorvairPittsburgh.com)

## Great Plates

Last month we asked whether you would like a license plate like the one shown here for the front of your Corvair (If your car is registered on NJ Historic ("QQ") plates you do not have to have a state plate on the front of the car.)



I had a sample made, and I think they look great! Our logo is silk-screen printed on white aluminum, and they will be available at a cost estimated to be \$19.95 each. I say 'estimated' because the exact price depends on the quantity ordered, but I think the estimate is not likely to be exceeded.

Several member have expressed interest, so this is your "last call" before the manufacturing order is placed. If you are interested, just drop me a note at [RWMarlow@optimum.net](mailto:RWMarlow@optimum.net) I'll add

a plate for you to the order. No need for payment until delivery. If all goes according to plan, they'll be ready by the time of the July breakfast.

-Bob Marlow

### Think Good Thoughts

This month we send our Best Wishes to longtime club member Curt Stone, who on June 11 is scheduled for open heart surgery.

A recent diagnosis of a leaking mitral valve has made the surgery necessary. Fortunately, heart surgery is almost routine these days, but nonetheless it is concerning and we wish Curt a smooth operation and a speedy recovery.

In the photo below, Curt supervises as Jim Dodd, Bill Doerge, and Bob Marlow collaborate to install new carpet in Curt's 1969 convertible on the hottest day of last week.



When the old carpet was removed, we found that Curt's car has perfect floors.

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**48<sup>TH</sup> INTERNATIONAL CORVAIR CONVENTION**

JULY 23-28, 2018

Hosted by WESTERN PENNSYLVANIA CORVAIR CLUB