



*No,  
I will NOT be making  
an endorsement  
in the election for  
2020 NJACE officers*

**Ralph's opinion notwithstanding,  
Voting takes place at this month's breakfast meeting,  
or you can use the ballot in this issue.**

## **In a New York State of Mind NJACE Takes Manhattan... and Brooklyn!**



**→ This Month's Breakfast Meeting is Saturday, December 7**

*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 (CORSAs), Inc., P.O. Box 68, Maple Plain, MN 55359. 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).

# President's Message

by Brian O'Neill

## Death of a Subway Map

- or -

## NJACE Visits the NYC Transit Museum



On Saturday, November 9, seventeen NJACers joined by three members of the VCCA had an excellent adventure. Using many modes of transportation the group explored the Port Authority's subway museum in Brooklyn.

The adventure began at the Newport Mall in Jersey City. The group use their private automobiles, sad to say no Corvairs, to get to the mall. From there we followed Rob Wanthouse, our intrepid guide for the day.

Rob let us to the light rail terminal outside the mall. At first the automated ticket machine flummoxed some of our members. With Rob's help, we all got tickets.

We took the light rail down to the Hoboken ferry slip. This time there was a real live person selling the tickets but even so there was some confusion. We took the ferry across the Hudson to the World Trade Center site. We walked past the Memorial and then into what is probably the strangest looking subway station on earth. Again the automated ticket machines proved little difficult for some of the group, but we did make it to our destination in Brooklyn.

Walking a block and a half took us to the unused subway station that serves as the Museum. This time there was a Corvair there!



*New member Andrew Backer, a Brooklyn resident, brought his 1963 Monza to the museum*

We had to stand on line for a while. Turns out that this museum has become very popular over the last few years. The crowds were made even bigger because it was a holiday weekend and many tourists were in town.

The museum proved to be as fascinating as we had anticipated. On the first level there were many displays and pictures of the construction of the subway more than 100 years ago. One of the most fascinating things we learned was that during the construction on two occasions while workers were tunneling under rivers there was what was called 'a blowout.' In both cases the top of the tunnel gave way and the compressed air literally blew workers through the roof! They were propelled more than 30 feet through the muck and popped up in the river.

Only one of the three workers in the first occasion survived. The single worker involved in the second occurrence also survived. What a tale these two must have been able to tell for the rest of their lives.

After spending hours at the museum, we walked a few blocks to a restaurant famous for his cheesecake. We enjoyed great sandwiches and some of us indulged in the cheesecake. The cake deserves its excellent reputation.

We made our way to a subway station across from the restaurant which was served by a different line than the one we took on the way out. By now we pretty much had the automated ticket machines down pat. When we got to the platform we discovered there were signs saying that the train we intended to take back to Manhattan was not running that weekend. No big problem. Another train took us into Manhattan at which point our fearless guide changed the plan. Instead of another ferry and light rail ride back to the mall in Jersey, we took the PATH train directly to the mall.

During our adventure, Rob, who works for the Port Authority and is extremely familiar with the subways, armed himself with a subway map just to be sure. The map was one of those that needs to be fully opened up so you can see which subway line goes where. Our guide's map really didn't want to cooperate and fought him all the way. But he soldiered on and got us home.

Many thanks to Rob for a very interesting day. Thanks also go out to our Brooklyn-based coordinator, Taylor McKimens, for being on the spot and making the restaurant arrangements.



**On the Cover:**

Top, some old guy.

Bottom left, NJACE members make their way to the NYC Transit Museum.

Bottom right, Taylor McKimens and Andrew Backer, both of whom live in Brooklyn, pose their '63 Monza coupes in the borough.

NJACE person who knows how rare Corsas are (2 years only of course) should sale for \$13,900... which is why I'll let it go for \$12,750.

Any questions or a test drive just contact me at 203-733-0205. Derek Pike, Long Valley. (Yes, the 203 area code is correct.)

More photos:

**Member Corvair For Sale**

**1965 Corsa convertible** 140-hp for sale to a Corvair nut that will take really good care of 'Ralph.'



Some history:

- Bought in 2012; VIN # 107675L108594
- I replaced the right rear wheel bearing
- 2 new mufflers
- 17" rims – (no cutting or modifications were needed)
- 17" Radial tires with less than 1k miles
- Cleaned and refurbished all 4 wheel cylinders
- New front brake lines
- New brake shoes all around
- New Battery
- Original wheels / tires included
- Original Spoke wheel covers included
- 1965 Wiring diagram!(inside David R. joke)
- New rear seals
- Original radio included (separate)
- Assorted parts included; Corsa emblems; etc...

Interior is original. Runs perfect, drives great. Rear seal leak about a dime size after a drive. Terrific distributor (ask Brian)...

I'm going to put it up on National publications if no one at NJACE is interested. Seems the going rate for Corsas in the same condition as mine on current AutoTrader type websites is around \$14,000+. I figure a good home to some great



Rob Wanthouse and the Uncooperative Subway Map. See the President's Message on Page 2 for the story.

*Subway Museum Tour photos in this issue by Larry Ashley and Nick Ford*

## Quickie Tech Tip

by Bob Marlow

When did you last replace the gasket on the underside of your Corvair's oil filler cap? If you're like many Corvair owners, the answer is "never."



Permit me to recommend that you check yours. On the 1965 Monza four-door that Sue and I purchased earlier this year, when I took the oil cap off and looked at the gasket, it looked fine.

Then I touched it, and it crumbled! I do not know what material GM used for these gaskets, but whatever it was, it was not intended to last 50+ years.

New gaskets are readily available from Clark's Corvair Parts and cost all of \$1.90 each.

Clark's also sells what they term the "Positive Seal Oil Cap," pictured here, which is an industrial T-Handle Expansion Plug. This replaces the factory oil filler cap entirely.



Club President Brian O'Neill uses these on all engines (and if you turn your back long enough he may put one on your engine), but speaking as a "stock" guy these are not my preference.

Clark's part number for the stock-style gasket is C444X, and for the

Positive Seal Oil Cap the part number is C5407, and the price is \$13.70.

## ♪ CORVAIR MUSIC ♪

Dave Cavagnaro sent along this link to a YouTube video made by fellow club member Bill Stanley. It won't win an Emmy but if you're feeling musical, check it out!

<https://www.youtube.com/watch?v=Z8sWhL7vTHw&feature=youtu.be>

## NJACE Calendar of Events

### Saturday, December 7

Monthly breakfast at the Empire Diner, Rt. 46, Parsippany, 9:00 AM.  
Elections for 2020 club officers!

*Happy Holidays!*

### Saturday, January 4

Monthly breakfast at the Empire Diner, Rt. 46, Parsippany, 9:00 AM.

### Sunday, January 26

Our annual Holiday Gala, returning to the Cannon Gate Conference Center at Picatinny Arsenal. Full details in next month's newsletter, but mark the date!

### Saturday, February 1

Monthly breakfast at the Empire Diner, Rt. 46, Parsippany, 9:00 AM.

### Saturday, February 15

Our annual Corvair Parts Auction, our biggest event of the year!

### Saturday, March 3

Monthly breakfast at the Empire Diner, Rt. 46, Parsippany, 9:00 AM.

## NJACE Officers for 2019

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# Powerglide Puzzle

by Bob Marlow

As David Main was returning home from a car show earlier this Fall, the engine in his 1968 Monza suddenly lost power. A little driveway diagnostics showed that the right-hand bank was dead. Out came the drivetrain in anticipation of an engine teardown.



Once the drivetrain was sitting behind the car instead of in it, David spotted the problem: The small plug in the carburetor pad on the right-hand head had disappeared.



This brought massive relief that the engine did not have to be rebuilt, but also massive frustration that this simple problem was not spotted before the drivetrain came out.

With a replacement plug installed, and the drivetrain re-installed, the engine runs great.

That should be the end of the story, but alas, it is not. David could not re-install the Powerglide cable to his satisfaction. Over several attempts, the throttle valve (TV) lever would remain loose, giving the impression that the ball on the end of the cable had not engaged properly. And if he tried to move the car, moving the dash lever would not engage the gears properly.

So he called for help, and recently myself, Frank Hunter, and Joe Maurella joined David in his driveway to try our hand at getting the cable installed.

We followed the shop manual procedure scrupulously but obtained no better results. So we concluded that we'd have to drain the pan and remove it to see what was going on.

With the pan removed, I happened to be the guy under the car as Frank began to manipulate the cable,

and I could see that on his second "poke" he got it right and the ball engaged. Cool! But we nonetheless had our doubts, because the TV lever still did not line up as indicated by the instructions in the shop manual. Lacking sufficient knowledge of the innards of a Powerglide, and knowing only that the ball was engaged, we went ahead and re-installed the pan, added the ATF, and started the car.

No improvement. The car still does not engage forward and reverse properly.

Sooooo....

Recognizing the woeful inadequacy of our knowledge, we sought advice from nationally-respected Corvair guru Larry Claypool. Larry told us that it would be "sorta simple fix but you need the adjustment tool for the manual valve and have to have the pan off to use it."

Clark's sells the tool and there are some articles in tech guide how to make a tool if we wanted.

The procedure to use it is outlined in '61 and '65 shop manuals. You place the lever in drive, put the tool into valve body lining up its pin in first hole. If the manual valve doesn't touch the tool, you loosen the screw on the manual valve lever, and adjust it so that it does.

Larry noted that on rare occasions he has had to remove the manual valve lever actuator part and elongate the hole for a little more adjustment. We're hoping that this step does not prove to be necessary. Stay tuned!



*Well, at least the weather was nice...*



During the December breakfast at the Empire Diner this Saturday, we will have our election of officers for 2020.

As is typical, we have a single candidate for each position, although you do have the option to

"write in" a name other than that of the formal nominee for any position if you wish.

If you can't attend the breakfast, you can still vote by using the ballot that appears on this page. To use the ballot, print and fill out the ballot and send it to NJACE, P.O. Box 631, Ridgewood, NJ 07451.

Alternatively, you may submit your vote by email to club Secretary David Malcolm at david.s.malcolm@verizon.net.

Ballots must be received by December 6, 2019.

Please participate – thank you!

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### **New Jersey Association of Corvair Enthusiasts 2020 Ballot**

President:

- ☐ Brian O'Neill  
☐ (Write-in)\_\_\_\_\_

Vice President:

- ☐ Nick Ford  
☐ (Write-in)\_\_\_\_\_

Treasurer:

- ☐ Tim Schwartz  
☐ (Write-in)\_\_\_\_\_

Secretary:

- ☐ David Malcolm  
☐ (Write-in)\_\_\_\_\_

Activities VP:

- ☐ Steve Calandra  
☐ (Write-in)\_\_\_\_\_

Publicity VP:

- ☐ Bob Marlow  
☐ (Write-in)\_\_\_\_\_