

July 2021

the *Fanbelt*

new jersey association of CORVAIR enthusiasts

What is in This Barn?



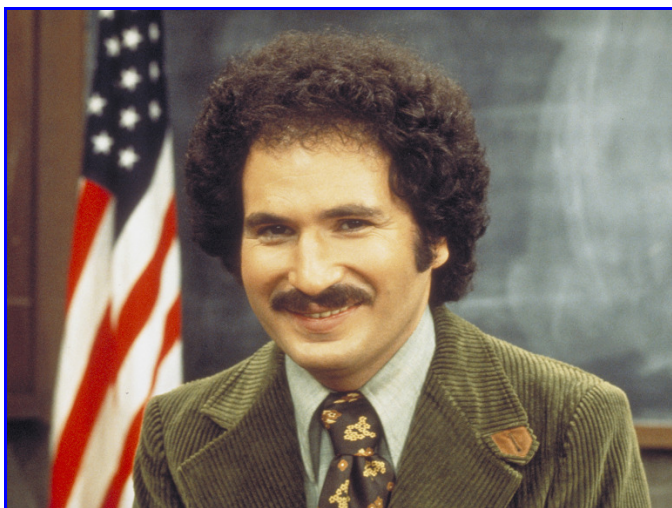
Hint: It's not what you're expecting.

See Ray Coker's story in this issue.

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 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.

Welcome Back!



For the first time in 16 months, we can gather for an in-person club breakfast!

On **Saturday, July 3rd**, we will return to the **Empire Diner** at **9:00 AM** – and in case you've forgotten, the diner is located at 1315 US Route 46 eastbound in Parsippany, NJ 07054.

Not only will we be back for an in-person meeting, but it will also be our second formal business meeting for the year, the first not on Zoom since early last year.

AND, the free breakfast drawing will be back! Come to the meeting, and you are automatically entered in a drawing to WIN your breakfast!

Mark your calendar, gas up the Corvair, grab the family, and join us!

How I Got Started

Editor's Note: Club secretary David Malcolm has been asking members to submit stories of how they got started in Corvairs. Here's the next installment:

by Curt Stone

It was in high school when my friend Tom introduced me to his '65 Corvair Monza. The year was 1972, and that was the first Corvair I ever rode in.



Tom educated me about Corvairs and the various models available, Monza, Spyder and Corsa. I remember our dropping his oil pan and cleaning all the sludge out and putting a new gasket on it.

It would be a few years before I would purchase my first Corvair. As it worked out it belonged to Tom's girlfriend's mother and it was an Olympic Gold 1969 Monza coupe. I needed the car for basic transportation. At that time I was not aware of the significance of 1969 Corvairs. Now I wish I knew the VIN of that car but alas I do not.

After selling the '69 it was a long time before my interest in Corvair's was rekindled. It was

while visiting my father in West Virginia. I noticed and ad in the paper for a late model Corvair convertible for sale, I believe it was a 1965. For whatever reason we went and took a look at it, and while I did not buy that car my interest in Corvairs was reignited and has not diminished.



Curt's father with his own 1966 Corvair

Eventually I bought a 1961 gray 700 sedan from the original owner in Stoney Point New York. Over the years I have owned a number of Corvairs but it seems that 1969 is my year. I purchased #5554 from the original owner and owned it for 15 years. I experienced seller's

continued

How I Got Started, continued

remorse after letting that one go.



My current '69 convertible is #2083 out of the 6000-car production run for 1969. It came from San Diego California so the body is in very good condition. It is Glacier Blue with blue interior.



It was nice that it had the luggage rack when I purchased the car as these are quite rare. I have changed it from a Powerglide to a 4-speed transmission and it now has a quartz clock and AM/FM radio. I have acquired a telescopic steering column and once that is installed I will be finished with my additions. With the help of some of the Bayshore Corvair Club members the carpet was replaced three years ago now.



The new carpet project

Maybe after we get past the pandemic I can ask the club for a tech session to install the telescopic steering column.

Send us your "How I Got Started" story!

Vintage Corvair Photo of the Month:



Found on the web. We do not know who these people are nor where and when the photo was taken. But they have already snagged the rear grille of their nearly-new 1960 Corvair 700 on something...

The Old Man and the “See What I Have”

by Ray Coker

My freshly-rebuilt 140-hp engine had a slight oil leak at the front main seal where the flywheel attaches to the crankshaft, so I removed the engine and transmission and separated them to replace the oil seal with another new one.



To the naked eye the crankshaft gear which the seal runs on appeared to have a good surface but taking a photo of it with a zoom lens showed a deep groove and pitted metal from a previous rubber seal riding on it for 50+ years. Yes, a piece of rubber riding on hardened steel can wear a groove in the steel over many years (see the photo).



There are two solutions to repair this type of oil leak. One solution is to disassemble the engine and send the crankshaft to a machine shop to have the crankshaft gear pressed off and a new one pressed on, then reassemble the complete engine again.

The second solution is to use what is called a *Shaft Repair Sleeve* which slides onto the damaged or grooved area which would give the new oil seal a new smooth surface to run on vs the damaged or grooved surface. I opted for the second solution vs taking a new good running engine all apart.

After reaching out to many Corvair Facebook groups and to the Corvair Forum on the internet I learned that many people understood my problem but no one had any idea where a Shaft Repair Sleeve could be purchased that would fit my crankshaft gear. Thus, the search began for the

repair sleeve I needed, which seemed to be made of unobtainium.

Using the internet, I found many companies who sell repair sleeves but after researching their catalogs I discovered no one offered the size I needed which was 3" id and 5/8" wide. Many companies sell sleeves with the 3" id but I couldn't find one the width I needed. It seemed my only choice was to buy one wider than I needed and then hopefully find someone who could machine it down to the size I needed.

Happenstance Does Happen

Several days after receiving the sleeve that needed to be machined, I was talking with a neighbor about my problem when, with a matter-of-fact look on his face, he said "there is a guy five minutes from here than can do that." He and I made plans to meet this person the next day.

Once we drove the five minutes from my house to his place of business, I met a walking talking piece of American History. This 83-year-old man has a machine shop in an old building on his property with many pieces of equipment. The place was overcrowded with lathes, drill presses, milling machines, hand tools and many pieces of metal stock for future projects. He cannot resize journals on engine cranks but if you need whatnots and do-dads built he is the guy.



After some informal introductions I handed him the sleeve which he proceeded to measure and look at. I swear I could hear the wheels inside his head turning.

continued

The Old Man, continued

His first question was “If I ruin this thin piece of metal can you get a new one or is this a one-off production?” I assured him it could be replaced in a few days.

He asked me what width does it need to be and I told him the closest measurement I could get was 14mm wide (I’m no machinist). His reply to that was “speak English.” After converting what I thought I needed to what he understood I needed he got busy. In less than 20 minutes from the time I walked in his door he handed me the sleeve back machined down to the exact size I needed.



I asked him how much do I owe him and he said “give me five dollars.” I gave him twenty.

He is the kind of old coot you can joke around with and enjoy being around. I then began asking him questions about the various vehicles I could see lying about his property and in the garages. It was as if the floodgates opened, he was so eager to show off his collection of projects in various stages of repair.

★ 2- complete 1930s Chris Craft boats. Both needing complete restorations but all together, not taken apart, and under cover or in indoor storage. One boat he used at his NY lakefront property he had many years ago.

★ 1- 1967 VW Fastback which I was drooling over. Again complete, all original and was driven just 3 years ago. He stated it has a burnt valve and he is going to send it to a local school with an auto mechanics program to be worked on. I cringed at that idea.

★ 1- 1970 Chevy Impala 2-door, V8 auto, low mileage. Complete and looking like it only needed a battery and some fresh gas. You can see it in the photo on Page 1.

★ 1- 1890’s Crescent bicycle, complete (he used to own and small engine repair business and a bicycle shop).

★ 2- 1960s Schwinn bicycles, a his and hers, indoors and complete down to air in the tires which he refreshes now and then. He rode one of them as a teenager.

★ 1- 1936 16-foot factory assembled boat made of galvanized sheet metal and riveted together which would hold a 10-hp engine. It’s also sink proof due to the floatation material built into the boat. He mentioned once when he was a teenager he and a friend decided to see if it was really unsinkable by turning it over in a river then filling it with water. He didn’t realize his dad’s fishing gear was under one of the seats which was all lost. He fondly remembers that episode.

★ 2-1950 something Ford cars sitting outside and rusting away.

★ 1- 1970 Chevy Blazer which he bought new which has a removable hard top, it’s sitting outside rotting away.

And more and more stuff.

He also showed me photos of Douglas A-4D Skyhawk Fighter Jets he won a contest to paint some graphics on. He even has the original art work he submitted in the 1950s for that project. I think he was in the Navy at that time in his life.

He is amazing, he can recall all those moments in his life down to the dates and locations and has all the documentation to back it up.

continued

The Old Man, continued

He kept pointing out the various projects he is going to restore but at his age and with so many projects I don't see many getting completed. But they keep him going. I'm sure I'll be visiting him quite often and hopefully once he realizes what a nice, upstanding, honest, peace keeping, animal loving, tree hugging American I am... he'll allow me to take the 1967 VW Fastback home.



The VW of Ray's dreams

What's in the Box?

by *Frank Hunter*

A few years back NJACE member Larry D was selling off some parts at a breakfast meeting. One of the parts I acquired was a late model heater duct which fit easily into Tim S's Greenbrier for the trip home.



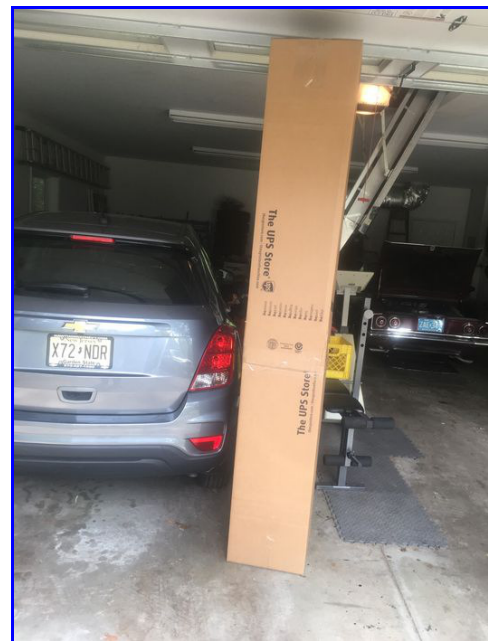
I was replacing the clutch cable on my red '66 Monza and pulled the ducts and cleaned them out. The duct was cleaned and reinstalled, but now I had an extra heater duct. That was several years ago and the duct stood in my garage for me to see every time I came home.



I was looking at one of the Corvair forums on Facebook and someone named Ron M needed one. I made contact with Ron and told him I would bring it to the Springfield, Illinois, mini

convention last month. He said he wasn't going and to mail it to him in Leander, Texas.

The heater duct is approximately 80 inches long with an offset at the engine end of almost 18 inches. I could not find a really long and thin box, so I found two golf bag boxes and put them together for 96 inches which was more than big enough! After protecting the duct with many egg cartons and other Styrofoam pieces and bubble wrap, it was off to the UPS Store. The box would not fit in my Chevy Trax even with the front seat folded down, I had to leave the back hatch open.



I sold the part for what I paid for it, \$15. The boxes were \$30. The shipping to Texas was \$324! I really felt bad but I guess we all need Corvair parts! This piece of plastic was worth \$369!

corsa update

by **Al Lacki**,
CORSA Director,
Eastern Division,
NJACE Member



New CorvairTech Guides

Printed copies of Volume 4 of the Corvair Technical Guide are now available for purchase on the CORSA website. Corvair Technical Guide Volume 4 features 221 tech topic articles published in the CORSA Communique magazine from 2008 through 2018. Topics range from Accessories to Tools and just about everything in between. Perfect for those of you who already have the previous volumes in hardcopy form.

CORSA is also offering all four Corvair Technical Guides, all combined, in eBook form, on a single USB flash drive. We think this will appeal to new Corvair enthusiasts who've never seen the Tech Guides before. You can purchase now all four Corvair Technical Guides combined on a single USB Flash Drive. Over 900 pages long, it contains copies of all tech topic articles published in the CORSA Communique magazine from 1996 through 2018. Conveniently formatted as a searchable eBook, it's easy to navigate, just like a hardcopy. It features multi-level zoom capability and a full table of contents for all four books combined. (Sorry, we can't offer this version in hardcopy form. At over 900 pages in length, it would be much too expensive to ship!)

Interested? Go to <https://www.corvair.org/>, click on "Merchandise" and then click on "Other Merchandise." You'll see them listed on the top of the web page. By the way, CORSA is now accepting payment via PayPal as well as the traditional credit card method.

CORSA Apparel

A couple of months ago, CORSA engaged a company named "Primo Design" to design and sell CORSA apparel on our behalf. Like the tech guides, you can buy CORSA apparel through the Merchandise pages on the CORSA website. Have you purchased any of the new apparel from Primo? If so, what do you think about the quality

of the products and the quality of service? We'd like some feedback.

All-Corvair Show at Pocono Raceway

Here is a shameless plug on behalf of the Northeast Corvair Council a.k.a. NECC Motorsports, of which I'm a member....

NECC may have the best idea around for all the people who have waited quite a while to get out and exercise their Corvairs, or at least take a "road trip" to meet up with other car people.

On **Saturday, July 31**, we're having a Corvair Car Show in conjunction with our usual performance driving event at Pocono Raceway. The show field will be in the Pocono North Course paddock right in front of the North Course garages. The show includes lunch-time parade laps around the North Course. People's Choice judging.

The two events – show and track day – will run concurrently and both are dedicated to the memory of Warren LeVeque who passed away in 2020. He is one of the best known and beloved Corvair Racers from the 1960s right on through the 2000s and ran in a number of NECC performance driving events with his highly-modified Corvair-based track cars. Many of us grew up in the hobby reading his monthly full-page articles in the Corvair Society of America's award-winning magazine during his 20-year tenure as the CORSA Competition Chairman.

Those who enter the car show will have a good time. Think of it as a "Car Show with Benefits."

- ✓ No fee to enter the racetrack gate,
- ✓ No fee to enter the car show,
- ✓ No fee for parade laps,
- ✓ No fee for spectators.

You are also welcome to walk through the garages where drivers will be preparing their cars for high-performance driving event on the track. You can also volunteer to assist with trackside flagging responsibilities for an hour or two during the action.

continued

CORSA Update, continued

But that’s not all. You’ll have a front row seat for a very unique 20-minute parade of 300 Harley Davidson motorcycles rolling into the track facility at 12 Noon. They will take three parade laps on the whole 2.5-mile NASCAR Tri-oval, and back out again. Keep your camera ready for this one. All in one place, all on one day.

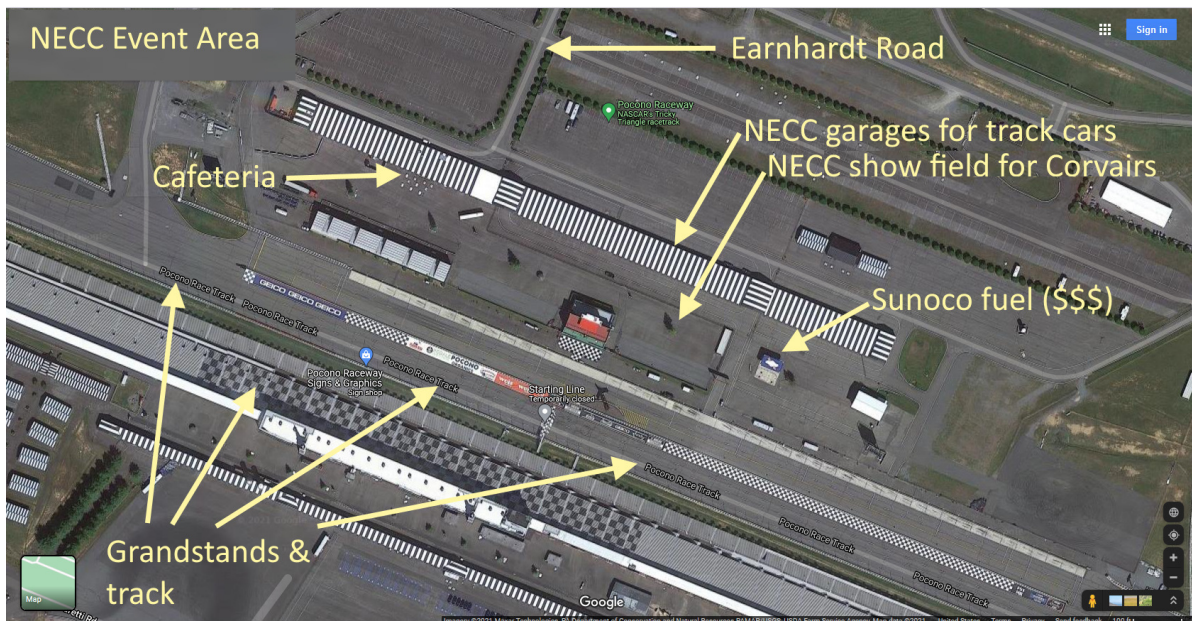
On-site registration will be available but please, please, please register in advance. We need to know the approximate number of Corvairs that will be on display.

Click this link to register for the Corvair Car Show & Parade Laps at Pocono:

http://www.corvair.org/chapters/necc/pocono_corvair_show.php

Pocono Raceway is located at 1234 Long Pond Rd, Long Pond, PA 18334. Gates open at 7 AM. On-site registration begins 9 AM. Show begins 10 AM. Awards at 3 PM.

Below are two maps showing how to find the show field inside the Pocono Raceway grounds. (The place is humongous!)



Who's that with Tomm?

In this photo, former NJACE member and current California resident Tomm Scalera hangs out at a Cars & Coffee in Malibu with some other guy.



Tomm is a professional graphic designer who

is responsible for the NJACE club logo, the *Fanbelt* newsletter masthead, and the logo for the 2012 CORSA convention.

Tomm is also the creator and artistic director for <https://carshowsafari.com/>, a cool web site for all kinds of car stuff.

The other person in the photo (Jay Leno, for those of you who have been living a sheltered life) owns several Corvairs himself.



NJACE Calendar of Events

Saturday, July 3: Our monthly breakfast meeting, back at long last at the Empire Diner on Route 46 eastbound in Parsippany, 9:00 AM! *In-person meetings are back!*

Saturday, July 31: Car show at Pocono Raceway in conjunction with the NECC's track day. Complete details in Al Lacki's article in this issue.

Saturday, August 7: Monthly breakfast meeting at the Empire Diner, 9:00 AM.

Saturday, August 14: Our annual Summer Picnic, in the spacious and pool-equipped back yard of Larry & Donna Ashley in Succasunna. This is an event that has been a tradition going back to the club's very first year! Mark the date! Full details next month.

As always, watch our Facebook page, our email messages, and this monthly newsletter for updates.

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