



Fanbelt

April, 2011

www.corvair.org/chapters/njace

New Jersey Association of Corvair Enthusiasts



Ahh, Spring!

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“Car Season” Begins!

by Bob Marlow, Publicity VP

“Car Season” is a term coined by our own Larry Ashley a few years ago, to indicate that time of year when we can take our collectible cars out of the garage and begin to enjoy driving them again.

It’s here!

And we kick it off in earnest with three big activities this month:

On **Saturday, April 2nd**, we’ll have both our regular monthly breakfast at the Pronto Deli on Ridgedale Avenue in Cedar Knolls, and our now-regular monthly tech session at Ashley’s Auto Body on Hillside Avenue in Flanders.

On **Wednesday, April 13th**, we’ll hold our first Quarterly Business Meeting of 2011, at the Black River Barn on Route 10 in Randolph.

And on **Saturday, April 30th**, we’ll enjoy a group trip to the New York International Auto Show in the Javits Center in Manhattan.

Details on all of these activities appear in this newsletter.

In his poem *Locksley Hall*, Tennyson wrote the famous line, *In the Spring a young man’s fancy lightly turns to thoughts of love*. This remains true, but the fancy of men both young and old also turns to thoughts of their mechanical toys. Cars, trucks, motorcycles, boats, they all begin to appear when the weather turns warmer.

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 camera-ready or 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.

I have already had my Rampside out this Spring and I have found my head being turned by the occasional Corvair offered for sale. I am, however, in no position to be acquiring another Corvair, so I will simply have to gaze longingly while tending to the Springtime needs of those I own now.

And one of those Springtime needs is for an oil change, which brings us to a subject that will be raised at our meeting on April 13: The correct motor oil for use in Corvair engines.

No longer can you simply pick up a container of any ol' motor oil and pour it in. Modern oils have been reformulated for modern engines and are now missing some key ingredients vital to the life of our older-design engines.

Fortunately, manufacturers have filled the void with specialty oils which meet the needs of our engines. A discussion of this, with information on how to identify the correct oils for your car, is on the agenda for our meeting.

If you are in to skiing, snowboarding, snowmobiling or any number of winter activities, the cold weather months are great. But for playing with cars – Ahh, Spring!

April Tech Session

by Larry Ashley

Last month we kicked off the practice of having a Corvair tech session at my shop on the first Saturday of each month, following the breakfast.

This month a potential new member, Dennis by name, has a Devin C and a need to replace heads gaskets. The engine is out of the car and the plan is to put the engine on an engine stand do the job inside shop. It will be a great learning experience for our members.

If anyone needs something looked at or checked out, we will take care of that as well. If you have a larger project, speak to me about scheduling your car as the focus of an upcoming session. My telephone number is (862) 251-4163, and my e-mail address is lashley327@optonline.net.

The New York Auto Show

by Ken Schiffner, Activities VP

On Saturday, April 30, NJACE is visiting the New York International Auto Show in the Jacob Javits Convention Center in Manhattan. We will travel to the show via the New York Waterway ferry, which departs the Port Imperial terminal, where there is parking, and which arrives only a block or so from the Javits Center. When we leave the show, we will return on the ferry and then visit a landmark New Jersey Diner. Here are the details:

The show opens at 10 AM, so we will meet at the Port Imperial terminal (directions below) at 9:45 AM in order to catch the 10:00 AM ferry. The ferry trip takes only eight minutes, so with the short walk to the Javits Center we will be in the show not long after it opens for the day.

We suggest that you arrive at the Port Imperial terminal early, to allow time to find a parking space, get in to the terminal itself, and not miss the boat. The next ferry is not until 10:20 AM.

You have the option of purchasing your ferry trips and your show ticket ala carte or as part of a special ferry-and-show package. The ferry-and-show package is priced at \$29.00 per person and must be purchased in advance, online, at www.autoshowny.com.

Your other option is individual show tickets, which are \$14 for adults (\$4 for children age 12 and under) and individual ferry tickets, which are \$8.50 each way. These may be purchased that day if you prefer.

After our return to New Jersey we will travel to the Tick Tock Diner in Clifton, for a classic New Jersey diner meal. The Tick Tock Diner is a New Jersey landmark built in 1948, more than a decade before the first Corvairs appeared. It is an original art deco diner that has been restored over the years to consistently maintain its shiny chrome and enamel exterior.



A fun day is in store! If you have any questions you are welcome to contact me at the phone number or e-mail address shown in the Officers' block in this newsletter.

Directions to the Port Imperial Ferry Terminal:

- Take Route 3 east to Route 495 east toward the Lincoln Tunnel.
- Exit at Weehawken (the last exit in NJ – don't miss it!)
- At the traffic light keep right on the ramp and continue through the traffic light and bear right.
- At the next light (Baldwin Ave.) make a left.
- Proceed over the railroad tracks and make an immediate left onto Pershing Road.
- Follow to the ferry terminal, about 1/2 mile.

Meeting!

Our Quarterly Business Meeting will take place on **Wednesday, April 13**, at the Black River Barn on Route 10 in Randolph.

This is a new location for us, easily accessible from all directions. In fact, if you get on Route 10 westbound at I-287, it's just 11 miles west on Route 10.

The meeting will begin at 7:30 PM, but come early for dinner, we'll have access to a private room beginning at 6:30.

You can order from the restaurant's regular menu, and if you want to plan ahead the menu is online at <http://www.blackriverbarn.com>.

The meeting program will include two topics of discussion: Proper motor oil for your Corvair, and a look ahead at the 2012 CORSA Convention, in which NJACE will be playing a significant role.

Mark the date! Wednesday, April 13!

Remembering Glenn Pray Originator of the Replica Cord

Glenn Pray, the man who brought the Corvair-powered Cord 810 replica to market in 1966, died on March 23, 2011. He was 85.

Pray, born in December 1925, had a long history with the front-wheel-drive Cord 810/812, starting from the day he saw one on the street in 1940, continuing to his accumulation of more than a dozen of the Cords while working as a shop teacher, and eventually leading to his purchase of the remains of the Cord company in 1960.

With financial help from Chevrolet dealer Wayne McKinley and design help from Gordon Buehrig, Pray was able to fulfill his dream of resurrecting the Cord as a brand-new car, using a Corvair drivetrain, a Royalite body and proportions set at about 80 percent of the original's (thus the replica Cord's name, the "8/10").

Eventually, 97 such Cords were built (six prototypes and 91 production cars), and Pray went on to build replica Auburns afterward. He had remained active in the Auburn and Cord enthusiast circles since then and in recent years had even brokered existing Cord 8/10s with Felix De Geyter, a former employee of Pray's. At his death, Pray still owned the Auburn-Cord-Duesenberg Company.

Replica cars have become, over the last few decades, something of a mixture between automotive curiosity, automotive battleground, and automotive joke. Cheap unauthorized fiberglass imitations have led many people to dismiss the concept of replicars entirely, but it hasn't

always been that way, and not every replicar manufacturer worked out of a fly-by-night operation. Indeed, Glenn Pray, one of the pioneers of the replicar movement has in recent years received a good amount of recognition for his role in automotive history.

Services for Pray were held on March 28 at Christ United Methodist Church in Tulsa, Oklahoma.



The photo above shows Glenn Pray, left, along with Felix De Geyter, with some of the Cord 8/10s at a gathering of the vehicles and their owners.

Membership Renewal Time

In accordance with our club By-Laws, every member's membership expires on the same date, March 31st. The difference is the year, since we offer both one-year and two-year memberships.

A number of members renewed during the past month, but if you are due for renewal at this time you will receive a membership renewal form separately. Please complete the form and send it in with your dues payment – thank you!

"e" Update

by Bob Marlow, Publicity VP

Last month I wrote about the club's nearly-complete migration to electronic delivery of this monthly newsletter and other information.

At that time we had just eight members who had not provided an e-mail address for us to use. This number is now down to four, as several members who had not previously given us an e-mail address have now done so.

As I wrote last month, for any current member who

truly does not have e-mail, we will continue to print and mail a paper copy. But for all existing members who have e-mail and for all new members we are no longer offering the option of choosing to get a printed newsletter.

Make sure that you keep your e-mail address up-to-date with us. You can send any changes or additions to us at any time, at vairtec@comcast.net.

NJACE Classified Ads

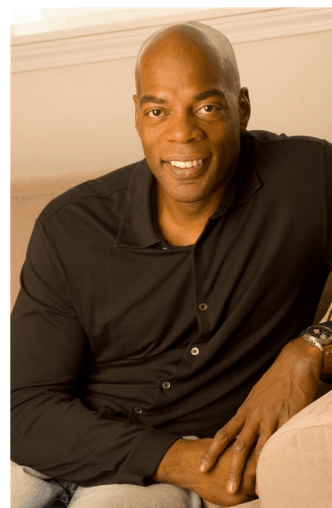
For Sale: **1966 Monza Coupe** (photo below). 28K original documented miles. 3-speed, 95-HP. All original paper work and color copy of original title. \$2,500. Call Albert Bisaccia anytime, 973-219-9868. (Upper Montclair, NJ)



For Sale: **1969 Monza Coupe.** Completely disassembled. Incredible body, running original 110-HP engine and PG trans, comes with all glass, seats, some chrome trim pieces. Original silver exterior paint, black interior (no headliner, no carpet). Complete undercarriage sand blasted and painted with POR-15. No front suspension, no wheels or tires. Must be trailered home. Body is mounted on dollies, can be winched or rolled onto trailer. Again, car is completely disassembled. Lost interest. \$300.00. Located in PA. Call Ray Coker, 570-946-9971 or 908-907-7328. (LaPorte, PA)

For Sale: **Rear air exhaust grille** (under rear bumper) for 1965 Corvairs. Fits all 1965-69 but is correct style for 1965. Straight, clean, not rusty, sloppy gray primer on it. Clark's used price is \$70 plus shipping, my price is \$20 and I'll bring it to the April 2nd breakfast. **Air conditioning center dash outlet assembly** for 1965-69 Corvairs, in good shape. Clark's used price is \$85 plus shipping, my price is \$25 and I'll bring it to the April 2nd breakfast. **Glove box surround** for 1966 Corsas and 1966-69 Monzas, black wrinkle finish in great shape. Clark's used price is \$10 plus shipping, my price is \$5 and I'll bring it to the April 2nd breakfast. **Horn button for 1967-69 Monzas**, fair shape only, Clark's used price is \$15 plus shipping, my price is \$2 and I'll bring it to the April 2nd breakfast. **New GM PF51 Oil Filters**, six in all, fit a wide variety of engines including the popular 2.8L and 4.3L V6s. \$20 for all six, and yes, I'll bring them to the April 2nd breakfast. Bob Marlow, 908-730-8873 or vairtec@comcast.net. (Annandale, NJ)

Laughing with Alonzo



Alonzo Bodden, the stand-up comic and the host of *101 Cars You Must Drive* did not disappoint when NJACE visited the Bananas Comedy Club in Hasbrouck Heights late last month.

While the warm-up acts might not have been ready for prime time, Bodden was in top form.

From pithy comments on the shallow news of the day to a riotous riff on the difference between doctors and veterinarians, Bodden had the sold-out

house in stitches from start to finish.

Speaking of the medical profession, a few doctors might have been handy as several members who had planned to attend – including club president Brian O'Neill – were forced to cancel due to ill health. Get well, gang, and we'll see you this month!

NJACE Officers for 2011

Brian O'Neill, President
973-729-5586, bmoneill@juno.com

Bill Cohen, Vice-President
973-729-8281, wicohen2@earthlink.net

Frank Hunter, Secretary
201-934-0244, fdhunter@juno.com

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

Ken Schiffner, Activities VP
201-236-0786, scrubbr@ix.netcom.com

Bob Marlow, Publicity VP
201-707-1677, vairtec@comcast.net

Calendar of Events for 2011

Mark your personal calendar with these great NJACE events and activities for the coming months:

- ✓ **First Saturday** of each month, informal breakfast gathering at the Pronto Deli on Ridgedale Avenue in Cedar Knolls, 9:00 AM.
- ✓ **First Saturday** of each month, informal tech session at Ashley's Auto Body on Hillside Avenue in Flanders, following the breakfast.
- ✓ **Wednesday, April 13**, Quarterly Business Meeting, at the Black River Barn on Route 10 in Randolph. See additional details in this newsletter.
- ✓ **Saturday, April 30**, club visit to the New York Auto Show at the Javits Center in Manhattan. Full details in this newsletter.
- ✓ **Sunday, May 29**, 36th annual VCCA Franklin Lakes Car Show. Registration information is available on the Jersey Lakeland Region VCCA web site.
- ✓ **Saturday, June 25**, Our Annual Summer Picnic, this year one week before the July 4th weekend.
- ✓ **Weekend, July 15-17**, Hemmings' 5th annual New England Concours. Last year Corvairs were a featured car, this year it's 100 Years of Chevrolet and we are returning.
- ✓ **Saturday, August 13**, Corvair Night at the Races at Wall Stadium *or*
Sunday, August 14, Hardyston Fire Department Car Show at Wheatsworth Field.
- ✓ **Weekend, September 9-11**, annual Camping Weekend at the Pioneer Campground in LaPorte, PA.
- ✓ **Sunday, September 18**, the Central Jersey VW Society's All Air-Cooled Show at the Swim and Sport Club of Flanders.
- ✓ **Saturday, October 15**, our annual Fall Foliage Tour.

All events listed, except Camping Weekend at the Pioneer Campground, are counted toward our annual Mary Paxton Participation Award and Bill Ableson Corvair Driver Award.

Our Neighbors to the South...

... The members of the Delaware Valley Corvair Club, have put two Corvair-friendly car shows on their calendar for the coming months.

On Sunday, May 15, Bung's Tavern on Route 130 in Burlington will be the site of an all-makes judged show conducted by Del Val Vairs themselves. Bung's Tavern is the club's regular meeting place. There is a rain date of one week later. Information is available at 856-630-0940.

On Saturday, July 16, another all-makes show will be conducted by the club but in cooperation with the Friends of the Roebling Museum and the Bordentown Yacht Club. This one will take place at the Roebling Museum and has a rain date of the following day. Information is available at 609-499-7200.

Market Your Fleas!

by Bob Marlow

Again this year NJACE is supporting the big VCCA car show on Memorial Day Sunday in Franklin Lakes. NJACE members will receive a copy of the event information and registration form in a separate e-mail distribution.

This show includes an automotive flea market, and if you have some parts or collectibles to offer, I can help.

I have registered for a flea market space at this show, and in this space I will be operating out of the back of my Rampside with a few tables displaying excess odds and ends for sale. If you, too, have some extra parts or collectibles that you would like to offer for sale, you can place them in this space.

Market Your Fleas, continued

All I ask is that whatever you have to sell be clearly labeled with a price, that it be a reasonably clean item that someone might reasonably want to buy, and that you bring it with you to the show that day and take any unsold items back with you at the end of the day. Automotive-related items only, please, no household items, no clothing, no pets, no mothers-in-law, et al.

Also, it is my intention to promote the Corvair hobby and NJACE itself, much like we did during this show last year. So if you wish to volunteer to spend some time in this flea market space interacting with the visiting public, please do so.

Please contact me beforehand at Vairtec@comcast.net.

Welcome, New Members!

Richard and Diana Widman, of Old Tappan in Bergen County, have joined our club during the past month – welcome!

The Widmans have a 1966 Marina Blue Corvair, which they purchased this past Fall because, according to the information provided on their membership form, he likes boxer engines.

No longer “new” members, having first joined last year, are Richard and Barbara Kellner. But Dick Kellner was asked to introduce himself and tell us about his Corvair at the March breakfast, and it proved to be a fascinating story, a story which we are asking him to write about for a future newsletter: Dick Kellner bought his Corvair new, and recently had the car restored.

So between the Widmans and the Kellners we have members who have owned their Corvair perhaps for the shortest period of time, and members who have owned their Corvair perhaps for the longest period of time.

(Speaking of member stories, we want you to tell us about you and your Corvair. Do not worry about whether or not you are the world’s greatest writer, we’ll make you look good in print. And send photos, too!)



Corvairs on the Tube

by Bill Stanley

Last summer, Sylvester Stallone was on the Tonight show and the subject of his first car came up. Stallone said that his first car was a used Corvair, which, for the benefit of those in the audience who did not know what a Corvair was, he described as being “like a blender with wheels on it.”

Jay Leno commented that a Corvair was a good car, and Stallone said to Jay, “You don’t have a Corvair, do you?”

Jay responded, “I do, I have a ‘66 Corsa. It’s a great car.”

Jay Leno and his 1966 Corvair, which was purchased from a CORSA member, are shown below:



Jay Leno also owns a 1961 Rampside, which was purchased in rough shape and restored at his Big Dog Garage. The finished product is show below:



David E. Davis, Jr. Journalist, Friend to the Corvair


Only days after the passing of Glenn Pray, we learned that David E. Davis, Jr., died on March 27, 2011, while recuperating from cancer surgery. He was 80 years old.

Davis was widely acknowledged as one of the deans of automotive journalism, the man who turned *Car and Driver* into the world's largest automotive magazine, and the founder, in 1986, of *Automobile* magazine. Over his long career, he worked at *Motor Trend* and *Road & Track* as well, with detours for influential stints in the advertising business.

One of those advertising jobs was David E. Davis, Jr. was with Campbell-Ewald, Chevy's long-time ad agency, in the early 1960s. There, Davis recognized the Corvair's rightful marketing position – even when Chevrolet never did – and changed Corvair advertising from emphasizing

Corvair's practical, economy car virtues in to emphasizing Corvair's sporting nature.

Where in 1960 and 1961 the Corvair was advertised with rather dull taglines accompanying static photos, in 1962 Davis put words of action alongside photos of Corvairs being driven in a sporting manner. He also worked on the team that developed a series of ads based on the Corvair's successes in the Canadian Winter Rally. One of those ads is shown on this page.

RALLY: a sort of timed endurance run, in which competing cars must maintain assigned average speeds (within legal limits) over routes kept secret until just before the start. Rally organizers delight in something thoroughly miserable roads—and foul weather couldn't be more welcome. You've got to have an abiding faith in your car before you even enter this rally. Any flaw in handling or braking, any fault in chassis or electrical system, will be tortured out in a test far tougher than any proving ground crew could devise. A hundred and ninety-one cars started this year's Canadian Winter Rally, 43 of them in Corvair's class. After 1,285 miles of what drivers called "North America's worst roads," nearly fifty had dropped out. But every 1961 Corvair entered came through without mechanical difficulty. And Corvair swept the top five places in its class, linking cars that cost up to twice as much. You can't buy success in international competition like this. You can't luck it out. Corvair did so well because Corvair's steering, traction and durability lived up to our highest hopes. Encouraging, isn't it, knowing that you can buy one U.S. car that can compete with the world's best!

CHEVY CORVAIR

1.2.3.4.5

SWEEPS FIRST FIVE PLACES, CLASS IV—9th CANADIAN WINTER RALLY

See the new Chevy Corvairs, Chevrolet cars and the new Corvette at your local authorized Chevrolet dealer's

Despite Davis showing the way, Chevrolet's marketers never caught on and continued, through 1968, to think of and advertise the Corvair as a low-priced economy car. That was the role the Chevy II was developed to fill, but Chevy's own people failed to move the Corvair slightly upmarket where it might have fared better.

Davis could rightfully point to the fact that in 1962 the Corvair enjoyed its greatest level of sales, and no doubt his ads played a large part in achieving those sales figures.

David E. Davis, Jr., twice addressed CORSA members at CORSA conventions, first via videotape at the 1993 convention in San Jose, California, and later in person at the 2004 convention in Lexington, Kentucky. R.I.P.