

August 2021

the *Fanbelt*

new jersey association of CORVAIR enthusiasts

Would You Pay Ten Dollars For This Corvair?



You could! Find out how on Page 5 of this issue.

**August is NJACE Summer Picnic Month!
All the details are 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. Commercial advertising space is also accepted, please contact the editor for details. (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.

Picnic Time!

Saturday, August 14th is the date for our annual Summer Picnic. Drive your Corvair to the Picnic, there's always a mini car show and usually an impromptu tech session!

We are again gathering in the back yard of Donna and Larry Ashley, complete with pool (bring your swimmies), a deck, a gazebo, a spacious lawn with both sun and shade. Oh, and there's a massive grill.

The club will provide hot dogs and buns, burgers and rolls, soft drinks, water and fixins. You are welcome to bring other items for the grill, and you are invited to bring a side dish, munchie, or dessert.

The fun will begin officially at 2:00 PM, and all club members, families and friends are welcomed! The yard is spacious, the pool is clear and cool, the food and drink is always good and the company is even better!

The later start time of 2:00 PM is so the picnic can continue into the cool of the early evening.

We'll begin grilling a little later, so you can hit the pool during the warmest time of the day.

Please RSVP to Donna to tell her that you are coming, how many of you are coming, and what comestibles you may be bringing. Contact Donna by e-mail at 726dashley@gmail.com or by telephone/text at 973-219-9903.

What: NJACE Summer Picnic

When: Saturday, August 14, rain or shine

Where: 3 Radcliffe Drive, Succasunna.

Time: 2:00 PM until conclusion

If you have been to Ashley's Auto Body in the past for one of our tech sessions or auctions, the picnic location is just one block away from the body shop. If you need directions (today, with online maps and in-car GSP, it seems that few people need directions) just send an e-mail message to Donna before the day of the picnic.

Don't forget to RSVP to Donna! E-mail 726dashley@gmail.com, phone 973-219-9903

Mark your calendar, gas up the Corvair, gather 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 Larry Ashley

Growing up next door to my dad's body shop was a great experience for me. I inherited the "car guy" gene from my dad and was always checking out the projects that the guys were working on.



Not only did Dad and his workers repair "modern iron" as we called it back then, but a certain amount of antique vehicle restoration projects. These projects would fill in the gaps when not as many wrecks were coming in.

Usually the summers at the shop were not as busy as in later years.

Some of those projects that come to mind include a 1951 Chevy Ice cream truck that was restored and painted (white, of course). Another was a 1958 MGA convertible (red!). A 1970 Chevelle, which was never completed as the guy ran out of money. It was towed out of our shop in an incomplete state of restoration – kind of a shame, really. One of the last of the big projects was a Chrysler 300 convertible. There were many others but those are the more memorable ones.

When I was getting close to legal driving age, I needed to find a car as a daily driver. This hunt started when I had just turned 16, because I didn't want to waste any time!

My cousin Barbara had taken her car, a 1962 Buick Special four door sedan, up to New Hampshire, where it fell victim to snow and salt. The car sat in my grandmother's driveway in

continued

How I Got Started, continued

Flanders only about a half mile from home. Not a great looking car but heck my Dad could help me fix it up.

My aunt gave me the car and I was all set. Or so I thought. A better looking and driving car came to the shop one day. It was a 1961 Buick Skylark with only 50,000 miles on a 215 CI V8. The guy wanted \$800 for the car but that was way out of my price range. I was crushed!

Well, several months later he came back and sold it to me for \$150. That I could afford! The car was a good solid car that I drove during my first summer having my license. Unfortunately that fall, I totaled the car and put myself in the hospital for two weeks! That's what happens when driving too fast and no seat belts or safety features of any kind.



This 1961 Buick Skylark isn't Larry's, but it is similar. Well, it's similar to how it looked before Larry totaled it...

After I recovered I realized there would be no fixing the Buick but I still needed a car. My dad had a 1968 Monza coupe that needed body work and TLC. At first I balked at it as it looked pretty ugly with the rust and faded blue green paint. Dad immediately told me to enjoy walking wherever I needed to go. It didn't take me too long to come to my senses.

It seems that the original owner of the car, who also lived in Flanders, decided to get rid of it and my dad's friend Lou Miller took ownership of the car. Turns out Lou's daughter hated the car so it went to Bill Ableson. Bill gave him the customary \$25 he would pay for a "retired" Corvair. When my dad saw the car he realized that it could be saved and offered to buy it from Bill. Bill told him he could buy it for \$125. Why the extra one hundred? That was for the used front crossmember that was part of the deal. Bill

would not let my dad buy the car without it. That was the worst part of the rust on the car.



This 1968 Corvair isn't Larry's, either, but it is similar to his first Corvair. Larry does have photos of his cars... somewhere...

Dad and I spent about four weekends on the car (and some weeknights in between) to do the body work. When it came time to paint it, we had the gallon of Light Blue paint that was going to be used on the Skylark, so that was the color we picked. I was still not confident enough to paint it myself, so Dad sprayed it for me. That was the last of my cars that was painted by him. Once I started painting family cars, Dad didn't care to do that any more!

When putting the finishing touches on the car we realized that the chrome wheel opening trim pieces were all shot. At \$25 a piece from the Chevy dealer, I decided that it was \$100 that I didn't need to spend. Instead I two-toned the car with the lower area and the wheel openings done in dark blue. Didn't look too bad.

I drove that car though my senior year of high school and into my first year of college (County College of Morris). I sold the Corvair around 1981 and replaced it with another Buick Skylark.

This one was a two door hardtop, no window posts. A 1962, it had Buick's version of the Powerglide with factory power steering and an "all transistor" radio. The interior from the wrecked Skylark went into that car and I actually painted it myself. For a brief time I had both cars.

I sold the Corvair thinking I wouldn't be able to get parts for it – I hadn't heard of Clark's. But in hindsight the Buick was not a good option as it

continued

How I Got Started, continued

was MORE difficult to get parts for. I missed the Corvair and believe I sold it too soon. The 1984 CORSA convention was in Parsippany and I had no idea. That event slipped under my radar!



This 1962 Buick Skylark is – you guessed it – not Larry’s car but is similar. Larry still has a soft spot for the early GM “senior compacts.”

I missed the Corvair and thought it might be nice some day to have a late model convertible. Fast forward to 1993 and Dad and I bought a 1960 Monza coupe. Around the same time I bought my 1966 Corsa turbo convertible. I joined CORSA and NJACE. The rest is history.

Unfortunately around the same time we lost Bill Ableson. If he had told me about the Corvair clubs twelve years earlier, I may not have sold my ‘68 Monza, but that’s the way it goes.

I have not owned as many Corvairs as some of our club members, and I don’t plan on getting any more. Two is enough. My ‘61 Rampside is now in my heated garage and the Corsa is and always has been inside. Hopefully work will begin soon on the Rampside [Editor’s Note: *The shoemaker’s children*]. More to follow.



The 1960 Monza coupe that Larry and his father restored... the actual car!



Here’s Larry’s Rampside, photographed in 2001 at Wall Stadium back when Ray Coker owned it.

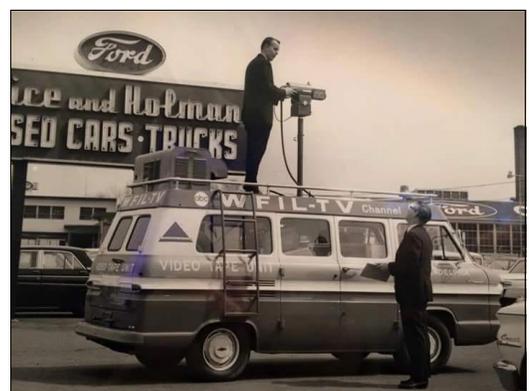
Send us your “How I Got Started” story!

Vintage Corvair Photo of the Month:

WFIL was at one time a television station and both AM and FM radio stations in Philadelphia. In the 1960s this Greenbrier was the television station’s mobile video unit.

We question how well the Greenbrier may have handled at highway speed with that heavy generator high on the roof at the rear.

Why it was at the Rice & Holman Ford dealership in New Jersey when this photo was taken, we don’t know.



Win a Corvair

*Submitted by Al Lacki,
NJACE member & CORSA Director*

The Corvair Preservation Foundation is holding a raffle and the lucky winner will receive a pristine 1961 Corvair Monza Sport Coupe! The drawing for this car will be held June 5, 2022. You need not be present for the drawing. The proceeds from the raffle will support the new Corvair Museum in Glenarm, Illinois.

The Raffle Car:

- 1961 Corvair Monza Sport Coupe.
- 102 horsepower 4 speed
- Car is basically all new. It was built over the past 3 years.
- All mechanical parts are NOS or Clark's repro.
- This is a concours-quality car. Scored 94+ points in May 2021.
- Ready to drive and show!

This is a great opportunity to get behind the wheel of a Concours-quality 1961 Corvair Monza Coupe...and for only a \$10 raffle ticket investment! But of course, the more raffle tickets you buy the better your chances are of winning.

If you want to see the car in person and if you happen to be in the area, drop by the Corvair Museum at 10041 Palm Road – a.k.a. Route 66 – in Glenarm, Illinois, just a few short miles south of Springfield.

To buy tickets, go to the CORSA / CPF website at www.corvair.org or call Paul Bergstrom at (630) 403-5010. Don't like to do business online? On the web site there is a link to download and print a mail-in ticket order form.

Good luck, and may you bring this Corvair home to New Jersey!



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Minutes

of the
General Membership Meeting
July 3, 2021
Parsippany, NJ

The meeting was called to order by President Brian O'Neill at 9:50AM.

Upon motion duly made and seconded, the minutes of the previous meeting as published in the Fanbelt newsletter were approved.

Upon motion duly made and seconded the Treasurer's Report distributed via e-mail was approved.

Activities Report:

The NECC's Corvair car show at Pocono Raceway will be Saturday, July 31, as part of a tribute to the late Warren LeVeque.

The club picnic will be Saturday, August 14. Details to be published in the August issue of the newsletter.

Tech sessions will start again in September, 2021. Contact Larry Ashley or Brian O'Neill if you have an idea for a tech session.

Old Business:

A recap of the club's swap meet held on May 1 was given by VP Nick Ford.

New Business:

There was a question concerning the Clarks' show in September. *[Editor's Note: The Clark's web site states that the show is postponed until 2022.]*

Roberta O'Neill read an e-mail update on Sue Marlow's recent surgery.

Upon motion duly made and seconded the meeting was adjourned at 10:15 AM.

Larry Dombal was the winner of the breakfast drawing.

*Respectfully Submitted,
Frank Hunter, for Secretary David Malcolm.*

NJACE Calendar of Events

Saturday, August 7: Monthly breakfast meeting at the Empire Diner on Route 46 eastbound in Parsippany, 9:00 AM.

Saturday, August 14: Our annual Summer Picnic, outdoors in the spacious and pool-equipped backyard of Larry & Donna Ashley in Succasunna. This is an event that has been a tradition going back to the club's very first year! Full details appear on page 2 of this newsletter.

Saturday, September 4: Monthly breakfast meeting at the Empire Diner on Route 46 eastbound in Parsippany, 9:00 AM.

Pending: Tech Session for September, Fall Foliage Tour for October. Watch this space!

NOTE: We were able to resume in-person meetings just last month but now increasing COVID infection rates threaten to bring back restrictions on indoor gatherings. Watch your email for any updates if they become necessary.

**Don't miss the picnic!
Saturday, August 14!
Always a great time!**