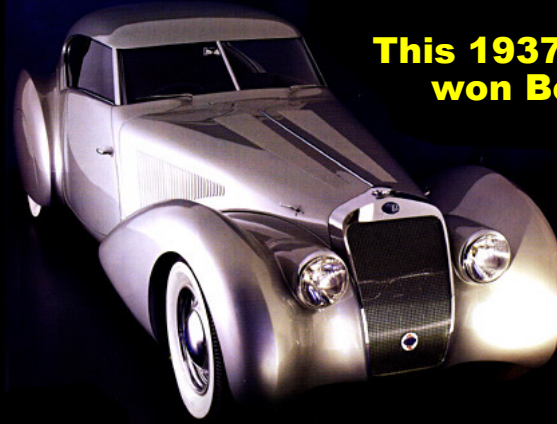


March 2019

the *Fanbelt* njace

new jersey association of CORVAIR enthusiasts



This 1937 Delage d8 120 Pourtout Aerodynamic won Best of Show at Pebble Beach in 2005.

This month we're going to visit the shop that rebuilt this magnificent car.

You will not want to miss this tour!

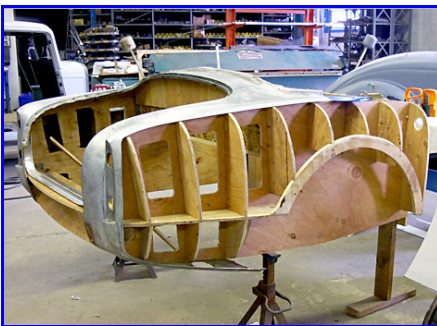
Mark your calendars for Saturday, March 23.

On Saturday, March 23, NJACE is being given a private tour of Contour Metalshaping, Inc., home to incredibly skilled craftsmen who can turn out Concours-winning classics or repair and remake irreplaceable exotics.

It's an amazing place, hiding in plain sight in a nondescript building in Plainfield.

Owner Tommy Caruso has offered us this very special tour. Do not miss it! Mark your calendar today and cancel all other plans for March 23!

Complete details are on page 2 in this issue.



And don't forget our regular monthly breakfast at the Empire Diner on March 2.

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.



On **Saturday, March 23**, NJACE will be given a private tour of **Contour Metalshaping, Inc.**, and it will be a visit that you'll remember for a long, long time.

Contour Metalshaping specializes in custom metal shaping and coachwork for well-heeled auto collectors and for the restoration industry. Since 1989, shop owner Tommy Caruso has been handcrafting sheets of metal into complex curvilinear shapes in the service of restoring and recreating vintage cars from the rich automotive past.

Using custom dies and tooling, wooden bucks, urethane foam, modeling clay, and skills gleaned from a knowledge of old world craftsmanship and current technology, vintage automobiles are brought back to life and restored to their former pristine glory.

Some of the world's finest automobiles have passed through Contour Metalshaping's shop on their road to restoration.

Aside from the metal fabrication end of the shop, all coachwork is done in house. Coachwork (or ash framework as it's often called) is the inner wood structure that is the skeleton for auto bodies of prewar and some postwar cars. The wood shop is well equipped to handle all woodworking operations needed here at the shop where building wooden fixtures and station bucks are a regular task. The wooden substructure of these autos is the foundation for these beautiful bodies where correct body sweeps and symmetry is needed.

Styling clay is used for surface development and to render mock ups from time to time to aide in the development of station bucks for panel fabrication.

Contour Metalshaping also crafts architectural projects and one-off concepts and ideas which can be rendered in clay or urethane foam for 3D mockups and prototypes.

Among the cars that might be seen in the Contour Metalshaping shop at any given moment are:

- Aston Martin ● Bugatti ● Delage
- Duesenberg ● Ferrari ● Hispano Suiza
- Maserati ● Mercedes Benz ● MG
- Packard ● Porsche ● Voisin.

On a recent visit by Ray Coker and Bob Marlow, among the cars on hand was a Ferrari valued at \$15,000,000.00 (yes, 15 million dollars), in the shop for crash damage repair. (It was Ray Coker who secured for us the invitation for our club visit.)

We will meet for our tour at **9:00 AM** on Saturday, March 23, at the **Scotchwood Diner**, located at 1934 Route 22 eastbound, Scotch Plains, NJ 07076. Club Activities VP Rob Wanhouse will then escort us on a short driving tour thru historic Plainfield, ending at Contour Metalshaping where our visit will begin at 11:00 AM.

The Scotchwood Diner's web site is <http://orders.scotchwooddiner.com/>

This is a not-to-be-missed event!



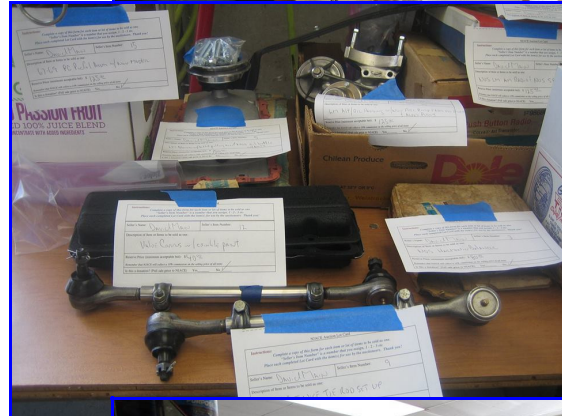


Our annual Parts Auction on February 16 drew 55 registered bidders (a record), 22 sellers, and 244 lots offered for sale (another record). 201 of the lots were sold (an 82% sell rate) for a total of \$6,148.00 (an average of \$30.58 per lot sold!).

15 pizzas were consumed, and the club realized a gross profit of approximately \$686.00 before expenses (the treasurer will have a full accounting in next month's issue). The nice weather meant everyone got home easily with their parts.

Thanks on behalf of the club and the attendees go to Larry Ashley (our host), Frank Hunter and Roberta O'Neill (our bookkeepers), and Ray Coker, David Main, Brian O'Neill, and Tim Schwartz (our auctioneers). Thanks also to the sellers and especially to the buyers!

Some photos from the Auction, courtesy Larry Ashley, Frank Hunter, and Al Lacki:



**21st Annual
Metro Vintage Advertising Collectors Show**
Sunday, March 31, 2019
8:00 am - 1:00 pm (rain or shine)
Pompton Lakes Elks Lodge # 1895
15 Perrin Avenue
Pompton Lakes, NJ 07442



NJACE member Ed Natale is one of the principals behind this show, which is a swap meet/flea market for auto-related collectibles. No cars, no parts, just cool old stuff!

There are indoor and outdoor vendors offering Petroliana, Automobilia, Advertising, Old Toys, Country Store Antiques, Ephemera, Garage Art, Man Cave items, TV/Movie/Music memorabilia, Collectibles from Drive- Ins/Diners/Amusement Parks/Taverns/Barber Shops, etc., Rec Room decor, Motorcycle/Racing/Hot Rod items, license plates, breweriana, collector supplies and lots more nostalgic fun items.

Admission is free (there is a modest charge for vendors) and parking is free (parking can be a challenge, this is a popular event). Donations are accepted to benefit the Eastern Christian Children's Retreat for handicapped children.

The Elks kitchen will be open serving breakfast, lunch, homemade baked goods and beverages.

This is a show for early risers, as it opens at 8 AM and closes at 1 PM. More information is available by calling 201-493-7172.



This month we welcome two new members, joining at our Parts Auction:

Frank Johnson lives in Fairless Hills, Pennsylvania, and owns a blue 1965 Corsa convertible that he bought in 2017 – his first Corvair. Frank is retired and is also a collector of antique radios.

Michael Ryan lives in East Brunswick, New Jersey, and owns a 1963 Spyder convertible which he bought just this past October – his first Corvair also. Michael is a truck driver by trade.

Welcome!

NJACE Officers for 2019

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

Vice-President, Nick Ford
Phone 201-572-5797
Email mb05203-64110@yahoo.com

Secretary, David Malcolm
Phone 201-635-9696
Email david.s.malcolm@verizon.net

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

Activities VP, Rob Wanhouse
Phone 732-805-9176
Email rwanhouse@panynj.gov

Publicity VP, Bob Marlow
Phone 201-444-1859
Email rwmrlo@optimum.net



Last month we published a list of 53 members due for renewal.

The response has been gratifying. This month, the list is down by more than half, to 24.

All NJACE memberships expire on March 31, so for those 24 remaining, now is the time to renew. Just use the renewal form that is the last page of this newsletter, or use the form that can be found under the "Join Us" tab at <http://www.corvair.org/chapters/njace/>.

NJACE offers one-year and two-year membership options. If your name is on the following list, our records indicate that you are due for renewal. So, please, print and fill out the renewal form and send it in with your dues payment.

Please take the time to fill out the form completely, as we need up-to-date records for everyone.

Thank you!

Due for Renewal:

- | | |
|--------------------------|-------------------------|
| Beddow, Jeff | Boynton, Robert |
| Cavagnaro, Dave & Bennie | Cohen, Gary |
| Coker, Ray & Kathy | DeBlasi, Frank |
| DiCosimo, Michael | Dunn, Jim |
| Dunn, William | Garfield, Eddie & Kathi |
| Greenwood, Bruce | Herman, Barry |
| Louglas, Peter & Lillian | Mirabella, Nick |
| Moore, Bill & Karen | Schiffner, Ken |
| Shaver, Russ & Linnea | Speronza, Dom & Susan |
| Sullivan, Brian | Vogel, Kevin |
| Wanhouse, Robert | Westfield, Francis |
| Wilson, Vincent | Winant, Dorcey & Rick |

NJACE Calendar of Events

Saturday, March 2

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

Saturday, March 23

Our visit to Contour Metalshaping in Plainfield. See the details in this issue.

Saturday, April 6

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

Saturday, April 27

Our visit to the NYC Subway Museum. Details to follow.

Saturday, May 4

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



Yes, we're still offering a chance to win a FREE breakfast each month at the Empire Diner on Route 46 in Parsippany. Each month we draw a member's name at random and

that member has their breakfast check picked up by the club! But you can only win if you are there! Come on out this Saturday, March 2nd!



Angelina says, Warmer weather is coming!

Carlos Abarth and the almost Corvair Abarth

The following information was posted on the Corvair Center Forum by Rick Loving, self-described "Corvair Historian & Chronicler of Useless Facts," as part of a thread looking into the exhaust systems marketed by Abarth for the Corvair in the 1960s.

For those who are unfamiliar with the Abarth name, Carlo Abarth in Italy was to Fiats what Shelby was to Ford, and Yenko was to Chevrolet. He was a tuner in the fifties and sixties specializing in small Fiat 500 and 600 models. But he also turned out literally hundreds of other hotted-up models by Fiat, Alfa, Porsche, and Simca. His business started by selling exhaust systems and grew from there.

Karl Abarth was an Austrian with a deep passion for design and performance. His competition history began on two wheels, and continued on four through the 1930s. By then, he had moved to Italy, whereby 'Karl' became 'Carlo.' Various collaborative efforts – including the iconic Cisitalia – occupied his time and talents throughout the 1940s, and led to the formation of his own company, Abarth & C., in 1949.

Abarth, born under the astrologic sign of Scorpio, chose the Scorpion as his logo. And although most of the company's tuning capital was expended on Fiat, modified variants of Porsche, Simca, Siata, Lancia, Alfa Romeo and Ferrari were produced, while an Abarth-modified Corvair was contemplated.

In FAZA/Car Graphic ABARTH GUIDE by Al Cosentino, on page 144, there is a Corvair section titled "1961 Chevrolet Abarth Corvair Prototipo" (prototype). There is this pic of a stock looking 1960 Corvair Sedan sitting in front of the Abarth Factory:



According to Cosentino, Abarth was working on producing a performance kit for the Corvair—Additional gauges, special grille, suspension and engine tweaks, plus a free flowing exhaust system. There was both a competition/race version as well as more suitable street version designed. Apparently, Carlo Abarth's plan was to provide the parts, development and performance in the form of a dealer kit for the General Motors Corvair cars in the United States.

Note the small filler panel installed where the stock exhaust outlet was, complete with Abarth logo.



Extensive development had been done to the Corvair and Carlo Abarth had spent as much time testing the car with all the changes and additions his staff made as they did to any other Fiat Abarth or pure Abarth cars except for the Formula 1. The Corvair Abarth was eventually perfected after Carlo Abarth drove it whenever and wherever he could. It was as ready as any of his best creations including all the trimmings. Abarth muffler, grille and instruments. The story is that after about six months of tuning and testing, all of a sudden the work stopped and the car disappeared.

Although the plans to market and sell a complete kit did not come to light, the exhaust work and testing did produce a product that was offered for sale and found in many 1961 era Abarth ads, shown on the next page. The Abarth Corvair exhaust was sold along with many other makes and models of free flowing exhaust. There were two models available.

There are many rumors why the performance package failed, ranging from Fiat not wanting the competition, to GM itself resisting the partnership. It would make more sense that GM would not support the development of the Abarth Corvair dealer package, as John Fitch was already working with GM in developing his own aftermarket performance package in the Fitch Sprint, as well as GM's development of the Monza Spyder option as a factory performance package.

The Corvair Abarth connection was also referenced in the Motorbooks International "Buyer Guides." On page 123 of the 128 softcover publication was this information:

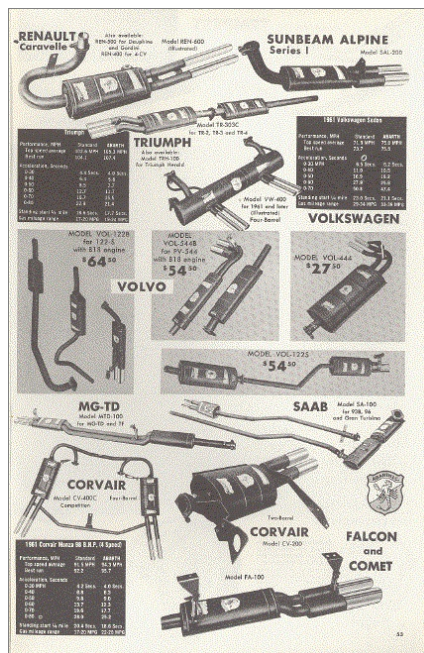
continued

Abarth Corvair, continued

"In 1961 Carlo Abarth took a fancy to the new Corvair and developed a complete modification kit for the rear-engine General Motors product. Selling such a kit to GM as a dealer modification would have given a new meaning to the name Abarth in the United States, but it was not to be. Given what happened to the Corvair, it may not have been a wise decision for Abarth at any rate. Abarth's fate would have been a kinder one."



Abarth Corvair – Competition Dual Exhaust Model CV-400C / #1143, \$84.50



Abarth Corvair – Single Exhaust Model CV-200 / #1136 \$44.50

President's Message

by Brian O'Neill



Now. Rain. Equals slush. Slush clogs the snowblower chute. Slush is heavy. A big shovel full of slush weighs a ton. I hate slush. What can a guy do during this miserable winter weather?

Well, as many of you know I've been doing a full restoration on a 1961 sedan. Right now the body is at the media blast place. It first underwent a chemical stripping and then is being blasted. Before it comes back home it will also receive a full code of epoxy primer.

So yes, I'm working on the 1961 sedan but not the sedan itself. I recently bought a big sandblast cabinet which just fits in the corner of the Garage Mahal. I have been spending my days blasting every conceivable part and then applying a fresh coat of paint. So far I have two boxes full of these shiny parts just waiting for the body to come back.

I used to have a small glass cabinet and for a job like this I treated myself to a really big one. But as usual there are unforeseen consequences. My single cylinder compressor struggles to keep up with the air requirements. I am probably in the market for a two-stage compressor. I'm going to have to go into the San Blast business to pay for all this. The lady in charge is starting to cast a dubious I on the bills as they come in.

I made a trip up to Clark's and spent a large amount of money. Right now I have about every part required for the car except for interior work. Last week Al Lacki and I spent a whole day starting to put together the front suspension. One of the goals of the day's activities was to be sure that I hadn't forgotten anything in my Clark's order. Needless to say, I did miss one or two small parts.

Also occupying my time is work on the 180 horsepower turbo engine for Michael Stone's convertible. I have always cautioned against using any kind of sealer on Corvair engines. There's a great danger that this stuff will flake off and block oil passages. This engine holds the record for the use of this gunk. Whoever was into the engine before me very carefully outlined all the oil passages on the rear cover. Unbelievable! Needless to say it took a big cleaning job.

Pres Mess, continued

The plan for Michael's engine once it is finished is to do a tech session here at the Garage Mahal to remove the replacement engine that is currently in the car and replace a number of very badly worn suspension parts. The tech session may turn into a two-day affair. But with help from our members we can do it.

Speaking of tech sessions, there will be an unofficial one at the Garage on Saturday, March 9. The project for the day is the replacement of the pressure plate on the engine in my track car. It should be a relatively easy project because as many of you know there is not much to the track car and we will not have the issue of the late-model suspension. I think I can get my wife to do one of her fabulous lunches. So please let me know if you're planning on attending. Warm weather is on the way.

The Wing-Ding of a Truck Idea*by Bob Marlow*

The advertising industry went through some significant changes during the Corvair's production time, going from fairly staid and straightforward in the Fall of 1959 to more imaginative and evocative by 1969. Some of the earliest advertisements for Corvair FCs were of the staid variety, one of which used the rather lame tagline, "Wing-Ding of a Truck Idea!"

But while it is a unimaginative tagline, it is an accurate one. When people unfamiliar with a Rampside see mine today, they are blown away by the sheer practicality of the side loading ramp. "They should make that today," is often heard. Sometimes they don't even believe that it's a factory job. "Did you cut down a van to make that?" they ask.

I bought my first Rampside in 1972. It was not only my first Rampside, it was my first pickup truck. Very quickly I came to wonder how anyone could get by without such a useful vehicle! Somewhere – I can't put my hands on it right now – I have a photo of landscape equipment being loaded into that first Rampside during my college years. So easy!

Just recently, the distinctive practicality of the Rampside was underscored again. A friend has started a new business here at the beach, renting 49cc

scooters by the hour, and in my retirement I have been helping him from time to time. When the need arose to transport one of the scooters for promotional purposes, I eyeballed the size of the scooter, dropped the Rampside ramp, and rolled the scooter right in. It fit perfectly, diagonally across the loadbed.

55-years after my truck was built, my friend marveled at how well-suited it was to 2018 business needs. I wonder how modern advertising agencies might handle that?



My first Rampside, a '62, photographed in 1973



My current Rampside, a '63, photographed in 2018 with a "Seaside Scooters" rental scooter aboard

We'd like to see stories about YOUR Corvair in the newsletter. Submit text and photos to RWMarlow@optimum.net

Are you due to renew your membership? Check the list on page 5!



New Jersey Association of Corvair Enthusiasts

P.O. Box 631
Ridgewood, NJ 07451

Membership Form

Date _____

[] New Membership or [] Renewal

[] Individual or [] Family*

*Family Membership includes two adults and all children under age 21 living at a single address.

Last Name _____ First Name _____

Name of 2nd Adult Family Member _____

Mailing Address _____

City _____

State _____ Zip _____

Phone (_____) _____

E-mail _____

Our monthly newsletter and other updates are delivered via e-mail. Printed materials are mailed periodically, as needed. We do not share our mailing lists with others.

NJACE dues are payable as follows:

[] One Year Membership, New or Renewal.....\$19.00

[] Two Year Membership, New or Renewal.....\$36.00

Membership expires on March 31st

Total Remitted:\$_____

Please make your check or money order payable to NJACE, Inc., and mail this completed form and payment to the address above or deliver it to the Treasurer at any club event. You should receive your first newsletter within four weeks of our receiving your application.

NJACE is a Chapter of CORSA, the Corvair Society of America. CORSA membership information is available online at http://www.corvair.org/

Tell us about you and your Corvairs

Your Corvairs (year, model, color, equipment, condition etc)_____

Your other cars and trucks_____

Your other hobbies and interests_____

Your profession_____

Your birthday (and your age, if you wish)_____

Your anniversary (and year married, if you wish)_____

Your children/grandchildren or other family_____

Your pets_____

When and why did you first buy a Corvair?_____

Anything else you'd like to tell us_____