

niagara frontier



corvair

club

VOLUME 46, NUMBER 11

Dec. 2018

Formed By And For Those Who Still Appreciate The CORVAIR Automobile

**Note: Membership dues are due July 1st 2018 for the 2018-2019 membership year
please send to the club address c/o Gary**



**I would like to wish all in the NFCC a Vairy
Merry Christmas!**



MEMBERSHIP DUES

Club Membership - \$10.00 per year for e-mail newsletter. \$15 per year for postal newsletter. Dues may be paid at monthly meeting or by mailing to:

Bob Guerin 3717 Daniels Rd. Ransomville NY 14131 Membership year runs from July 1 to June 30.

-----Membership APPLICATION-----

NIAGARA FRONTIER CORVAIR CLUB

NAME _____ CORSA Member? Yes/No _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE _____ E-MAIL ADDRESS _____

DATE _____ Check one: E-Mail _____ Postal _____

MAKE CHECKS PAYABLE TO: NIAGARA FRONTIER CORVAIR CLUB

**Niagara Frontier Corvaire Club
C/O Gary Swiatowy
7838 Chestnut Ridge Road,
Gasport, NY 14067**

-----ESTABLISHED 1973-----

A Chartered Chapter of the Corvaire Society of America

President	Pat Murphy	(716) 861-8749
Vice President	Joe Pendolino	(716) 837-5070
Secretary	John Dawley/Joe Pendolino	(716) 832-8551
Treasurer	John Dawley/Joe Pendolino	(716) 832-8551
Membership	Joe Grifasi	(716) 688-6041

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NFCC events and more:::::::::::::::::::

December 19th 7:00 PM NFCC Meeting First Trinity Lutheran 1570 Niagara Falls Boulevard Tonawanda.

Minutes of Meeting

DATE: Wednesday 11-14-18
TIME: 7:00 PM
PLACE: First Trinity Church

January 16th 7:00 PM NFCC Meeting First Trinity Lutheran 1570 Niagara Falls Boulevard Tonawanda.

Our meeting was called to order by Joe Pendolino at 7:00 PM. We had the following 6 members present: and 1 guest

Feb 3, 2019 – Snow Buster Automotive Swap Meet. INFO: 716-337-0646, email: jrummer48@yahoo.com

Joe Pendolino	Gary Swiatowy
Pat Pilon	Dick Dahmer
Tom Koprevich	
Guest – Tom Rohring	

February 21st 7:00 PM NFCC Meeting First Trinity Lutheran 1570 Niagara Falls Boulevard Tonawanda.

March 1st – 3rd 26th annual Cavalcade of Cars. Event Center Hamburg NY

Topics discussed

March 21st 7:00 PM NFCC Meeting First Trinity Lutheran 1570 Niagara Falls Boulevard Tonawanda.

Membership / Treasurer's Report
Joe Pendolino read the balance in our NFCC account.

March 26th – 31st Buffalo Motorama, Convention Center, Buffalo

Old Business

- 1) Joe Pendolino discussed work on firming-up the club's By Laws.

New Business

- 1) Joe Pendolino continued discussion on club presentation for AACA. There will be more on this at Dec Meeting. Possibly date change.
- 2) Club voted to make a donation in Mary McClive's name in lieu of flowers.
- 3) Had nominations for officers.
- 4) Pat Murphy – President
 Joe Pendolino - V President
 John Daweley – Summer Secretary
 Joe Pendolino - Winter Secretary
 Dick Dahmer & Joe Pendolino for Treasurer
 We may actually have to vote!
 Nominations held open to Dec meeting

Adjournment

Our meeting was adjourned at 7:25 PM

If I missed anything please let me know.

Note: December is our annual Toy Display, bring in some auto or Corvair related memorabilia, toys, pictures or anything else to share.

Filling in Secretary – Gary Swiatowy

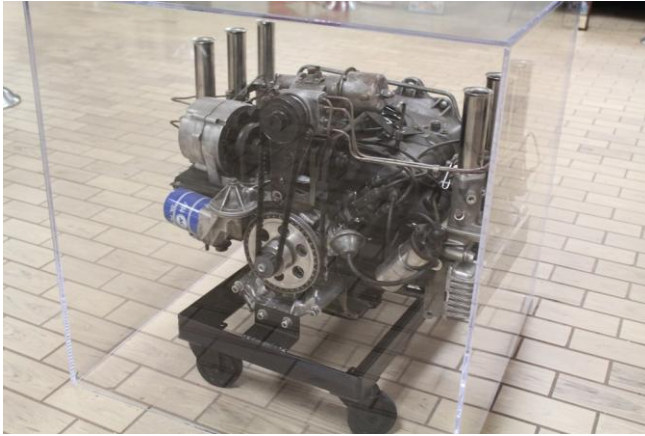
VACATION>>>>>>>>>>>>

As some of you may know, my family and I took a vacation this year to Disney World. How can it be the happiest place on earth if there are no Corvairs there? In any event, we did make a stop at Don Garlits Museum of Drag Racing and did get my Corvair fix there. I'm sure many of you have heard of the Piranha which one version was powered by Corvair and used in both the Man from U.N.C.L.E. TV series and the Girl from U.N.C.L.E. There also was a drag version, but a little bit more power than a Corvair motor.



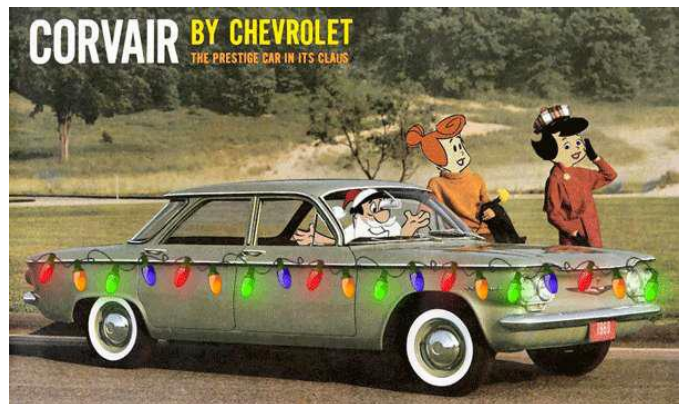
Part of the Garlits Museum complex includes another large car collection which is heavily populated by Fords, but I also ran across a unique fuel injected Corvair motor as well as a 65 and 69 Corvair on display/





They also had a 66 Dodge Coronet 4-door with a Hemi, and a 67 Dodge Coronet . For more

pictures of the Don Garlits Museum of Drag Racing go to my Flickr Albums here:
<https://www.flickr.com/photos/89344545@N08/albums/72157704262166825>



Caveman Corvair



HMMMMM... This could work.



Woodshed?

It's Here! FROM THE WORLD'S LEADING MAKER OF CUSTOM EXHAUST SYSTEMS!

CORVAIR

4-Barrel Competition Type \$84⁵⁰
FOR TRACK OR STREET USE

ABARTH

OF ITALY

CORVAIR SYSTEM DETAILS: For the first time Abarth's top designer has designed a 4-barrel system for the Corvaire. This system works on all Corvaire models. It is designed for greatest efficiency with either the 1600 cc or 1800 cc engine. It will give you the best performance and fuel economy you can get. And it's the only 4-barrel system that will fit on all Corvaire models.

EXHAUST SYSTEMS: \$49.50

* Not of standard size and weight. From manufacturer.

FISHER PRODUCTS 314 4th Drive - Long Beach City, N. C. 818 & National Blvd. - Greensboro, N. C.

Model	Price	Model	Price
1961 Corvaire	\$49.50	1961 Corvaire	\$49.50
1962 Corvaire	\$49.50	1962 Corvaire	\$49.50
1963 Corvaire	\$49.50	1963 Corvaire	\$49.50
1964 Corvaire	\$49.50	1964 Corvaire	\$49.50
1965 Corvaire	\$49.50	1965 Corvaire	\$49.50
1966 Corvaire	\$49.50	1966 Corvaire	\$49.50
1967 Corvaire	\$49.50	1967 Corvaire	\$49.50
1968 Corvaire	\$49.50	1968 Corvaire	\$49.50
1969 Corvaire	\$49.50	1969 Corvaire	\$49.50
1970 Corvaire	\$49.50	1970 Corvaire	\$49.50

RENAULT Caravelle Also available: 1600-200 for Dauphine and Gordini. 1600-200 for 4 CV.

SUNBEAM ALPINE Series I Model SAL-200

TRIUMPH Also available: Model TR6-50C for TR3, TR3 and TR4. Model TR6-100 for Triumph Herald.

VOLVO MODEL VOL-122B for 122-S with B18 engine \$64.50. MODEL VOL-544B for PV-544 with B18 engine \$54.50.

VOLKSWAGEN 1961 Volkswagen Sedan Performance, MPH: Top Speed 107, 0-60 11.5, 1/4 Mile 16.5, 1/2 Mile 23.7, 3/4 Mile 29.5, 1 Mile 35.5. Acceleration, Seconds: 0-30 MPH 4.5, 0-40 6.5, 0-50 8.5, 0-60 10.5, 0-70 12.5, 0-80 14.5, 0-90 16.5, 0-100 18.5. Climb rate in 1st gear: 25.0 Sec. 21.1 Sec. 17.8 Sec. 14.8 Sec.

MG-TD Model MTD-100 for MG-TD and TF

CORVAIR Model CV-400C Four-Barrel Competition

SAAB Model SA-100 for 900, 96 and 1000 cc

CORVAIR Two-Barrel Model CV-200

FALCON and COMET Model FA-100

1961 Corvaire Monza 98 B.H.P., 16 Speed
Performance, MPH: Standard 88 B.H.P. Top Speed Average 102.7, 0-60 11.5, 1/4 Mile 16.5, 1/2 Mile 23.7, 3/4 Mile 29.5, 1 Mile 35.5. Acceleration, Seconds: 0-30 MPH 4.2, 0-40 6.0, 0-50 8.0, 0-60 10.0, 0-70 12.0, 0-80 14.0, 0-90 16.0, 0-100 18.0. Climb rate in 1st gear: 24.0 Sec. 20.0 Sec. 17.0 Sec. 14.0 Sec. Cal. Miles range: 17.00 MPH 22.00 MPH



Carlos Abarth and the almost Corvaire Abarth

(from Corvaire Center – posted by Rick Loving)
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's a pic of a stock looking 1961 Corvair Sedan sitting in front of the Abarth Factory. According to Al, Abarth was working on producing a performance kit for the Corvair— Additional gages, 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 GM Corvair cars in the United States.

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 completely 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. The Abarth Corvair exhaust was sold along with many other makes and models of free flowing exhaust. There were two models available.

Abarth Corvair - Comp Dual Exh Model CV-400C / #1143 \$ 84.50

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

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" Page 123 of the 128 softcover publication was this information...

"In 1961 Carlo Abarth took a fancy to the new Corvair and developed a complete modification kit for the rear-engine GM 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."