

ACORNEWS

Association Of
Corvair Nuts

Rochester, New York
CORSA Chapter 148



Volume 32, Issue 7

Since 1975

August 2007

Prez Says

Inside This Issue

- 1 Prez Says
 - 2 Calendar
 - 3 Events and Show winners
 - 4 '64 Corvair at Hershey (from Hemmings)
 - 5 Another Barn Car
 - 6 Tech Session, Laughter
 - 7 Membership Corner
 - 8 For Sale
- (Sale of the new Clark's Parts Catalog)**

Officers:

President – Jeff Clark
Vice President - Jim Bartasevich
Secretary – Paul Masters
Treasurer – Don Vair

ACORN Website
www.corvair.org/chapters/chapter148

Members = 39 Corvairs = 58

ACORN, Member of "4 Clubs, Inc."

Appointed Positions:

- Newsletter Editor – Jim Cleveland
- Webmaster – Marissa Andolino
- Membership Chair – George Renz
- Historian – Dave and Edie Ellis

Part 2 of "Who Killed the Corvair?"

Okay, so the 1960 Corvair wasn't all that it could be. But something truly amazing occurred late in that first model year, the arrival of a new model called the Monza. The story has it that Chevrolet started work on special "show" Corvairs even before the car was publicly introduced. When the time came to get something ready for the European shows, the designers naturally envisioned a "GT" version of the new coupe. Leather bucket seats, special lighting for the interior, chrome window trim and wire wheels- a truly deluxe version of Chevy's air-cooled economy car. As they were loading it on a truck destined for the airport, Ed Cole happened to spot it and halted shipment. He wanted THAT car put into production; no need to test the show waters with what he knew would be a winner. Ed Cole: outstanding engineer AND savvy marketing man.

The Monza came out in May of 1960 (less a few of the show goodies), and Chevrolet managed to build almost 12,000 of them the first year, about 5% of total Corvair production. That may not sound too impressive, but Monza production for '61 shot to over 140,000, then well over 200,000 for 1962. Monzas comprised *SEVENTY-FIVE PERCENT* of total 1962 Corvair production, then up to 80% for 1963. (How many car makers today can state that their top-of-the-line model comprises over three-quarters of their production?) Truly, the Monza had found a solid niche in the marketplace. Like any market for these goods, such success did not go unnoticed.

The sales manager over at Ford, a guy by the name of Lee Iacocca, had been playing with the idea of a small, sporty car ever since the discontinuation of the original 2-seat Thunderbird in 1957 (the number of letters Ford received *daily* asking for such a car was reason enough to look into it). He thought a solid market existed for it, but couldn't get the top Ford brass to seriously consider an all-new model, especially so soon after the Edsel debacle. Then-along comes the Monza. This was just what he needed to prove to Ford that his idea was a good one. Heck, if Chevy could sell this many air-cooled, rear-engined sporty cars, what Ford could do with a low-priced, 5/8-scale version of the Thunderbird? The 1964½ Mustang was introduced in April of 1964, and the rest, of course, is history.

Continued on page #6

2007 CALENDAR

NEXT EVENT:

August 5th Sunday
 Bug Bust Show
 (We are Special Guests of VW Club)

August 2007

| S | M | T | W | T | F | S |
|----|----|----|----|----|----|----|
| | | | 1 | 2 | 3 | 4 |
| 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| 26 | 27 | 28 | 29 | 30 | 31 | |

September 2007

| S | M | T | W | T | F | S |
|----|----|----|----|----|----|----|
| | | | | | | 1 |
| 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| 30 | | | | | | |

October 2007

| S | M | T | W | T | F | S |
|----|----|----|----|----|----|----|
| | 1 | 2 | 3 | 4 | 5 | 6 |
| 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| 28 | 29 | 30 | 31 | | | |

Newsletter Deadline

Material gladly accepted for publication until the 24th of each month.

Thank you, Editor
 jclevela@rochester.rr.com

Officers Wanted

It is time to think about being a club officer in 2008. We have openings for new talent and new ideas. The appointed positions are also open!

Wanted: auctioneer for the White Elephant Sale this month

| | | | | |
|-------|--------------------------------------|------------|---|-----------------|
| Feb | 18 th | Sunday | Valentines Dinner Elmwood Inn, Mt. Hope Ave. | C. & F. Littman |
| March | 10 th | Sat. | Breakfast and tour of Barry Brown's Riter Restoration Shop | J. Cleveland |
| April | 15 th | Sun. | Tour of Medina Railroad Museum Tour | J. Bartasevich |
| | 21 st | Sat. | Tech Session | D. Ellis |
| May | 12 th | Sat. | Tech Session | J. Fling |
| | 20 th | Sun. | Branch Port Tour Lunch at Esperanza Mansion | J. Bartasevich |
| June | 3 rd | Sun. | Auto Festival, Farmington | Everyone |
| | 9-10 th | Fri. Sun. | Syracuse Recall | Everyone |
| | 16 th | Sat. | Tech Session | C. Littman |
| | 20 th | Wed. | Cruise Night, Log Cabin | G. Renz |
| July | 4 th | Wed. | Parade | C. Littman |
| | 15 th | Sun. | Tech Session (pre Detroit) | J. Clark |
| | 24-28 th | Tues. Sat. | National Convention (Detroit) | Everyone |
| | 29 th | Sun | RIT Car Show (GVAC) | Everyone |
| Aug. | 5 th | Sun | Bug Bust Show | J. Bartasevich |
| | 11 th | Sat. | Tech Session | Open |
| | 19 th | Sun | Picnic/White Elephant Sale Greece Canal Park Tow Path Shelter | E. Ellis |
| Sept. | 7-9 | Fri.-Sun. | 4-Clubs Mini-Convention Buffalo, NY | Everyone |
| | 15 th or 16 th | | Progressive Dinner | TBD |
| | 22 nd | Sat. | Tech Session | J. Bartasevich |
| Oct. | 14 th | Sun | Fall Tour, Leaves and Wine | D&E Ellis |
| | 20 th | Sat | Tech Session – Prepare for Winter storage | D. Ellis |
| Nov. | 11 th | Sun | Holiday Dinner | TBD |

RSVP for all ACORN Events

Picnic/White Elephant Sunday, August 19, 2007

“Towpath Shelter” in the Monroe County Park, “Greece Canal Park” located on the West side of Elmgrove Rd, North of Ridgeway, and South of Straub Rd there are signs in the Park to direct you to the shelter. Club will provide hots and ham burgers, buns and condiments, and soda, paper plates and table service. Attendees are to bring a dish to pass, their own beer if so inclined, they own meat if they desire to provide themselves something beyond hots and hamburgers the Club will provide the fire to cook on. Folks can bring desserts as their dish to pass so we have some of that type of stuff too. Others can opt to bring chips or munchies as their dish to pass.... Folks can start arriving as early as 11:00 am if they choose....I will start the fire around Noon.

ACORN Photo History Albums will be available for folks to look through... We should be cooking hots and hamburgers probably from just before 1:00 to around 1:45pm or so.... Meeting between 2:00 and 3:00 pm White Elephant auction around 3:00 pm. We do need to have a volunteer auctioneer for the White Elephant... White Elephant. Corvaire parts are always a good thing.... but we have pretty much run the gamut over the years there will be a table set aside upon which to place all the accumulated “to be auctioned” goodies.....

RSVP to Dave and Edie Ellis...at email
dellis1@rochester.rr.com...
 Or give us a phone call at 585-337-2439....

Auto Festival Show 2007 by Jim Cleveland

The Corvaire “Class” Winners

EARLY

George Renz ('61 Corvaire Rampside)
 David Shoemaker ('63 Corvaire Convertible)

LATE

Sam & Marissa Andolino ('65 Corvaire)
 Paul Masters ('65 Corvaire Monza)
 Donald Vair ('65 Corvaire Monza Convertible)

Exotic (Even more exotic than a Corvaire!)

Chuck Littman ('82 Ferrari Mondial 8)
 Jack Bolemdaal ('72 Ferrari 365 GTC/4)
 Jay Molis ('84 Lamborghini Jalpa)

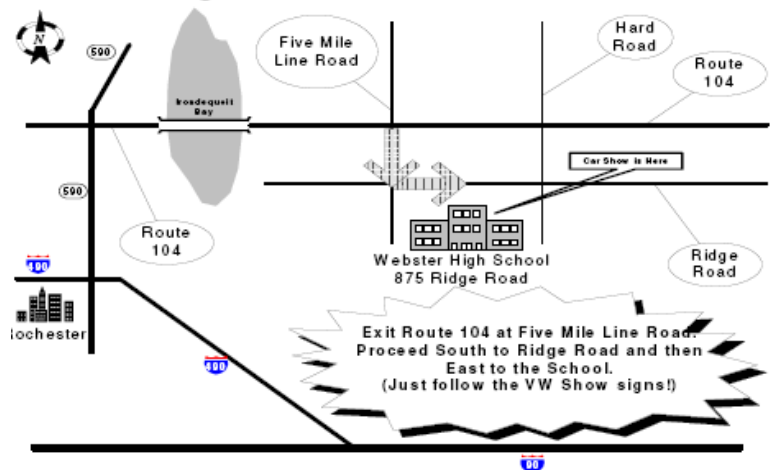
July ACORN Events

| When: | Aug. 5 th Sunday | Aug. 11 th Saturday | Aug. 19 th Sunday |
|--------|--------------------------------|-----------------------------------|---------------------------------|
| What: | Bug Bust | Tech Session | Picnic/White Elephant |
| Host: | J. Bartasevich | Open | E. Ellis |
| Place: | Webster | TBD | Greece Canal Park |

Volkswagen Car Show & Swap Meet ~ Sunday August 5th, 2007 ~

T SPECIAL GUEST CLASS: THE REAR ENGINE CORVAIRE **S CARS FOR SALE \$5 FEE**
 NO FEE REQUIRED-DISPLAY ONLY

Webster High School 875 Ridge Road Webster, New York



- REGISTRATION FROM 8:00 TO 11:00
- SHOW HOURS FROM 9:00 TO 3:00 (AWARDS @ 2:30)

Chuck did not buy this wooden Ferrari!



1964 Corvair Monza

Between Hershey's cloudbursts, this Chevy convertible was a ray of light



BY MARK J. McCOURT
PHOTOGRAPHY BY MATTHEW LITWIN

The annual autumn Hershey event has earned its reputation for unpredictable weather, and old-timers trade heroic stories of slogging through calf-deep mud in the Yellow field. The weather sometimes cooperates, and although there was plenty of rain during the 2006 show, there were periods of blissful sunshine. It was during one of these brief times that we stumbled across this interesting Corvair in the car corral.

The development of the bucket seat Monza series turned Chevrolet's unorthodox early-Sixties import fighter into a performance-minded compact. Although the Monza was superseded by the turbo-charged Spyder as the premium Corvair in 1964, it was still the line's most popular trim level. The 1964 Monza Convertible sold 31,045 units, second only to the Monza Coupe (88,440) in sales.

In today's collector-car market, many consider 1964s to be the most desirable first-generation Corvairs because of their increased power and redesigned rear suspension, with its new transverse leaf spring. This 1964 Monza Convertible, shown in Saddle Tan metallic paint

over a matching Medium Saddle Tan vinyl interior, sat in the car corral displaying a hand-written sign: "64 Corvair; Auto, \$1,800 obo."

This convertible had the most common Corvair engine, the air-cooled 164-cu.in., non-turbo "Turbo-Air" flat-six engine, which used a 9.25:1 compression ratio and two one-barrel carburetors to make 110hp at 4,400 rpm and 90-lbs.ft. of torque at 4,000 rpm; it was mated to a two-speed Powerglide automatic transmission. While this combination wouldn't win any races, it's perfectly adequate for a fair weather drop-top cruiser.

The Corvair's vinyl seat covers had some tears, but the body appeared straight; the trademark beltline crease was crisp, the bumpers unbumped and the vulnerable nose didn't exhibit signs of typical accident damage. Nearly all of the trim, including the hard-to-find wheel arch moldings, was accounted for. It was obvious that rust was an issue, though, with surface corrosion on the nose and plenty of blistering around the rear wheel arches; these arches had been previously reworked, with the blis-

ters indicating the possible presence of body filler. Separating trim on the quarter panel behind the front wheels also showed that something was amiss. Looking under the car, the front cross-member was rusty, as were the front and rear floor pans. Chevrolet overbuilt the structure of these Corvairs, their first unibody cars, and despite this car's undercarriage corrosion, the doors opened and closed cleanly, indicating that the structure still had integrity. The luggage compartment was locked, so we couldn't check for the also common trunk floor rust.

So we've got an honest, mostly complete example of what some consider to be the most desirable Corvair, and an owner who was open to offers around \$1,800. The low book value for a driveable 1964 Monza Convertible hovers around the car's original list price of \$2,492, with average and high values hitting \$7,000 and \$11,000. Reproduction body panels are readily available, although rust repairs are time-consuming and expensive. If a buyer doesn't mind fixing the rot underneath, we'll call it a reasonable buy. ☺

"Reprint courtesy of Hemmings Motor News".

Another "Barn Car" is Discovered... By Dave Ellis

I was following up on a lead provided by our Holly member Dave Schaeffer....Dave was in the Albion DMV checking to be sure he had all the proper paperwork to sell his 1963 Spyder Convertible...which besides the new paint and rebuilt heads is in about 50 boxes in his garage awaiting reassembly!!!! Anyhow...as he as talking to the counter person a NYS Trooper Mike Notto over head the word "Corvair"...and walked over and asked Dave if he could chat with him for a moment... Dave said "sure"...who is gonna deny a NYS Trooper!!!

Turns out Mike Notto;s dad just died.... need to sell the house.....stored in his dad's garage....off the road since 1979 is a 66 Corvair Convertible that he and his dad restored in 1979....and was never registered,,,never driven since then.....Mike described it as "a parts car",,,but he did have some NOS trim parts that he bought,,,some were put on the car before it was stored,,,thus he believed would justify his asking price of \$500....

Dave Shaffer passed the scoop to me to get to J. Cleveland for the newsletter....Dave's data arrived the day after the latest ACORNEWS arrived in my email inbox....so...what the heck....I had the time...I called and made arrangements to go over to Cheektowaga to see this thing...

Even if it was a total rot box...maybe thought maybe I could turn over the new trim parts and break a couple bucks above even.... Well, when I got to his fathers house I was a bit overwhelmed.....the garage was VERY dry and well ventilated.....of course the car had 3 decades of "stuff" stored around and on top of it....after almost an hour of moving stuff...got my first look at the vehicle... convertible top was the original,,, ie totally trashed.... k...the paint....after a damp rag to brush off the first ¼ inch of dust...sorta looked like it might not be tooooo bad....HHmmnnn....all but one of the tires were "up" and the last one was just a bit off the rim...he had a compressor in the garage,,,so we pumped up all the tires to facilitate rolling this thing out into the light of day for a closer look....

Only one of the brake drums was stuck to the shoes....lug nuts came off easily...and after a few whacks with a rubber mallet the shoes came loose from the drum...and it was now."rolling stock"...once I could get a good look at it I was surprised....Hmmnnn the interior is dusty..but only one minor split on the side seam of the drivers bucket....dash pad is not cracked...oh my ...it has a brand spanking new carpet....outside the body work done in 1979 had held up very well....only one swelled/split area under the drivers door...but the rest is very solid..only a couple minor bubbles....oh...the area around the windshield looks even better than my Dallas coupe....OK,,,now to get serious...haul out he floor jack and get underneath this puppy...

OH MY....someone way back when had completely wire brushed the underside....Rustoleumed it...and then tarred the entire underside of the car.... I grabbed a hammer and started beating on things....resounding heavy metal clunks...even on the backside of the front cross member.... floors were solid....ok..this is starting to look pretty encouraging....wow...the doors do not droop!!! Next....I started to do an accounting of the NOS parts... yep...there are the rocker spears still in their blue and white GM wrappers... and yep.. the wheel wheel moldings and door sill plates are obviously brand spanking new.....now to the engine compartment....

Ok...it is a 95 hp...I can live with that....underneath the deck lid it is a relatively uniform flat black....no red rusty color anywhere... Ah...pound on the metal around the shock absorber towers...a healthy resounding clunk....ah....grab a ¾ inch wrench...wow the motor turns pretty easily....now to take a closer look at the tires he says his dad put on at some point...P185/80R-13...I do not think that metric designation was around until some point in time well after 1979...and to boot....there is absolutely not checking and side wall cracking on those tires....

Yep at that point I decided it had to follow me home....oh...I never talked to Edie before I left on this little adventure....Boy will she be surprised when this thing shows up in the driveway....(I am not sure surprised is the most appropriate word to use....)

Mucho thanks to Tom Nasman who graciously volunteered to make the haul,,,to Sam and Marissa for the loan of their Ford Pickup truck.. and the Chuck Littman for the loan of his dolly....without those folks assistance the haul home never would have occurred!!!!

Continued on Page #6

Another "barn car" is discovered *continued from page 5;*

Now that the car has been home and up on jack stands for a week, the following observations can be added... even in a really nice garage,,, after 27 years.....it is hard to deny the ravages of time.....some parts have been particularly difficult to convince to loosen... patience, lots of my favorite penetrating oil KROIL,,,and plenty of heat...I moved up to MAPP gas yesterday...have helped to get the more stubborn parts to loosen...but I still may need to move up to oxygen/acetylene torch at some point...

After not turning for going on 3 decades...the starter and alternator will require rebuilding,,,as will the carbs and probably a new voltage regulator....the aluminum pistons have made a permanent home in their bores in the cast iron brake wheel cylinders.....and the brake master cylinder had given up the ghost a long time ago....good news is that it appears all of the brake and fuel lines had been replaced in 1979, and I may be able to use them as is... however...the biggest ticket items of concern is the PG tranny and differential based upon experience with my Blue 64 four door, and Edies convertible restoration.....not being run for sooooo long,,, all of the seals have dried out in both the tranny and differential...and the transaxle will be sharing 80/90 and Mercon/Dexron fluids quite a bit.... even if the vehicle transmits power successfully in the nearest term....in the short term thereafter..the spectre of rebuilding those two items is a pricey one at best.....maybe a conversion to an manual transaxle would be a lower cost option...but that issue is a long way downstream...

If I could just get the brake wheel cylinders off of the backing plates....an ah yes..I just got a email shipping order confirmation from Clarks that the "big order" is gonna arrive tomorrow....Now if..I can sell enough of the NOS parts to offset the Clarks order!!!!
dme out....

July 15th Tech Session

Replacing the rear hub on Paul's car was not necessary. Tom Nasman had put grease fittings in the bearing housings of the car. Apparently, the mechanic that looked at Paul's car did a wheel shake while it was up in the air. There is play when there is no load on the wheel. We also looked at the front center link for bends because when Dave E. installed the idler arm, he had to use a washer behind the top bolt to get it to align with the link hole. Paul has a new one that he's going to have installed. Maybe it does have a bend. If it does, it's not obvious.

Jim Bartasevich

Laughter is the best medicine, By George

I used to work in technical support for a 24/7 call center. One day I got a call from an individual who asked what hours the call center was open. I told him, "The number you dialed is open 24 hours a day, 7 days a week." He responded, "Is that Eastern or Pacific time?" Wanting to end the call quickly, I said, "Uh, Pacific."

=====

My sister has a lifesaving tool in her car designed to cut through a seat belt if she gets trapped. She keeps it in the trunk.

"Who Killed the Corvair?" *Continued from page 1*

When Henry Ford II saw the Mustang at the 1964 New York World's Fair (and the public's reaction to it), he immediately ordered a second plant tooled up for Mustang production; those in charge of assembly thought he was crazy. Recently, Iacocca said in an interview that Ford had initially set a first-year sales goal for the Mustang of 75,000 cars. They did manage to sell 22,000 of them... *the first day*. Within a year and a half, Ford had built 1 million coupe, convertible and 2+2 Mustangs. On the other hand, it took Chevrolet nearly four model years to reach that number with an array of coupes, sedans, convertibles, wagons, vans and pickups.

By the time the all-new 1965 Corvair was introduced to the public, the handwriting was on the wall. America was crazy for small sporty cars, but one with the engine in the front, and with at least eight cylinders. The demise of the Corvair is a complicated one, with many reasons. But in my personal opinion, no one reason contributed more than the success of the Mustang.

Up next, the third and final chapter: *the end of the 1960's car.*

Jeff Clark

MEMBERSHIP



C O R N E R

August, 2007

To all ACORN members,

Well, another month has gone by and I think we are all ready to start doing a “rain dance”, as we have not had any appreciable amount of rain for a long time. Can you imagine, wanting it to rain?...

The “Rampy” is still not running, I haven’t really had much time to get it running with work and spending time with my sister.

The club is preparing to hold its’ annual “White Elephant Auction” soon. Look for the details in our upcoming events calendar. Take the time and check out the club’s upcoming events calendar and bring your ‘vair to one of them.

The ACORN’s have a couple of new members. Please welcome Larry and Shirley Menzies. They reside in Auburn, New York. They are the proud owners of a 1965 Monza 4dr hardtop. Many thanks go out to Jim “B” Bartasevich for spotting Larry’s’ Corvair, one Wednesday evening at the Log Cabin. Jim dropped off an application to our club and Larry sent it in the following week. Remember, club members help build up our membership by doing just what Jim did.

Cruise nights are in full swing, bring your cars out and enjoy one or two.

The Syracuse Nationals was held this past weekend at the State Fair grounds. I’ve heard 5,000 to 6,000 vehicles are scheduled to be there. It certainly is a “happening” and a car lovers dream with all those cars, trucks.

Until next month, buckle up and drive safely....

Regards,

George (GFrenzie@aol.com) 585-425-2279

Membership Chairperson

Membership information: If you have an address, phone number, or E-mail address change, please notify the current **Membership Chairperson**

Membership Dues

January to December.....\$15.00

July to December \$7.50 (new members only)

----- **FOR SALE** -----



1965 Corsa Convertible for sale:

“A once in a life time opportunity to own a rare car that is ready to go as is”. One of the finest drivers you will find. *(editor)*

140, 4-speed, AM/FM Radio, Luggage rack, new Clark's interior, all new front suspension, new universal joints, four rebuilt carbs, Top has only been down twice. Drives tight and perfect, solid mechanicals and very nice paint. (Original wheel comes with it)

Clark's
Corvair Parts®, Inc.

Email Jeff Sisson

jsisson1@rochester.rr.com

Clark's is offering our club a discount price of \$3.00 each (including shipping) for the new catalog. Minimum order of 5, they must all be shipped to one address.

Please let me know if you are interested. I will consolidate and place the order. **Two orders to date**

Jim Cleveland
223-3968

jclevela@rochester.rr.com

'67 Monza Convertible

Running well, recently licensed, can be driven as-is or restore. \$1499 firm. Tom Nasman, 293-3717, or at tnasman@rochester.rr.com

Late Model "bra" for sale, contact George Renz 425-2279
GFrenzie@aol.com

Early Trunk Mat, contact Chuck Littman 334-4931
Chuckandflo@frontiernet.net

Used Parts, NOS parts, at discount prices. I am going to liquidate, no date yet, but soon. Get it while you can. Tom Nasman, 293-3717, or at tnasman@rochester.rr.com