

# ACORNEWS

Association Of  
Corvair Nuts

Rochester, New York  
CORSA Chapter 148



Volume 32, Issue 9

Since 1975

October 2007

## Prez Says

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Just a few short notes this month:

The Four Clubs is currently planning our 2008 event. We're lining up a great site for an autocross, while looking at the Batavia area for host hotels. I'll keep you all posted as more details are worked out.

On a related note, we've received word from the Central New York Corvair Club that they no longer wish to be part of the Four Clubs organization. I wish I could report to you just why they felt the need to do this, but their exact reasons were unclear to me in their resignation letter. Regardless, they have a nice event in their annual Recall, and I wish them all the best in the future.

*Jeff Clark*

### Officers:

**President** – Jeff Clark

**Vice President** - Jim Bartasevich

**Secretary** – Paul Masters

**Treasurer** – Don Vair

### ACORN Website

[www.corvair.org/chapters/chapter148](http://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

Tom and Shirl Nasman suffered a major electrical fire in their Churchville home. Renovations will take some time as will the physiological healing. We need to make sure that as a club we provide what ever assistance we can. Keep Tom and Shirl in your thoughts and prayers.

# 2007 Calendar

## Next Event:

Oct. 14<sup>th</sup>, Fall Tour

Dave and Edi Ellis, Hosts

### 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 |    |    |    |

### November 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 |    |

### December 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 24<sup>th</sup>.  
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!

|       |                                      |            |   |                 |
|-------|--------------------------------------|------------|---|-----------------|
| Feb   | 18 <sup>th</sup>                     | Sunday     | Valentines Dinner                         | C. & F. Littman |
|       |                                      |            | Elmwood Inn, Mt. Hope Ave.                |                 |
| March | 10 <sup>th</sup>                     | Sat.       | Breakfast and tour of Barry               | J. Cleveland    |
|       |                                      |            | Brown's Riter Restoration Shop            |                 |
| April | 15 <sup>th</sup>                     | Sun.       | Tour of Medina Railroad                   | J. Bartasevich  |
|       |                                      |            | Museum Tour                               |                 |
|       | 21 <sup>th</sup>                     | Sat.       | Tech Session                              | D. Ellis        |
| May   | 12 <sup>th</sup>                     | Sat.       | Tech Session                              | J. Fling        |
|       | 20 <sup>th</sup>                     | Sun.       | Branch Port Tour                          | J. Bartasevich  |
|       |                                      |            | Lunch at Esperanza Mansion                |                 |
| June  | 3 <sup>rd</sup>                      | Sun.       | Auto Festival, Farmington                 | Everyone        |
|       | 9-10 <sup>th</sup>                   | Fri. Sun.  | Syracuse Recall                           | Everyone        |
|       | 16 <sup>th</sup>                     | Sat.       | Tech Session                              | C. Littman      |
|       | 20 <sup>th</sup>                     | Wed.       | Cruise Night, Log Cabin                   | G. Renz         |
| July  | 4 <sup>th</sup>                      | Wed.       | Parade                                    | C. Littman      |
|       | 15 <sup>th</sup>                     | Sun.       | Tech Session (pre Detroit)                | J. Clark        |
|       | 24-28 <sup>th</sup>                  | Tues. Sat. | National Convention (Detroit)             | Everyone        |
|       | 29 <sup>th</sup>                     | Sun        | RIT Car Show (GVAC)                       | Everyone        |
| Aug.  | 5 <sup>th</sup>                      | Sun        | Bug Bust Show                             | J. Bartasevich  |
|       | 11 <sup>th</sup>                     | Sat.       | Tech Session                              | Open            |
|       | 19 <sup>th</sup>                     | Sun        | Picnic/White Elephant Sale                | E. Ellis        |
|       |                                      |            | Greece Canal Park                         |                 |
|       |                                      |            | Tow Path Shelter                          |                 |
| Sept. | 7-9                                  | Fri. Sun.  | 4 Clubs Mini-Convention                   | Everyone        |
|       |                                      |            | Buffalo, NY                               |                 |
|       | 15 <sup>th</sup> or 16 <sup>th</sup> |            | Progressive Dinner                        | Cancelled       |
|       | 22 <sup>nd</sup>                     | Sat.       | Tech Session                              | J. Bartasevich  |
| Oct.  | 14 <sup>th</sup>                     | Sun        | Fall Tour (Page 6)                        | D&E Ellis       |
|       | 20 <sup>th</sup>                     | Sat        | Tech Session - Prepare for Winter storage | D. Ellis        |
| Nov.  | 11 <sup>th</sup>                     | Sun        | Holiday Dinner (Page 3)                   | Paul Masters    |

# RSVP for all ACORN Events

## October Events:

|       |                                 |                                       |
|-------|---------------------------------|---------------------------------------|
| When: | Oct 14th<br>Sunday<br>Fall Tour | Oct. 20th<br>Saturday<br>Tech Session |
| Host: | The Ellis's<br>(See Pg. # 6)    | Dave Ellis                            |

## Chevrolet Corvair pickups, 1961-1964

Story by Bill Vance (<http://www.canadiandriver.com>)

Like the Beetle, the Corvair had a horizontally-opposed (flat) air cooled alloy engine located behind the rear axle, although the Corvair had six cylinders while the VW had four. Both the Beetle and the Corvair had independent suspension all around, the Corvair's via coil springs and the VW's with torsion bars.

Since the Corvair so slavishly copied the VW car's configuration, it was not surprising that when Chevrolet decided to enter the light commercial vehicle market that VW had virtually to itself, it would base them on the car's components. The Corvair 95 (for its 95 inch [2,413 mm] wheelbase) series of passenger and utility vans, therefore, looked uncannily like the VW Bus and Transporter.

The Corvair 95 pickup was introduced in 1961 using the same rear engine layout as the car and other Corvair commercials. As in the VW pickup, the seat was over the front axle, which gave maximum visibility as well as a long cargo bed. With a small grille for cabin ventilation, four headlamps, one-piece curved windshield, and two sculpted styling character lines running along the sides, the Corvair pickup was much more stylish than the VW.

Its 2.4 liter, 80 horsepower engine (the VW had only 36) drove through a standard three speed manual transmission, with a four speed manual or two speed "Powerglide" optional. The only VW transmission was a four speed manual. Payload was rated at a surprising 1900 lb (862 kg).

Where the Corvair pickup deviated from the VW was in the cargo-carrying configuration. The VW had a long, flat load-bed, which in order to clear the engine, was higher than in normal pickups. To facilitate loading, not only the rear tailgate swung down against the body, but the sides did also. This gave a clear, unimpeded platform for loading. Under the platform in the space between the cab and the rear wheels, the VW had an enclosed cargo hold with a swing up door.

In the Corvair pickup, the load bed was not level, but was stepped, low behind the cab, and then higher above the engine and rear wheels. Pickup owners generally prefer a flat load area, and this two-level bed made an awkward cargo carrying area. A wood and metal level-floor option solved the problem, but was inconvenient to install and remove.

The Corvair pickup came in two versions: Loadside and Rampside. Both had a rear loading tailgate, but in addition, the Rampside had an ingenious side loading droppate on the right side. It was hinged at the lower floor level, and swung down to rest on the ground forming a ramp that could be used for rolling in heavy objects, or loading such items as garden tractors. A protective rubber pad on the ramp prevented scuffing where it rested on the ground.

The rear engine placement gave the Corvair pickup a real advantage over the Ford Econoline in the cab. Like the VW, the Corvair's front floor was flat, allowing three passengers to be seated abreast. The Econoline was limited to two bucket seats by the intrusion of the engine "doghouse." An advantage the Econoline did have over both the Corvair and VW pickups was that its front engine allowed a lower load bed.

The Corvair pickup was introduced as a '61 model, the Rampside proved much more popular, 13,262 pickups sold, 10,787 were Rampside.

The pickup was little changed for 1962, although a limited slip "Positraction" differential was offered. Sales declined to only 4,471, of which only 369 were Loadside. The result was that this would be the last year for the Loadside.

The Corvair Rampside pickup was continued for two more years with few changes. Sales were only 2,046 for 1963, and a mere 851 for 1964. It was clearly not in GM's interest to continue producing in such low numbers.

There are probably several reasons for the Corvair pickup's early demise. It was unorthodox, and pickup buyers tend to be conservative. Also, there was the finicky droppate, and the two-level load platform which was always awkward. And last but certainly not least was the fact that it was priced above traditional pickups. It was, however, a very attractive vehicle, and it makes an interesting collectible today.

*Reflections on Automotive History* by Bill Vance, Volumes I, II & III available through [www.billvanceautohistory.ca](http://www.billvanceautohistory.ca)

## Holiday Dinner

**Paul Masters** has agreed to host the November 11<sup>th</sup> Holiday Dinner this year. We need the entire club to support Paul in this activity. Please RSVP to Paul if you will or will not be able to attend to help him plan the event.

Phone: 334-3393

Email: pmasters1@rochester.rr.com

## Business Week Web-Site *(Never liked that Magazine! - editor)*

*Business Week's web-site had an article entitled "The World's Ugliest Cars". This is what they said about the Series I Corvair:*

### Chevrolet Corvair

"Underpowered and unsafe. I had a chance to ride in one and it was more horrifying than all the rides at Disneyland."

"They were all death traps. If you got rear-ended, they burst into flames. If you got into a sideways slide, the tires blew off the rims and they rolled over."

"Ugly, underpowered, not safe, not safe, not safe. A very bad imitation of the VW Bug. I hardly ever see one, not even at old car shows, probably due to a corrosion problem."

The author has zero knowledge of cars and most likely zero knowledge of the research requirements necessary to write an article for a national magazine's web-site. Maybe we should not believe anything in Business Week or the web-site! - **ACORN Editor**

## The Corvair represented a line of outside-the-box thinking seen at GM precisely once before

*(An excerpt from the October 2007 issue of Automobile Magazine by Jamie Kitman)*

*(Talking about the most embarrassing car ever made)* I hear many of you crying for the head of GM's infamous Corvair, but I call this unfair. The rear-engine, air-cooled Chevy may not have been perfect, but history misunderstands it if it sees this car as GM's greatest embarrassment. Always a handsome vehicle, the Corvair became a decent one after its second generation redesign. It was technically advanced in ways that GM products had not been for years. Ralph Nader actually praised the second-generation Corvair in the very book in which he excoriated GM for the first. But no one was listening, including GM, which had proven to itself the hard way what the bean counters had already said-that technical innovation was a money-wasting mistake.

The Corvair represented a line of outside-the-box thinking that had begun and ended at GM precisely once before, when the company built its first embarrassing car, interestingly enough also air-cooled. We speak of the 1923 Copper-Cooled Chevrolet, beloved of GM's famous engineer, Charles Kettering.....  
Unlike the Corvair which sold for 10 years the Copper-Cooled (it had copper fins welded to the cylinders) was yanked from production just as it started down the assembly line.

## 1963 CORVAIR SUPER SPYDER ROADSTER "CUSTOM" *(From eBay Motors)*



Rare with only 7,766 miles showing, 140 engine, 4-speed. Listed on eBay

This would be a great car for any Ferrari owner, current Spyder owner, Firebird owner or anyone living across from a major medical center!

[scarletjewels@yahoo.com](mailto:scarletjewels@yahoo.com)  
or call 540-250-1120

## *Jim C's* Product Review

### **"Mother's Plastic Polish"**

Unlike Corvairs with real glass headlights modern cars use plastic for head light enclosures and lenses. When you have two 8 year old "modern" cars you notice the plastic lens covers begin to dull, small scratches appear and they loose there fresh look. That is to say nothing of the potential loss of light being thrown down the road. I purchased a bottle of "Mothers Plastic Polish" and applied it to both cars lens covers. It did a fine job of bring the lens covers back to almost new. Deep scratches and chips are there for good.

### **Laughter is the best medicine**, By *George*

Three old (Corvair) guys are out walking.  
First one says, "Windy, isn't it?"  
Second one says, "No, it's Thursday!"  
Third one says, "So am I. Let's go get a beer."

### **Tech Tip of the Month**

Fan Belt wobbling? Time to replace it with a new belt. The old belts will deform over time around the pulleys (taking the shape of the pulley). The new belt should run true without the wobble.

## **Tech Session, September 22, 2007**

Another great Tech Session was held at the Bartasevich home in Fairport. The weather was great and so was the hospitality. Marlene provided great pastries sourced early that morning from the Farmers Market in the city. Don Vair came with donuts and gift boxes (you had to be there). Attendees included; Jim and Marlene, Don Vair, Jerry Fling, Paul Masters and Jim Cleveland. The session was extremely productive.

Next time we may actually work on a car!

## **OCTOBER FALL COLOR TOUR . . . .bv *Dave Ellis***

Yep.....it's here already....seems like it wasn't all that long ago that I was taking the winter snows off the cars....and it won't be too many more weeks before I will have to be putting them back on again.....

OK...here is the scoop...presuming that we have not scheduled on top of the Genesee River Run this year.... we will attempt to have brunch...for those who chose to join us...At Mel's Diner...on West Henrietta Road, just north of Jefferson....from roughly 11:15 to 12:30 queue up in the parking lot behind the Restaurant.... Drivers meeting at 12:45...first car off at 1:00 pm....route is roughly 150 miles long....takes under four hours to run....yes that is four hours with a "reasonable" driving pace.... not at what Edie calls my Yeee Haaaa pace...the route ends in Canandagua..on LakeShore Blvd...

RSVP to myself,,and we can discuss the dinner options in that area.... Last year we ate at Polominis... it was sorta ok...however there are a couple other realllllly nice places in the area.... or you can get your last of the season ice cream sundae if you so chose..there is a stand right next to Polominis if we get consensus...I can make reservation arrangements for around 5:15 to 5:30 for those whom wish to have dinner...

You can join us for just the drive,,,eat at either end,,,or both if you so chose...it is an ala carte event.....

However...PLEASE rsvp so I can be sure to get folks dinner plans covered..... (Edie and I will be out of town between the 4<sup>th</sup> and 10<sup>th</sup> of October.so if you call during that window...just leave a message and we will get back to you to confirm the meal arrangements ...)

### **Discover America Car Rally Sunday October 14, 2007**

**115 Miles thru the Southern Tier Brought to you by Rallymasters of W.N.Y.**

**Start: Hamburg Holiday Inn  
5440 Camp Road (NYS Thruway Exit 57)  
Hamburg, New York 14075**

**Finish at The Holland Willows, Holland, NY Open to all licensed vehicles (cars, pickups & vans)**

**Registration opens at 9:30AM. First Car Off at Noon Trophies to First Overall and First Novice and Experienced Classes**

**Registrar: Karen Krajewski 941-6504 Rallymaster: Tom Krajewski**

***Registration Fee is \$35 if pre-registered and pre-paid by Oct. 9 Or \$40 on the day of the event***

**Includes Rallyist's Dinner for two at the Holland Willows**

**You will be able to save \$5 off the pre-registration fee by obtaining  
A certificate from one of our sponsors and sending it in with your Paid pre-registration.**

**e-mail for more info: [RallyWNY@aol.com](mailto:RallyWNY@aol.com) Visit our Web Site at [www.rallywny.com](http://www.rallywny.com)**

**To pre-enter send fee and complete name and address information for driver and navigator.**

**Send to: Karen Krajewski, 6552 Colonial Drive, Boston New York 14025**

## MEMBERSHIP



## C O R N E R

October, 2007

To all ACORN members,

Well, another summer has passed, the days are getting shorter and fall is just around the corner. All in all, it was a good year... This was the first year in a long time, that I didn't attend any of the local cruise nights around the area. By the way, the cruise night at the Log Cabin on Wednesday evenings is still in progress. That is usually the last one to shut down for the summer, and does so when the weather turns much cooler.

Some of us will be preparing our vehicles to put them away for the winter. If we prepare them correctly, then come spring, it will be turn the key and it'll start right up, hopefully. Mine will start, after a few minutes of "persuasion". I believe, an installation of an electric fuel pump will help the situation.

The club has 41 paid members and their families, with two more potential members. The club's membership appears to remain consistently in the 40 to 50 members range. Which I feel is a healthy amount. There are some clubs that have far less than that figure.

Let's all keep Tom and Shirley Nasman in our prayers and thoughts throughout the coming year. They recently had a major "incident" at their home, which has disrupted their lives. As a youngster, my family experienced the same and it was traumatic for all.

Look at the club calendar and check for up coming events and try to attend as many as you can. I know, we all have priorities in our lives, but your attendance at club events, keeps the interest in the club alive and well.

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:



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.

Email Jeff Sisson  
[jsisson1@rochester.rr.com](mailto:jsisson1@rochester.rr.com)

Note:  
The "Keystone Corvair Club" in Pa. is on our newsletter distribution list. They are picking up some of our cars for sale.

*Thanks Holly*

**Clark's**  
Corvair Parts, Inc.

Fix it before putting it away and start fresh in the spring!

### **'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](mailto:tnasman@rochester.rr.com)

**1962 Corvair Monza 900 4rd Sedan**  
Excellent original condition in and out. Only 22K miles, always garage kept. Drives & rides like new. New tires, transferable "classic toys," sea foam color. Asking \$6,000.  
Contact Jeffrey Learimore at 1-724-602-6997.

*From our friends at KeyStone Corvair in Pa.*

**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](mailto:tnasman@rochester.rr.com)

### **1966 Corvair Monza**

Red convertible 4 speed standard. Contact Don at 585-247-6195. Asking \$3,000.00 or best offer.  
Also

### **1973 MFG 17' Gypsy**

Rebuilt 129 HP I/O, rebuilt carburetor, new water pumps and ignition, new tires, axle, rollers on trailer  
Asking \$2,000.00 or best offer  
Contact Brad at 585-426-1728