

# ACORNEWS

Association Of  
Corvair Nuts

Rochester, New York  
CORSA Chapter 148



Volume 32, Issue 8

Since 1975

September 2007

## Prez Says

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- [\(Sale of the new Clark's Parts Catalog\)](#)

### Officers:

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

### ACORN Website

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

### Part 3 of "Who Killed the Corvair?"

Ask most anyone on the street the question, "Why did Chevrolet stop making the Corvair?," and the response would probably be something like, "Ralph Nader and that book he wrote." Oh, if it were only that simple. Let's look at what *really* happened.

Consider these numbers:

April, 1964- Ford introduces the Mustang, and by the end of 1965 model-year production, they build 681,000 coupes, convertibles and fastbacks.  
October, 1964- Chevrolet introduces the re-designed 1965 Corvair, and model-year production of coupes, convertibles and sedans comes to 245,500.

While Ford would nearly repeat their sales level in 1966 with 608,000 Mustangs, Corvair volume dropped to less than 110,000, a decrease of nearly 55 percent. This trend did not go unnoticed by GM's top brass, and in the spring of 1965 they quietly issued the order that "no more new development work was to be done on the Corvair." Within General Motors, this is the death knell for any vehicle. It means there will be no new versions of it in the future, and it is to be produced only until the investment in recent tooling has been recouped. As far as Chevrolet was concerned, that meant approximately the close of the 1967 model year.

Then, a funny thing happened on the way to oblivion: *Unsafe At Any Speed*. Although the book was a condemnation of Detroit's overall lack of concern regarding automotive safety, everyone latched onto the fact that one chapter was devoted to the Corvair. Claiming the car was unsafe to drive and would flip over at the drop of a swing axle, people started filing law suits against GM, basing their claim on Nader's book. As the lawsuits started to pile up, GM's attorneys begged the company to keep building the car. To discontinue it now, they claimed, would be admitting that the car *was* unsafe. So, to the bewilderment of everyone in the automotive world, GM kept building a car that very few people wanted, in the hopes of keeping court-ordered payouts to a minimum. As a result, the Corvair made it through the 1969 model year, and Ralph Nader (along with his book) added at least two model years and 25,000 more Corvairs to American roads.

But what if Nader's book had never been written? Would the Corvair have survived into the 70's? Probably not. Besides the Mustang, I feel there was another deciding factor in the demise of our car: pollution controls. Air-cooled engines were proving difficult to "smog-proof," and anti-pollution equipment was robbing all engines of their power. Detroit had an easy answer for this: install larger engines. Remember, gas was still under 30 cents a gallon in the late 60's, so the fuel needed to create engine power was relatively cheap. If the current number of cubic inches won't push the customer back into his seat the way he likes, then we need to give him more cubic inches. *Continued on page #5*

# 2007 Calendar

## Next Event:

4-Clubs Mini-Convention

Sept. 7-9 Buffalo, NY

### September 2007

S	M	T	W	T	F	S
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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

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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
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25	26	27	28	29	30	

#### Newsletter Deadline

Material gladly accepted for publication until the 24<sup>th</sup> 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!

**Sam and Marissa Andolino**  
**Sr. First at the National Convention in Detroit**

Feb	18 <sup>th</sup>	Sunday	Valentines Dinner Elmwood Inn, Mt. Hope Ave.	C. & F. Littman
March	10 <sup>th</sup>	Sat.	Breakfast and tour of Barry Brown's Riter Restoration Shop	J. Cleveland
April	15 <sup>th</sup>	Sun.	Tour of Medina Railroad Museum Tour	J. Bartasevich
	21 <sup>st</sup>	Sat.	Tech Session	D. Ellis
May	12 <sup>th</sup>	Sat.	Tech Session	J. Fling
	20 <sup>th</sup>	Sun.	Branch Port Tour Lunch at Esperanza Mansion	J. Bartasevich
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 Greece Canal Park Tow Path Shelter	E. Ellis
Sept.	7-9	Fri.-Sun.	4-Clubs Mini-Convention Buffalo, NY	Everyone
	15 <sup>th</sup> or 16 <sup>th</sup>		Progressive Dinner	TBD
	22 <sup>nd</sup>	Sat.	Tech Session	J. Bartasevich
Oct.	14 <sup>th</sup>	Sun	Fall Tour, Leaves and Wine	D&E Ellis
	20 <sup>th</sup>	Sat	Tech Session – Prepare for Winter storage	D. Ellis
Nov.	11 <sup>th</sup>	Sun	Holiday Dinner	TBD

## **RSVP for all ACORN Events**

### **Sept. Issue of "Automobile" Magazine**

By *Jim Bartasevich*

Various famous car people tell what their favorite car of "all time" was in a paragraph or two throughout the article. There it was: Dan Gurney's all time favorite: A '62 Spyder convertible! I've read about his owning one at one time. I think the article is in one of the Corvair books that reprinted the major road tests.

Later in the magazine, there was an auction result [don't remember which one] which had a '64 Spyder convertible that went for over \$50,000! And the car wasn't even perfect! The article stated that there were several bidders that were determined to buy the car at "any" price. It was a big surprise, considering that the auction company expected something in the range of 1/3 rd that amount.

### **July ACORN Events**

<b>When:</b>	Sept.7-9 Fr., Sat., Sun.	Sept. 15 <sup>th</sup> .	Sept. 22 <sup>nd</sup> . Sat.
<b>What:</b>	Mini-Convention	Dinner	Tech Session
<b>Host:</b>	Buffalo Club		Jim Bartasevich
<b>Place:</b>	Buffalo		Fairport, NY

### **Bug Bust Event by *Jim Bartasevich***

Attendees for the August 5<sup>th</sup> event:

Chuck Littman – '63 Spyder Convertible

Paul Ables – "65 500 Coupe

Dave Ellis – "64 Monza Convertible

Tom & Shirley Nasman – '63 ['64?] Greenbrier

Jim Bartasevich – "69 500 Coupe

The weather was great. Lots of interesting VeeDubs. Nice conversations about our cars with their members and spectators just stopping by.

### **GVAC Antique Car and Truck Show at RIT Results:**

Chuck Littman came in second with his Ferrari Mondial. Pretty darn good since the first place car was a 1966 Ford GT40 valued in the \$500,000 to \$800,000 range. You know that Chuck's Corvair has already won a Sr. First.

Dave and Sandy Shoemaker took a first place with their '63 Monza convertible and Paul Masters took a first with his '65 Monza. Paul also took a second place at the Spencerport Canal day's car show on Saturday. Judging was done by the other entrants.

Our own George Conboy was the man with the mic again this year. An outstanding job, especially recognizing the Corvairs as they paraded by the tent. Next year he may drive his latest acquisition a Greenbrier Van.

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

A senior citizen said to his eighty-year old buddy: "So I hear you're getting married?" "Yep!" "Do I know her?" "Nope!" "This woman, is she good looking?" "Not really." "Is she a good cook?" "Naw, she can't cook too well." "Does she have lots of money?" "Nope! Poor as a church mouse." "Well, then, is she good in bed?" "I don't know." "Why in the world do you want to marry her then?" **"Because she can still drive!"**

## GVAC Antique Car and Truck Show at RIT Campus by *Jim Cleveland*

The annual Genesee Valley Antique Car Club's show at the RIT Campus was excellent as usual. The weather was great and the cars even greater. The Corvair contingency and our club were well represented, top notch cars and people. Attendees included: Ron Butera (Yenko), Chuck & Flo Litman (Ferrari), Dave & Sande Shoemaker ('63 Monza Convertible), Paul Masters ('65 Coupe), Paul Abel ('65 Monza), Dave Doran, '65 Monza Convertible), Paul Hendel & Karen Nostrant ('65 Corsa Convertible), Jim Bartasevich ('69 500 Coupe) and Daniel Bart (non-club member) in a '68 Greenbrier, Jim Cleveland, Tom and Shirley Nasman, Dave and Edie Ellis, Rhuel McElhatten and Julie Schwetz.



## Prez Say, continued

This was proving impossible with the Corvair; 164 c.i. was the biggest they could make the motor without completely redesigning it. Of course, turbo-charging had been used for a few years, but it was no substitute for engine size, and the problem of turbo lag wouldn't be solved for another 30 years. Add in the cost of future federally-mandated safety equipment, and it's doubtful that *anyone*, even Ed Cole himself, could have persuaded GM to build the Corvair for 1970.

The Monza helped give birth to the Mustang, which in turn helped to kill the Corvair's marketability. Pending safety and pollution laws gave GM the final excuse they needed to seal the Corvair's fate. The Corvair was gone; there were just too many circumstances working against it. In 1960, it was the year of the compact. For 1970 & 71, it was the *sub*-compact that Detroit felt was the answer, so we got the Gremlin, Pinto and Vega. I'll let the rest of you debate as to whether or not those three cars were a step forward, an improvement over what we had just lost. Only time will tell, but 35 years later we *still* don't see any of those three little cars at a cruise night or a car show. Let alone a decent example running around on the streets...

### More Show Results:

Paul Masters and his '65 Monza took a second place at the Spencerport Canal day's car show on Saturday, July 28th. Judging was done by the other entrants in that show. Then on Sunday he took first at RIT as noted above. He received an award of merit at the Caledonia show, June 24<sup>th</sup>. (*He is going to shine the paint right off that car!*)

**8<sup>th</sup> ANNUAL  
SAGE RUTTY-MENDON  
ANTIQUÉ & CLASSIC CAR SHOW  
Sunday, September 9, 2007  
At the Mendon Fire Hall on Route 64 and Taylor Rd.**

(PLEASE PRINT or affix mailing label)

Name:

Address:

City, State, Zip:

Email:

Distance from Your Home to Car Show  
(Miles):

**Please Tell Us About Your Car:**

Class:

Year of Vehicle:

Make of Vehicle:

**\$10 Registration fee if received before August 31st. \$15 Registration fee on show day.**

*Registration fees are non-refundable.*

Send your check made payable to: Honeoye Falls-Mendon Rotary Car Show  
52 Monroe Street, Honeoye Falls, NY 14472

For extra registration forms or to Contact us: [www.hfmrotary.org](http://www.hfmrotary.org)

**CORVAIRS WILL ASSIGNED  
PRODUCTION 1960 TO 1965  
PRODUCTION 1966 & 1967**

## Meeting Minutes from AUGUST ACORN Club Meeting by *Dave Ellis*

Meeting was called to order around 1:10 P.M. by Dave Ellis

(After everyone enjoyed a lovely picnic meal...with plenty of desserts to Munch on during the meeting and White Elephant Auction....)

We had a good turnout.....if I did not miss anyone...we had attending...The Ellis's, the Conboy's, the Nasman's, the Andolina's, the Shaffer's, the Master's, Don Vair, George Renz, Ron Butera, Chuck Littman, and later in the day, new member Tom Purcell was able to join us.....

First order of business was the Treasurers report....

Don Vair reports that yes, indeed, we are quite solvent....around \$2800 in the account...More, he noted after the income from the White Elephant event later this afternoon were to be added....(resources are available already to fund the upfront expenses associated with our sponsorship of the 2008 4CLUBS MiniConvention)

Under Membership...George Renz recommended that we add a column CAR OWNER to the Clubs Application form....this in response to a somewhat contentious response from a new member whom was accidentally not recognized as the family vehicles owner...Oppss.... all agreed George should go ahead and add that feature...

New Member Tom Purcell was able to join us...AND he was able to finalize arrangements with Dave Ellis to procure a Series II Convertible, PG, for his wife...they already have a 66 Air Conditioned Coupe....as soon as the NYS gets around to sending DME the Transferable Registration transportation can be arranged...

Under Old Business. Dave Ellis mentioned that we have a September tech session scheduled, and in October a Fall Color Run.....bye the bye....unless it has already happened,,, someone needs to volunteer to set up the NOVEMBER DINNER MEETING!!!!

Under NEW Business....Much discussion regarding the ACORN sponsored 2008 4CLUB MiniConvention... Jeff Clark has volunteered to be Convention Chair. He will need a team of folks to chair individual events and lots of workers to make sure this thing happens....We will have help from the 4CLUBS folks... To date, Dave Ellis has volunteered to Chair the Valve Cover Races...and alternatively....if someone wants to take that event,,,he will Chair a Road Rally event if one is necessary..... Sam Andolino has informed us that John Dawly from NFCC event has been in contact with "AREA 51" near Batavia...it has a pretty nice race track that he would be willing to organize.....Historically, a good racing event is a HUGE draw....We have determined that the Hotel near RIT might be able to be our Host Hotel... however the negotiations and the contract details need to be hammered out and the contract signed by year end..... Chairs will be required for Banquet, Concours, Peoples Choice, Car Corral, Hospitality, and Registration.... George Renz reminded us that the Rochester Convention Bureau was quite helpful to us for our previous event.... Overall the point to be taken home at this juncture is that we need to get some key folks in position, and some major milestones completed by year end...

Looking further out,,,,presuming we successfully pull off this 2008 event, and feel up to taking on a slightly bigger challenge....Marissa and Sam mentioned that the Detroit folks were so happy with our efforts to inform them of our learnings,,,that they have suggested that maybe in a couple years we attempt to do a Regional MiniConvention somewhere in the Cleveland Ohio area, drawing support for Detroit, our neck of the woods and the bevy of very active Ohio Clubs....The point being,,,,mini-conventions are OUR show,,,and CORSA, as differentiated from the NATIONAL CONVENTION, pretty much has to stay out of our way....

No other New Business was brought to the table...

Meeting was Adjourned around 2:00 or so.....such that folks could get ready for the White Elephant Auction.....quite a diverse set of goodies available for folks to bid on,,,both Corvair and non Corvair related....

## MEMBERSHIP



## C O R N E R

June, 2007

To all ACORN's,

Another month has flown by and fall is fast approaching. The cruise nights are still on going, but not for much longer. Fairport's' Cruz night will end the 4<sup>th</sup> of September, but the Log Cabin will continue with theirs until the weather turns too cold to hold it any longer.

The weekend of the 12<sup>th</sup> of Aug., the ACORN's held their annual "White Elephant" sale and picnic. The write up is elsewhere in this issue. The auctioneer was none other than George Conboy. He had many of the attendees in stitches laughing so much. He has my vote for being the resident club auctioneer for future white elephant events. Kudos go out to George for a fun afternoon and Dave 'n Edie Ellis for securing the pavilion for holding the event.

With our membership "getting on in years", we are always looking for new members. When I have attended cruise nights, many of the people that stop by to inquire about the "Rampy" are either young male adults or women. It was recently brought to my attention women do own Corvairs, and not only own them, but do the mechanical work on them also. I inadvertently listed the husband as owner of the vehicle, for that faux pas, I apologize. Maybe, we should revise our membership application to include the name of the vehicle's owner. How about it?

News Flash....

I just received an application and check for membership from Tom Purcell. Tom owns a 1966 Monza 2dr coupe. He'll soon have another Corvair in his collection, right Dave? Tom and his wife Sally reside in Perry, New York. Let's welcome the both of them into our club.

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)*

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

**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. **Four orders to date**

Jim Cleveland  
223-3968  
[jclevela@rochester.rr.com](mailto:jclevela@rochester.rr.com)

One more order required!

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)

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

**Late Model "bra"** for sale, contact George Renz 425-2279 [GFrenzie@aol.com](mailto:GFrenzie@aol.com)

**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)