



ACORN News

April, 2014

Association of Corvair Nuts

Rochester, NY

CORSA Chapter 148

Volume No. 39, Issue No. 03

Greetings ACORNs,

Well, spring is finally here! It is April, and it's been a brutal winter. The weatherman says it will be 60 by Monday. (may as well be 80!) However, as I sit here typing this, it is snowing. I'm feeling confident that this is the end of winter. If all goes well, I may bring the 66 out of hiding next week.

Well, there has been another round of 'musical Vairs' within the club. To recap, Dave Shoemaker sold his beautiful 63 Monza convertible to Jeff Clark and Dave Doran to replace their 65 convertible. Dave S. then purchased a black 62 Spyder coupe from the Fred Marsh collection. Although not the show car that his 63 vert was, Dave has a nice daily driver. Fred had some welding done on the undercarriage as well as a fresh paint job. Dave will have some work to do installing the trim and buffing out the new black paint. Those of you who were in the club in the 80's may remember this car as belonging to Al Rogers.

Also, as I mentioned in last month's column, I was looking to sell my 61 Lakewood wagon and was looking for a decent daily driver. Well, Dave Ellis contacted me and offered to sell me his 64 700 sedan. Dave and Edie have decided to scale back to one Corvair, and that Corvair will be their 64 Monza Convertible. I agreed to purchase the sedan pending the sale of my wagon. I posted the wagon on Craigslist and it sold within three hours to Shane Nudds, who lives in Henrietta. Hopefully he will join the club. I am fortunate that Dave performed a complete mechanical restoration of the 64 sedan and that I will be getting a "turnkey" car. I just don't have the time or resources to restore the wagon. The transaction is complete and the next step is to register it this week. If the weather cooperates, I should have it in my driveway in a week or so. I would suggest that the best source for Corvairs are fellow club members. Dave has spent a lot of time and money getting this 64 back on the road, money he didn't recoup on the sale. But as many of us know, you rarely get back what you put into it.

Prez Sez - Continued on page 5

ACORN OFFICERS

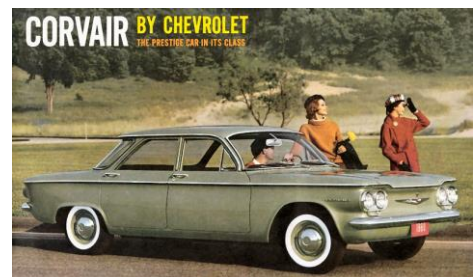
President – Paul Abel
Vice President – Dave Shoemaker
Secretary – Event Host
Treasurer – Jeff Clark

APPOINTED POSITIONS

Newsletter Editor – Steve Dietrick
Web Master – Marissa Andolino
Membership – Jeff Clark
Historian – Paul Abel
Tech Session Cordinator – Open

ACORN NEWS

Publication of the Rochester, NY
"Association of Corvair Nuts"
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ACORN 2014 CALENDAR

DATE	DAY	EVENT	HOST	STATUS
Jan. 12	Sun.	2014 Planning Meeting	Jeff Clark	Complete
Feb.16	Sun.	Valentine Diner	Sande & Dave Shoemaker	Complete
Mar.16	Sun.	NY Museum of Transportation Rochester	Lew Gurley	Complete
April 12	Sat.	Strong Museum of Play	Dave Ellis	RSVP
May 03	Sat.	Tech Session @ MCC	Bill Boadway	Tentative
May 17	Sat.	Riter Restoration Shop Tour	Jim Cleveland	RSVP
May 25	Sat.	Tech Session	Paul Abel	TBD
June 16 17 & 18	Fri.- Sun.	Syracuse Recall Event Central New York Corvair Club		
June 15	Sun.	Sonnenberg Gardens Father's Day Car Show – Canandaigua, NY	Show-up event	
June 21	Sat.	Tech Session	Dave Ellis	RSVP
July 4	Fri.	4 th of July Parade – Canandaigua		
July 13	Sun.	Archectural Tour - Buffalo	Jeff Clark	RSVP
July 26	Sun.	Tech Session – need work?		
Aug. 17	Sun.	Annual Club Picnic And White Elephant Sale	Pat Dietrick	RSVP
Aug.23	Sat.	Tech Session – need work?		
Sept.06	Sun.	Tech Session – need work?		
Sept.14	Sun.	Corvairs on the Hill	Fred Marsh	RSVP
Oct.12	Sun.	Fall Color Tour	TBD	
Nov.16	Sun.	Holiday/Year End Dinner	Sande & Dave Shoemaker	RSVP

APRIL						
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27	28	29	30			

MAY						
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11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31



NY Transpotation Museum
 Members of the club visited the museum on Sunday March 16, some of our members did not know the museum existed. A good time was had by all, our thanks go out to Lew Gurley for his efforts in arranging the visit.
 The clubs next outing is the Strong Museum of Play, Saturday April 12, hosted by Dave Ellis. A flyer is attached to the emailed copy of this months newsletter

Other Events, Cruise Nites, etc.

July 13 MG Car Club of Western NY sports car Festival, Elks Club, Webster
 July 18 – 20 Syracuse Nationals.....State Fairgrounds
 August 21 Silver Lake Super Cruise...Silver Lake Drive-in, Perry
 Tuesday Evenings: Burgundy Basin Inn, Burgundy Basin
 Wednesday Evenings: Log Cabin Restaurant, Macedon
 Thursday Evenings: Wegmans, Canandaigua

- Steve Smith.....Can you tell the editor what VanBortel has planed?
- Other events, cruise nites.....Let your editor know.

THE CAR RADIO

Seems like cars have always had radios, but they didn't.

Here's the story:

One evening, in 1929, two young men named William Lear and Elmer Wavering
Drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois to
watch the sunset. It was a romantic night to be sure, but one of the women observed that it even be
nicer if they could listen to music in the car.

Lear and Wavering liked the idea. Both men had tinkered with radios
(Lear served as a radio operator in World War I)

and it wasn't long before they were taking apart a home radio and trying to get it to work in a car.
But it wasn't easy: automobiles have ignition switches generators, spark plugs, and other electrical
equipment that generate noisy static interference, making it nearly impossible to listen to the radio
when the engine was running. One by one, Lear and Wavering identified and eliminated each source of
electrical interference.

When they finally got their radio to work, they took it a radio convention in Chicago.
There they met Paul Galvin, owner of Galvin Manufacturing Corporation. He made a product called a
"battery eliminator", a device that allowed battery-powered radios to run on household AC current.
But as more homes were wired for electricity, more radio manufactures made AC-powered radios.

Galvin needed a new product to manufacture. When he met Lear and Wavering at the radio
convention, he found it. He believed that mass-produced, affordable car radios had the potential to
become a huge business.

Lear and Wavering set up shop in Galvin's factory, and when they perfected their first radio, they
installed it in his Studebaker. The Galvin went to a local banker to apply for a loan. Thinking it might
sweeten the deal,

He had his men install a radio in the banker's Packard.

Good idea, but it didn't work – Half an hour after the installation, the banker's Packard
Caught on fire. (They did not get the loan.)

Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at
the 1930 Radio Manufactures Association Convention.

Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so
that passing conventioners could hear it.

The idea worked – he got enough orders to put the radio into production.

WHAT'S IN A NAME

That first production model was called the 5T71. Galvin decided he needed to come up with something
a little catchier. In those days many companies in the phonograph and radio business used the suffix
"ola" for their names – *Radiola*, *Columbiola*, and *Victrola* were there of biggest.

Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle
He decided to call it the *Motorola*.

But even with the name change, the radio still had problems:

When Motorola went on sale in 1930, it cost about \$110 uninstalled,
at a time when you buy a brand new car for \$650, and the country was sliding into the great
depression.

(by that measure, a radio for a new car would cost about \$3,000 today)

In 1930, it took two several days to put in car radio –

The dashboard had to be taken apart so that the receiver and a single speaker could be installed, And the ceiling had to be cut open to install the antenna. These early radios ran on their own batteries, not on the car battery, so holes had to cut in the floorboard to accommodate them.

The installation manual had eight complete diagrams and 28 pages of instructions

Selling complicated car radios that cost 20% of the price of a brand new car would not be easy in the best of times, let alone during the Great Depression.

Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933

When Ford began offering Motorola’s pre-installed at the factory.

In 1934 they got another boost when Galin struck a deal with B.F. Goodrich Tire Company, to sell and install them in its chain of tire stores.

By then the price of the radio, with installation included, had dropped to \$55.

The Motorola car radio was off and running.

(The name of the company would be officially changed from Galvin Manufacturing to “Motorola” 1n 1947.)

In the meantime, Galvin continued to develop new uses for car radios.

In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser,

a standard car radio that was factory preset to a single frequency to pick up police broadcast.

In 1940 he developed the first handheld two-way radio – The Handy-Talkie – for the U.S. Army.

A lot of the communications technologies that we take for granted today were born in Motorola labs in the years that followed World War II.

In 1947 they came out with the first television for under \$200.

In 1956 the company introduced the world’s first pager; in 1969 came the radio and television equipment that was used to televise Neil Armstrong’s first steps on the moon.

In 1973 it invented the world’s first handheld cellular phone. Today Motorola is one of the largest cell phone manufactures in the world.

It all started with the car radio.

WHATEVER HAPPENED TO:

The two men who installed the first radio in Paul Galvin’s car?

Elmer Wavering and William Lear, ended up taking very different paths in life.

Wavering stayed with Motorola. In the 1950’s he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention lead to such luxuries as power windows, power seats, and, eventually air conditioning.

Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? But what he really famous for are his contributions to the field of aviation. He invented radio direction finder for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet.

The world’s first mass-produced, affordable business jet.

(Not bad for a guy who dropped out of school after the eighth grade)

History of the car radio.....Submitted by Dave Ellis

Prez Sez – Continued from page 1

Thanks Dave! The 64 will have a good home right next to your other former car, the blue 66 Monza.

A couple Saturdays ago, We had our March get together at the New York Museum of Transportation in Industry. We had a good turnout given the cold weather. It was good to see our newest member and his son there. Please forgive me for not having their names, as I am lousy at remembering. I'm sure I will have it down next time I see them. He is the guy who bought Jim Cleveland's nice 66 Corsa. Although it was cold in the museum's trolley barn, we got to see some of the trolley and street cars that used to transport people around Rochester and the surrounding areas before the advent of the automobile. In addition to the trolleys, there are other vehicles and displays showing Rochester's subway, including a film showing the subway at the end of its run in 1956. We all had a chance to warm up in the museum's model train room. Inside is a large HO scale train layout originally built at Gleason Works in the 60's. It has had several homes before coming to NYMT. It is maintained by a dedicated group of enthusiasts. Following the museum tour, a group of us had lunch at Custom Brewcrafters in Honeoye Falls. Good food and beer was enjoyed by all of us. Thanks to Lew Gurley for organizing the event.

In closing, I would like to remind you all of this month's club event. On April, 12th, we will be at the Strong Museum of Play in downtown Rochester. This museum is dedicated to the history of play. It features toys and games we all knew and loved as children. This is an amazing place and I hope to see you all there. There is a Bill Grays restaurant inside the museum so we can have lunch there.

All for now,

Paul.



FOR SALE and MARKETPLACE

For Sale – Price Reduced

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\$17,000

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d'Elegance Winner. This head turning car is turn
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NORS in original packing and cartons, Clark's Corvair catalog numbers.

C7709L&R or C7709CL&CR Pr. Of door sills. Don't know if for coupe or convertible

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C7708R.Pr. Of rocker trim retainers

C279A Set of 4 fender trim pieces

C276AX Set of 4 "Dog Legs"

C10016 Pr. Of rear floor mats for 4-door

Will sell only as a lot:

\$600.00 FOB Canandaigua, NY

Contact Bill Boudway @ (585) 394-6172