

# ACORN News



Oct. 2014

Association of Corvair Nuts

Rochester, NY

CORSA Chapter 148

Volume No. 39, Issue No. 09

## Hello All,

Its hard to believe that Summer is over. I can still remember the brutal cold of last Winter and dreaming of warm weather and Corvairs. Now the trees are beginning to change colors and Fall is in the air. We have a couple more functions left in this season, so I would like to encourage everyone to participate in the Fall Color Tour and our annual Holiday Dinner in November.

September was a beautiful month weather wise. Our big event was Corvairs On The Hill, hosted by Fred and Sue Marsh at their home in Presho NY. It was a beautiful day, sunny and cool. There were about 20 Corvairs in attendance, including Fred's collection of beautiful Corvairs. Members of ACORNS and CNYCC were in attendance. Fred and Sue put on a nice lunch of pizza and wings. Myself and the Shoemakers were the only ACORNS represented. Syracuse had a good turnout. I was disappointed at our turnout. I understand that everyone is busy, but we need to have better participation in club functions. Thanks again to Fred and Sue for their hospitality!

September was a good Corvair month for me. I added another car to my fleet. The week before Corvairs On The Hill, I made the trip to Fred Marsh's place and picked up a 67 Monza convertible. It was rescued from a dilapidated barn in Syracuse by Denis Randall of the Syracuse club. Denis traded it to Fred for a 90's T-Bird, and Fred sold it to me. The body is a little rough and the paint is bad, but the floors are really solid. It has a great running 95 engine with a 4 speed. I drove it back from Presho on 4 rotted bias ply tires and noisy exhaust. First order of business was to replace tires and exhaust. So far so good, its a good daily beater / driver. For anyone looking for a Corvair, I would suggest buying one from a Club member. My 3 cars have all been purchased from fellow club members. Each one has been exactly as described and I am happy with each of them. Just another reason to be a club / CORSA member!

On an interesting note, twice this month I was in line at a McDonalds drive through in my Corvairs and was approached by fellow ACORNS. First time was in Irondequoit. I was approached by Dick Pritchard? (forgive me if I have his name wrong, but Ive never met him). Next was yesterday at the Fairport McDonalds where I was approached by Ken Willard. Ive never met Ken either, but I have certainly heard about him from Dave Ellis. Great to meet you in person Ken!

Speaking of members I've never met, I am encouraging non active members to become active again. We have about 35 paid members and I've only met about a dozen of them. Once again, I am encouraging everyone to participate in the Fall Color Tour on October 12th and the Holiday dinner on November 17th. (more info on the dinner in next month's newsletter)

That's all for now,

*PAUL*

# 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	Complete
May 03	Sat.	Tech Session @ MCC	Bill Boadway	Complete
May 17	Sat.	Riter Restoration Shop Tour	Jim Cleveland	Complete
May 25	Sat.	Tech Session	Paul Abel	Canceled
June 6 & 7 & 8	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	Complete
June 21	Sat.	Tech Session	Dave Ellis	
July 4	Fri.	4 <sup>th</sup> of July Parade – Canandaigua		Complete
July 13	Sun.	Archectural Tour - Buffalo	Jeff Clark	Canceled
July 26	Sun.	Tech Session – need work?		
Aug. 17	Sun.	Annual Club Picnic And White Elephant Sale	Pat Dietrick	Complete
Aug.23	Sat.	Tech Session – need work?		Canceled
Sept.06	Sun.	Tech Session – need work?		
Sept.14	Sun.	Corvairs on the Hill	Fred Marsh	Complete
Oct.12	Sun.	Fall Color Tour	TBD	
Nov.16	Sun.	Holiday/Year End Dinner	Sande & Dave Shoemaker	RSVP

October						
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						
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						



This year's Fall Color Tour is scheduled for Sunday October 12. The event is being coordinated by Paul Abel. We will be meeting for breakfast at Peppermints Family Restaurant, 4870 W, Henrietta Rd. at 9:00 am. The route will take us South through Dansville to Plattsburg. From there it will take us North to Naples, then up the East side of Canandaigua Lake to Canandaigua. Once there we can have lunch at an agreed upon location. Paul will have detailed route instructions for everyone at breakfast. Please email Paul at [abelbrass@gmail.com](mailto:abelbrass@gmail.com) or call him at 585-283-1181 and let him know if you will be participating.

[Wikipedias take on the Corvair](#), continued from last month

## Second generation (1965–1969)

A dramatic redesign of the Corvair came in 1965. The new body showed influence from the [Corvette Stingray](#) and the 1963 [Buick Riviera](#). The mild [coke bottle styling](#) set the trend for GM cars for the next fifteen years, foreshadowing the 1967 Camaro. For the first time, none of the passenger cars had a "[B](#)" [pillar](#), making all closed models true hardtops. The 4-door hardtop model was the only compact ever available in the U.S. with this body style. The second generation's styling was rated timeless when new, and considered contemporary today in comparison to the first generation. A new fully [independent suspension](#), similar in design to the Corvette, replaced the original [swing axle](#) rear suspension. However, the Corvair used coil springs at each wheel instead of the Corvette's single transverse leaf spring unit.

[Car and Driver](#) magazine's David E. Davis Jr. showed enthusiasm for the 1965 Corvair in their October 1964 issue:

"And it is here too, that we have to go on record and say that the Corvair is — in our opinion — the most important new car of the entire crop of '65 models, and the most beautiful car to appear in this country since before World War II." "When the pictures of the '65 Corvair arrived in our offices, the man who opened the envelope actually let out a great shout of delight and amazement on first seeing the car, and in thirty seconds the whole staff was charging around, each wanting to be the first to show somebody else, each wanting the vicarious kick of hearing that characteristic war-whoop from the first-time viewer." "Our ardor had cooled a little by the time we got to drive the cars — then we went nuts all over again. The new rear suspension, the new softer spring rates in front, the bigger brakes, the addition of some more power, all these factors had us driving around like idiots — zooming around the handling loop dragging with each other, standing on the brakes — until we had to reluctantly turn the car over to some other impatient journalist ... The '65 Corvair is an outstanding car. It doesn't go fast enough, but we love it."

The standard 95 hp (71 kW; 96 PS) and optional 110 hp (82 kW; 112 PS) engines were carried forward from 1964. The previous 150 hp (112 kW; 152 PS) Spyder engine was replaced by the normally aspirated 140 hp (104 kW; 142 PS) for the new Corsa. The engine was unusual in offering four single-throat [carburetors](#), to which were added larger valves and a dual exhaust system. A 180 hp (134 kW; 182 PS) turbocharged engine was optional on the Corsa, which offered either standard three-speed or optional (US\$92) four-speed manual transmissions.<sup>[17]</sup> The 140 hp (104 kW; 142 PS) engine was optional on 500 and Monza models with manual or Powerglide transmissions.

Many new refinements appeared on the beautiful new 1965 redesign.<sup>[18]</sup> The Corsa came standard with an instrument panel featuring a 140 mph (230 km/h) speedometer with resettable trip odometer, a 6,000 rpm tachometer, cylinder head temperature gauge, analog clock with a sweeping second hand, a manifold vacuum/pressure gauge and fuel gauge. A much better heater system, larger brakes borrowed from the

Chevelle, a stronger differential ring gear, a Delcotron alternator (replacing the generator), and significant chassis refinements were made. AM/FM stereo radio, in-dash All Weather Air Conditioning, telescopically adjustable steering column, and a Special Purpose Chassis Equipment ("Z17") handling package, consisting of a special performance suspension and quick ratio steering box, were significant new options for 1965.

By this time, the [station wagon](#), panel van, and [pickup](#) body styles had all been dropped and 1965 was the last year for the Greenbrier window van, which was retained mainly for fleet orders, with 1,528 being built. In all, 235,528 Corvairs were built in 1965.<sup>[19]</sup> Chevrolet replaced the Corvair-based vans with the [Chevrolet Sportvan/GMC Handi-Van](#), which used a traditional front engine/rear drive axle borrowed from the [Chevy II](#).



1968 Corvair Monza coupe with 110-hp engine

The 1966 lineup remained essentially unchanged from 1965. One change of note was a more robust four-speed synchromesh transmission using the standard [Saginaw](#) gear set with 3.11:1 first gear ratio used by other GM 6-cylinder vehicles. The steering column was changed to a two-piece design with universal joint, lessening the danger of intrusion during a front end collision. A plastic air dam was installed below the front valence panel to conceal the front suspension and underbody, and lessen crosswind sensitivity. In front, The "lock door" emblem (covering the [lockset](#) for the trunk lock) was changed from red to blue and featured a shorter bar. Air conditioned cars received a new condenser that was mounted in front of the engine, eliminating previous efficient but huge, awkward condenser that was mounted atop the engine, requiring its removal out of the way for most underhood servicing. The Corvair script nameplate was moved from atop the trunk lid to a position next to the driver's side headlight bezel. Sales began a decline as a result of Nader's book and the new Mustang that offered V8s up to 271 hp (202 kW; 275 PS) compared to Corvair's 180 hp (134 kW; 182 PS) top powertrain and rumors of the upcoming "Panther"-the code name for the forthcoming Camaro, slated as a direct competitor for the Mustang. A decision was made to discontinue further development of the Corvair. Production for the model year was down to 103,743.<sup>[21]</sup>

In 1967, the Corvair line was trimmed to the 500 and Monza Hardtop Coupes and Hardtop Sedans, and the Monza Convertible. This model year was the first with a collapsible steering column. A dual circuit master cylinder with warning light, nylon reinforced brake hoses, stronger steel (instead of aluminum) door hinges, "mushroomed" instrument panel knobs and a vinyl-edged day/night mirror were all made standard equipment. Chevrolet introduced a 50,000 mi (80,000 km) engine warranty on all Chevrolet models including the Corvair. Chevrolet was still actively marketing the Corvair in 1967, including color print ads and an "I Love My Corvair" bumper sticker campaign by dealers, but production and sales continued to fall off drastically. Only 27,253 copies were built.<sup>[22]</sup>

In 1968, the four-door hardtop was discontinued, leaving three models—the 500 and Monza Hardtop Coupes and the Monza Convertible. Air conditioning was dropped as an option, due to concerns about thermal loading added by the now-standard Air Injection Reactor ("smog pump") which probably hurt sales as factory air became more popular generally in automobiles. The GM multiplex stereo system was also discontinued when new units changed wiring adapters; the Corvair's 9-pin connector would no longer fit the new units. Additional safety features, including side marker lights, and shoulder belts for closed models, were fitted per the federal government's requirements. All advertising was virtually stopped and sales were down to 15,400.

The final model-year 1969 Corvairs were assembled with the Nova in Willow Run, Michigan, the same facility Corvairs had been built from the beginning. A total of 6,000 Corvairs were produced of which only 521 were Monza Convertibles. Corvair was the only 1969 GM car that did not get a locking steering column. Demand for Novas was high and a decision was made in November 1968 to move Corvair assembly to a special off-line area in the plant, dubbed the "Corvair Room", making Corvairs produced between that time and May 14, 1969 essentially hand-built by a dedicated Corvair team. Assembled bodies arrived from Fisher Body and awaited assembly in the off-line area

## End of production

Chevrolet had proposed a third generation (1970-on) Corvair, essentially a re-skin of the 1965–69 model resembling the 1973 GM A Body intermediates, particularly the 1973 Pontiac [Grand Am](#), retaining Corvair proportions. Having passed the point of full scale clay models, Chevrolet stopped developing the model in early 1968. Unlike the Turbo Hydramatic 400, the [Turbo Hydramatic](#) 350 transmission, introduced in the 1968 Camaro and later adopted by most Chevrolet models had been configured for use in the third generation Corvair.

According to GM historian Dave Newell, Chevrolet had planned on ending Corvair production after the 1966 model year. Development and engineering changes were halted in 1966 on the year-old, redesigned second-generation cars with mainly federally mandated emissions and safety changes made thereafter.

The Corvair faced competition from the Ford Mustang, Chevy's own [Camaro](#), and other [pony cars](#). The car had been costly to produce, yet was not offered at a premium price; not a high profit earner for Chevrolet. An increasing lack of interest from the company, especially from Chevrolet's General Manager [John DeLorean](#), and a complete absence of Corvair advertising after 1967 reflected the company's priorities, including promotion of three redesigned models for 1968—the Corvette, [Chevelle](#), and [Chevy II Nova](#)

### 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 Coordinator – Open

### ACORN NEWS

Publication of the Rochester, NY  
 "Association of Corvair Nuts"  
 Contact

**HELP WANTED**

As I will be stepping down as Editor of the ACORN News at the end of the year

A replacement is needed. I will lend a hand to make it a smooth transition.

If you have any questions, please email me at [sdietrick@frontier.com](mailto:sdietrick@frontier.com)

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