

ACORN News



Sept. 2014

Association of Corvair Nuts

Rochester, NY

CORSA Chapter 148

Volume No. 39, Issue No. 08

PREZ SEZ

Hello All,

It's hard to believe that summer is almost over. Where did it go? It has been a rather cool, wet summer. Other than the rain keeping me from driving and working on my cars, I've been fine with the cool part. I hope everyone has been driving and showing their Corvairs as much as possible.

On August 17th, we had our annual club picnic and White Elephant Sale at the Gypsum Mills community center in Victor. Thanks to Pat and Steve Dietrick for hosting this event. Pat made her "famous potato salad" which was delicious as usual. Hots and burgers were provided by the club and sides and salads were provided by the membership. The weather was perfect for socializing outdoors before moving inside for lunch. We held a brief business meeting, then came the White Elephant Sale. Corvair and non Corvair items were auctioned off with the proceeds going to the club. We missed Dave Ellis as auctioneer, but Dave Shoemaker did a great job filling in for him. It was a very enjoyable afternoon and I thank everyone for coming out and supporting the club.

Jeff Clark had some big news for us. As many of you know, Jeff is now employed by Van Bortel Chevrolet in Macedon. Apparently, Kitty Van Bortel is a big fan of Corvairs. She fondly recalled her father's 60 Corvair 4 door. She approached Jeff about sponsoring ACORNS! We are not exactly sure what this would entail, but at some point we will meet with her to discuss the sponsorship. One thing that was mentioned was discounted service on our Corvairs for club members. Van Bortel is one of the largest Corvette dealers in the state, and as such employs mechanics who specialize on them. Although they are very busy during the summer months, business slows down in the winter. One of the mechanics actually enjoys working on Corvairs and is willing to service our cars at a discount during the winter. More info to come on this exciting news.

Our next event in September will be "Corvairs On The Hill" hosted by Fred and Sue Marsh. The Marshes live on top of a hill in Presho, NY just south of Corning. It is a beautiful setting and Fred shows us his collection of nice Corvairs. In addition to Freds personal collection, there are about 20 Corvairs languishing in the woods behind his house. It is fun to look at them and imagine that once they were someone's pride and joy. If you need a part, bring your tools! Like last year, Fred will provide pizza and pop. I assume we will caravan down there again this year. Stay tuned for details.

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 th 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	RSVP
Oct.12	Sun.	Fall Color Tour	TBD	
Nov.16	Sun.	Holiday/Year End Dinner	Sande & Dave Shoemaker	RSVP

September						
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						
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		



A Tech Session is scheduled September 06. Does anyone need work done to their Corvair Or Help with their Corvair. Speak up, club members are here to help.

[Other Events, Cruise Nites, etc.](#)
 September 13 VanBortal Chevrolet...Macedon, NY
 Contact Jeff Clark or Steve Smith for more information
 Tuesday Evenings: Burgundy Basin Inn, Burgundy Basin
 Wednesday Evenings: Log Cabin Restaurant, Macedon
 Thursday Evenings: Wegmans, Canandaigua

- Other events, cruise nites.....Let your editor know.

Wikipedias take on the Corvair, continued from last month

The 1960 Corvair 569 and 769 series four-door [sedans](#) were conceived as thrift cars offering few amenities in order to keep the price competitive, with the 500 (standard model) selling for under \$2,000. Powered by the Turbo Air 6 engine 80 hp (60 kW; 81 PS) and three-speed manual or optional extra cost two-speed [Powerglide](#) automatic transmission, the Corvair was designed to have comparable acceleration to the six-cylinder [full-size](#) Chevrolet Biscayne. The Corvair's unique design included the "Quadri-Flex" independent suspension and "Unipack Power Team" of engine, transmission and rear axle combined into a single unit. Similar to designs of European cars such as Porsche, Volkswagen, Mercedes-Benz and others, quadri-flex used coil springs at all four wheels with independent rear suspension arms incorporated at the rear. Specially designed 6.5 in by 13 in. 4-ply tires mounted on 13 inch wheels with 5.5 in. width were standard equipment. Available options included RPO 360, the Powerglide two-speed automatic transmission (\$146), RPO 118, a Gasoline Heater (\$74), RPO 119, an AM tube radio (\$54), and by February 1960 the rear folding seat (formerly \$32) was standard. Chevrolet produced 47,683 of the 569 model and 139,208 769 model deluxe sedans in 1960. In January 1960, two two-door coupe models were introduced designated as the 527 and 727 models. Following the success of the "Mr. and Mrs." Monza styling concept cars at the 1960 Chicago Auto Show, management approved the neatly appointed bucket-seat trim of the 900 series Monza. This model began arriving at showroom floors in April of 1960. Despite their late January introduction of the coupe, these cars sold very well; about 14,628 base model 527 coupes, 36,562 727 deluxe coupes and 11,926 927 Monza club coupes, making the coupe one of the most popular Corvairs.

Sales figures revealed to Chevrolet management that the Corvair was more of a specialty car than a competitor to the conventionally designed Ford Falcon or Chrysler's Valiant. Corvair was not as competitive in the economy segment and Chevrolet began a design program that resulted in a compact car with a conventional layout, the Chevy II, for the 1962 model year. ^[14]

An available option on the Corvair introduced in February 1960 was RPO 649, a more powerful engine, the Super Turbo Air. Super Turbo Air was rated at 95 hp (71 kW; 96 PS) at 4,800 rpm and 125 ft.lbs. at 2,800 rpm due to a revised [camshaft](#), revised cylinder heads with dual springs, and a lower restriction muffler with a 2" outlet. This option was available in any Corvair model. However, in 1960, RPO 649 was not available with RPO 360, the powerglide automatic transmission.

The advertised February introduction of a fully synchronized, four-speed transmission RPO 651 was postponed until the 1961 model year due to casting problems with the aluminum three speed transmission case which resulted in technical service bulletins to dealers advising of potential for differential failure due to external leaks at the front of the transmission's counter gear shaft. The revision of the four speed transmission designated for 1961 introduction incorporated a cast iron case and a redesign of the differential pinion shaft to interface with a longer transmission output shaft and a concentricity pilot for the revised transmission case. These are among many of the course corrections undertaken by Chevrolet by the end of the 1960 model year.

The Corvair was [Motor Trend](#) magazine's [Car of the Year](#) for 1960.^[15]

The 1961 Monza was heavily promoted and referred to as "the poor man's Porsche" in various car magazines. The Monza series expanded with a four-door sedan [body style](#) in addition to the two-door coupe, and garnered about 144,000 sales.



A [station wagon](#) body-style, marketed as the [Lakewood](#) joined the lineup in 1961 with its engine located under the cargo floor and offering 68 ft³ (1.9 m³) of cargo room; 58 ft³ in the main passenger compartment, and another 10 ft³ in the front its first size increase to 145 cu in size and was rated at 98 hp was still rated at 80 hp (60 kW; manual transmissions and 84 hp optional automatic transmission in luggage capacity in the front to the engine compartment (in



trunk. The Corvair engine received (2.4 L) via a slight increase in bore (73 kW; 99 PS). The base engine 81 PS) when paired with the (63 kW; 85 PS) when mated to the Monza models. To increase trunk, the spare tire was relocated cars not ordered with air-

conditioning) and new "direct air" heater directed warmed air from the cylinders and heads to the passenger compartment. The gasoline heater remained available as an option through 1963. Factory air conditioning was offered as a mid-1961 option introduction. The condenser lay flat atop the horizontal engine fan. A large, green-painted reverse rotation version of the standard GM Frigidaire air conditioning compressor was used, and an evaporator housing was added under the dash with integrated outlets surrounding the radio housing. Air conditioning was not available on wagons, Greenbrier/Corvair 95, or the turbocharged models introduced later, due to space conflicts in those models. Chevrolet also introduced the Corvair 95 line of light-duty [trucks](#), which used the Corvair Powerpack and are forward-control, or "[cab over](#)", with the driver sitting over the front wheels, as in the [Volkswagen Type 2](#).

The [Greenbrier Sportswagon](#) used the same body as the "Corvan 95" [panel van](#) with the side windows option, but was marketed as a [station wagon](#) and was available with trim and paint options similar to the passenger cars. The "Corvan 95" model was also built in [pickup](#) versions; the [Loadside](#) was a fairly typical pickup of the era, except for the rear engine, forward controls, and a pit in the middle of the bed. The more popular [Rampside](#), which had a unique large fold-down ramp on the side of the pickup bed making it easy to load wheeled items.

In 1962 Chevrolet introduced the Corvairs with few changes at the beginning of the year. The bottom line 500 series station wagon was dropped and the 700 became the base station wagon. The "Lakewood" name was dropped. The ever popular Monza line then took on a wagon model to round out the top of the line. In Spring of 1962 Chevrolet really committed itself to the sporty image they had created for the Corvair by finally introducing a Convertible version and then offering a high performance 150 hp (112 kW; 152 PS) [turbocharged](#) "Spyder" option for Monza coupes and convertibles, making the Corvair the first production automobile to come with a turbocharger as a factory option, with the [Oldsmobile F-85 Turbo Jetfire](#) a few weeks later in 1962.^[16] Corvair station wagons were discontinued at that point in favor the new Corvair [Convertible](#) and [Chevy II](#) (built at the same assembly plant). The slow selling Loadside [pickup](#) was discontinued at the end of the model year. The rest of the Corvair 95 line of Forward Control vehicles continued on. Optional equipment included Metallic brake linings and a heavy duty suspension consisting of a front anti-roll bar, rear axle limit straps, revised spring rates and recalibrated shock absorbers. The Turbocharged Spyder equipment group featured a multi-gauge instrument cluster which included a [tachometer](#), cylinder head temperature and intake manifold pressure gauges, Spyder fender script and Turbo logo deck emblems in addition to the high performance engine.

The Monza Coupe was the most popular model with 151,738 produced out of 292,531 total Corvair passenger car production for 1962. The Corvair was fast becoming the darling of the sporty car crowd. Many aftermarket companies offered a vast array of accessories for the Corvair, everything from imitation front grilles to serious performance upgrades such as additional carburetors, superchargers and performance exhaust and suspension upgrades. One of America's most successful race drivers, John Fitch chose the Corvair as the basis for his "Sprint" models. They were created at his shop in Connecticut by adding various performance improvements along with unique styling touches. Individual components were also available through his mail-order business. Several Chevrolet dealers became authorized Sprint dealers able to install his conversions as well.

The 1963 model year saw the optional availability of a long 3.08 gear for improved fuel economy, but the Corvair otherwise remained largely carryover with minor trim and engineering changes. Self-adjusting brakes were new for 1963. The Monza line was really proving its worth. Of all the Corvairs sold in 1963 fully 80% were Monzas. The Convertible model counted for over 20% of all the Monzas sold. Sporty image means big profits.

For 1964 significant engineering changes occurred, while the model lineup and styling remained relatively unchanged. The engine displacement was increased from 145 to 164 cu in (2.4 to 2.7 L) by an increase in stroke; the base engine power increased from 80 to 95 hp (60 to 71 kW; 81 to 96 PS), and the high performance engine increased from 95 to 110 hp (71 to 82 kW; 96 to 112 PS). The Spyder engine rating remained at 150 hp (112 kW; 152 PS) despite the displacement increase of the engine. 1964 saw an improvement in the car's swing axle rear suspension with the addition of a transverse leaf spring along with softer rear coil springs designed to diminish rear roll stiffness and foster more neutral handling attributes. Spring rates could now be softer at both ends of the car compared to previous models. The heavy duty

suspension was no longer optional, although all models now had a front anti-roll bar as standard. Brakes were improved with finned rear drums. The remaining [pickup](#), the Rampside, was discontinued at the end of the model year

Continued next month

ACORNS ANNUAL PICNIC and WHITE ELEPHANT SALE, August 17, 2014

The picnic was held August 17. Good time was had by all. Attendees were: Dave & Yvonne Schaffer, Dave & Sande Shoemaker, Dave Pulhamus, Jim Bartasevich, Steve & Pat Dietrick, Fred & Sue Marsh, Paul Abel, Dave Doran, Jeff Clark, Don & Betty Vair and our cook Matt Angelo. The White Elephant auction raised \$173.25 for the club.

FOR SALE and MARKETPLACE

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2 Delco Guide front lens 5956199 2 Delco Guide front lens 5956200

4 General Motors Corsa hub cap inserts number Gr5.871 3878322

4 wheel aluminum well moulding s for 1966-1969 in GM wrappers

1 196 rear aluminum grill cover

1 late model speedometer cable for Corsa

I have other parts used and new parts including rubber parts and window fuzzies.

Tom Nasman,

Contact me at tnasman@rochester.rr.com or 585-621-8988

ACORN NEWS

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

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