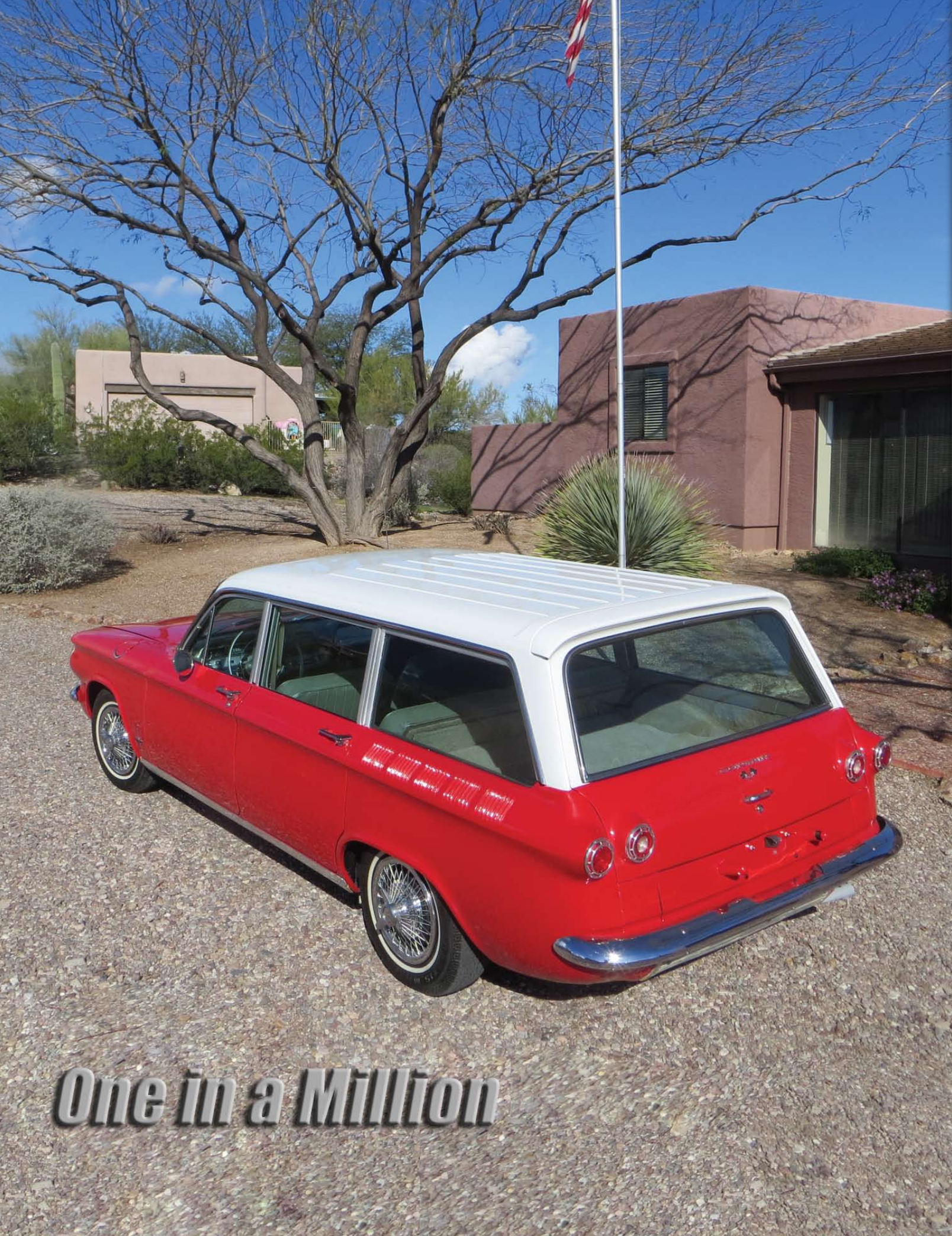


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One in a Million



Van Pershing

The Corvair station wagons only had a run of a year and a half: all of 1961 and half of 1962. The Ford Falcon wagon outsold the Corvair wagon by four to one, and so when production facilities were needed for a convertible Corvair, the station wagon assembly line gave its life for the new model.

In 1961, 26,042 Lakewoods were produced in both 500 and 700 trim. In 1962, the Lakewood moniker was dropped as well as the 500 series. 3,716 station wagons in 700 trim were produced and another 2,362 in Monza trim. Total Corvair station wagon production for both years was a paltry 32,120 units.

1962 was the biggest year for the Corvair with 292,531 cars and 35,969 FCs rolling off the production line, giving the station wagon a whopping 1.9 percent of all Corvair sales that year. To

put things in perspective, three time more Greenbriers were sold.

Fast forward to December 2006. I purchased a 1962 Corvair Monza station

wagon from a club member in Tucson, Arizona. It was in pretty rough shape but

See One in a Million continued on page 10



winched it up on the trailer (much drama there, but let's not ruin this story with negative vibes from a borrowed trailer that wasn't up to the task). The sixteen hour drive back to Michigan with my new prize was uneventful. This morning we rolled the car off the trailer at son Paul's house and tomorrow we will try to start it up and see if it wants to drive. The tires? Yeah, probably should find some replacements. They have only traveled 6,509 miles. Same as the car. What a good deal! ⊕



One in a **Million**

continued from page 7



all the parts and pieces were there along with some extras. Work started on the project in October, 2013. I was hoping for an easy restoration but there was way too much rust to make it easy. After a couple of years of hard labor and several thousand dollars of U.S. currency, the project was finished. Since my daughter drove a 1961 Lakewood in her high school days, the car will find its new home at her place in Chandler, Arizona.

The car is equipped with the 145 CID, 102 horsepower engine and a four-speed transmission, and 3.27:1 differential gears. A GM 10SI alternator replaced

the generator and voltage regulator for dependability and ease of replacement if ever necessary. Since a late model oil filter adapter had to be used with the alternator, the car has two places where one can add oil. A magnesium cooling fan replaced the old steel unit.

One of the nice things about having a car with all the pieces is that we ended up with an original jack and lug wrench that are not visible in the picture because they are tucked neatly behind the spare tire.

A Clark's seat kit and door panels were used that match the original interior. The steering wheel had several cracks and was

reworked and painted to match the rest of the interior. For a little extra safety, three-point seat belts were installed in the two front seats. The cargo area was completely carpeted along with the back of the rear seat and the filler panel. This really dresses up the interior of the car.

The wire wheel covers were not an option until 1964, but they look so nice on the wagon. Daughter Lisa drove a Lakewood in high school and these are the same covers that were on her car then. So a little bit of the past carries through.

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