

ACORNNEWS

ASSOCIATION OF CORVAIR NUTS

Rochester, New York
CORSA Chapter 148



Inside This Issue

1. Prez Says
2. Calendar and Next Event
3. Year End Dinner & COR 8
4. Membership
5. Auto Festival
6. Hybrid Corvaire
7. Turbo Charged Corvaire
8. For Sale and Picture of the Month

2008 Officers

President - Paul Masters
Vice President - Jim Bartasevich
Secretary - Open
Treasurer - Don Vair

Appointed Positions:

Newsletter Editor - Jim Cleveland
Webmaster - Marissa Andolino
Membership Chair - George Renz
Historian - Dave and Edie Ellis
Tech Session Coordinator - Open

Newsletter input date is the 24th of each month

Sixteen Corvairs
At the Annual
Farmington Auto
Festival
Page 5



COR 8

Ron Butera's "Sleeper"
Page 7



Prez Says by *Paul Masters*

It's June and the weather is finally cooperating, allowing everyone to enjoy cruise nights and car shows. Check the Acorn website for dates and locations. Like parades? The Irondequoit 4th of July parade sounds like fun. Please contact Chuck Littman if you would like to participate. Unfortunately our tech session scheduled July 12th is cancelled due to the unavailability of the planned speaker. I suggested at the Farmington show meeting, an alternate tech session. However, I have not heard from any of the membership other than to notify me that they could not attend.

The RIT show is scheduled for July 13th. This is a large and diverse show with a great entry, and a large spectator flow. I would like to see a good representation of Corvairs and club members willing to discuss Corvairs and the Acorn Club. I will contact Jim Bartasevich for copies of membership applications to hand out to interested parties.

Enjoy the beautiful weather and driving your Corvairs.



ACORN Calendar of Events

June	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					

July	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		

AUG	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						

Next Events

4th of July, Friday

"Position B10 Assemble at the rear of Irondequoit Plaza, Enter at Wegmans End and move toward Titus Ave. Stage cars in rear driveway behind plaza." (organizers quote. No I don't know what it means either.) Take Seneca Ave from Ridge Rd. to Titus and proceed to the plaza. Formation just prior to 10am parade starts at 11am. For us that means closer to noon I guess. After completing the parade route, those who wish can proceed to Bill Gray's in Sea Breeze. Remember there are many Bill Gray's coupons in the newspaper and the phone book.

Chuck Littman

March 16 th	Sat.	Meeting, Game Day	D. Ellis
April 12 th	Sat.	Tech Session, carb re-building	D. Ellis
April 19 th	Sat.	Harwood Enterprise Tour And Breakfast	J. Cleveland G. Renz
May 10 th	Sat.	Tech Session, Brake Repair	J. Clark & D. Doran
May 18 th	Sun	Driving Tour, Fingerlakes	J. Bartasevich
May 31 st	Sat.	CNYCC Recall (6/29-7/1)	Open
June 1 st	Sun	Meeting + MGCC Show	Farmington, NY
June 21 st	Sat	Bishops Farm for parts	Canceled
July 4 th	Fri	Parade/Lunch/Meeting	C. Littman
July 12 th	Sat.	Tech Session	P. Masters
July 13 th	Sun	GVACS Auto Show	RIT Campus
July 17 th	Thru.	Perry Drive In Super Cruise	Perry NY
Aug. 3 rd	Sun	Bug Bust VW Show	J. Bartasevich
Aug. 10 th	Sun	Picnic/White Elephant	D. Ellis
Sept. 13 th	Sat.	Tech Session - open	Available
Sept. 19-21	Fri.	4-Clubs Mini-Convention	Batavia
Oct. 5 th	Sun	Drive & Wine Tour	J. Clark & D. Doran
Oct. 18 th	Sat.	Tech Session - open	Available
Nov. 9 th	Sun	Year-end dinner & Officers	D. Shoemaker

Auto Enthusiasts Events of Special Interest

- Cruise Night at Fairport Village, Tuesday
- Cruise Night at The Log Cabin, Wednesday
- Cruise Night at Tom Wahal's, Webster, Thursdays
- Cruise Night at Wegman's. Canandaigua, Thursday
- GM Powertrain Anniversary Show at St. Catharines, Ontario, Aug. 8th (Fri.)
- Balloon Festival & Classic Car Show, Dansville Airport, Aug 31st. Spectator judging

Year End Dinner Your Input is Required

Dave Shoemaker has made Christmas Party reservations at Schooners Restaurant in Canandaigua, located on the corner of Route 364 and Lake Shore Drive. The ACORN Year End Dinner will be held on November 9th.

Anyone who has not signed up please give let Dave know so he can give the headcount numbers to the restaurant.

Additional information and directions will follow, as we get closer to the big event.

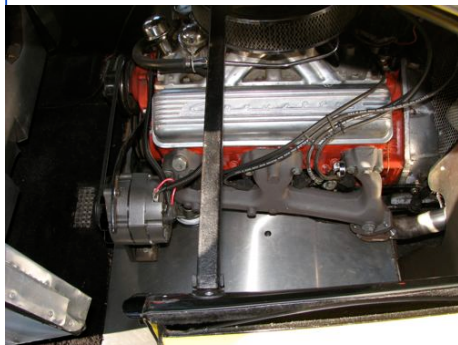
Dshoemaker001@rochester.rr.com

585-393-1912

Need Tires, by *Chuck Littman*

Worried about the latest info about the aging tires on your Corvair?
It has been reported that the 175-80-R13 tires used on our cars are getting impossible to find (except the high priced Coker brand). As with so many other things (because I'm tight with my cash), I have a guy. His name is Dave and he owns *Tire Deals* which is located on Clinton Ave. N. near the expressway. Today Dave searched for a supplier for these scarce models and quoted me a drive away price of \$270 for 4 Firestone whitewalls. My experience with Dave (3 sets of Coopers) is that he is knowledgeable, helpful, honest and has the lowest prices in town. Beat that combo! If you are in the market for tires, for the Corvair, or your driver, check with Dave first.

COR 8



Classic Sr. Division winner and the Brute



Ron Butera's '66 COR 8 was built in 1969 in Detroit using a 1963 Corvette 327 engine obtained from a GM engine testing. The original engine generated about 408 hp. The current configuration is down from that, but not much! The car has the Corvette oil pan and an air scoop under the floor to bring in cool air to the engine compartment. Twin electric fans pull the air out of the engine compartment through the rear firewall. The Crown front firewall has the front seats molded into it. (No need for seat heaters, the 327 V8 takes care of that!) Space constraints do not allow for drivers over 6'. The craftsmanship is of the highest standards. Stainless steel is used for the floor under the engine and the transaxle has been modified to handle the extreme power.

Many people are purists when it comes to classic car modifications, and that is fine. Those of us who admire the classics and also embrace craftsmanship, engineering, vision and ingenuity are excited and in awe of a car like this. *Editor*

Speaking of Ron and his cars, did you see that a documented Yenko just sold on e-bay for over \$60k! (No, not Ron's)

C
O
R
N
E
R

MEMBERSHIP

July 2008

To all ACORN members,

As I sit here typing this article, I'm looking at my calendar and noticed that summer is half over with...where o' where has the summer gone.

The Victor Lions Club/MC Car Show was a big success for our club. I believe there were 16 Corvairs in attendance. Our marquee is without a doubt, the largest showing of vehicles year after year. As a club, we should all be proud of this. My hat is off to all the members that attended. Somewhere in this issue is the list of "hardware" winners. I had to leave before the presentation, so I don't know who they were.

The cruise nights have been in full swing for quite sometime now. The Log Cabin appears to bring the largest amount of classics out of the "barns". I was there a couple of weeks ago and the weather was great...slight breeze, low 80's temp and the cars and spectators just kept coming and coming...There were so many, even the overflow lot was filled to capacity.

The ACORN's will be hosting the mini convention again this year, as it will be our turn. Think about volunteering at some capacity to help make it another successful event.

Our club membership is over 40 members and their families. The club has picked up another member and his wife. They were both at the Victor/MG car show. Their names are Petra (Pat) and Steven Dietrich, they live in Victor and are looking for a Corvair...

Another member has rejoined the club after a long illness. Please welcome back Thomas Purcell who resides in Perry, NY

This is what being a member of a car club, such as the ACORN's is all about...helping members working on their vehicles. For the cost of a club membership, the returns are invaluable. So, if you know of any Corvair owners, who are not members of our club, tell them about us...and encourage them to join.

Until next month,

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

ITEMS OF INTEREST

Please see the attached registration form for the 2008 4Clubs Fall Classic to be held in Batavia,

Sept. 19-21

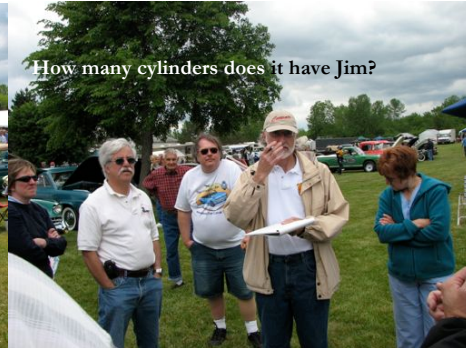
Spectator Tickets for the July 13th **Genesee Valley Antique Car Society Annual Show** held at the RIT Campus are available from George Conboy or Jim Cleveland. This is a wonderful show with great vehicles of every description. Not only that, but our long time member George Conboy is the main announcer.

Cruise Night at the Log Cabin on Wednesday June 25th was outstanding as usual. My guess is 400 cars and 150 motorcycles. The two most outstanding cars were both Corvairs, '62 and '66. I missed seeing the famous Fairport Rampside. Was that because Jim B. and I helped replace the generator the night before? (Editor)

Auto Festival Antique and Classic Car Show, Farmington, NY



Rampsides are in a class by themselves!



How many cylinders does it have Jim?



Show me your engines



So Dave, how much grease does a Muffler bearing need?



The 1st place early, it's white with a black top!



Buffalo Greenbrier (or Tan-brier)



Who has a Ferrari?



These are not bullet holes!



Wait aren't those 14" Wheels?



Chair for watching people looking for the engine!

The winners are; Chuck Littman's '63 Monza Convertible in the Early Class and Paul Master's '65 Monza Coupe in the Late Model Class. (Guess the Monza is the car to have!)

By the way, Chuck Littman also took a 2nd place with his back-up car, the Ferrari. Paul Masters received a trophy at the "Street Machines Show". These guys must be doing something right!

100 Years of GM Powertrain at St. Catharines Show & Shine Event

The date for the GM Powertrain St. Catharines Auto Show Event is Friday August 8th, 2008. Last year we had over 350 vehicles registered. The S & S is open to all GM powered vehicles and those registering a vehicle are given two tickets for a Plant Tour. There is also a special limited tour of the Dyno Lab. We have vendors and a BBQ available and proceeds are given to charity. There is no charge for registration and it is a one-day event, rain or shine. If you have any other questions, please feel free to contact me. Please mark this date on your calendar and hopefully your club will be able to attend! **Registration can done electronically from our site (www.gmpowertrain.ca) or e-mail me (tom.laing@gm.com)** with your information. I need name, address, phone and postal code as well as year make and model of vehicle that is being registered! There will be a club participation award so tell me what Club you belong to. Goody Bags will be given to the first 300 people that pre-register! We build Corvette and other great Engines!! Hint Visit the GM Powertrain St. Catharines Web Site at www.gmpowertrain.ca and see what we are all about! Spend the weekend here in the Niagara Peninsula and get a taste of wine country and if you wish, a little bit of the Casino Niagara. Pre-registration Preferred

First Hybrid Corvair



None other than that famous couple, Norm and Janet Coats, installed a trunk mounted small engine in a Monza convertible. The story, printed on the plaque next to the master cylinder, suggests that this small engine takes over once the car get up to speed and the Corvair motor shuts down. The small engine is equipped with nitrous oxide (blue bottle) for that extra boost of power.

Some say offers to purchase this hybrid have been made by well thinking but not real aware environmentalists!

The plaque says this was a GM Concept Car in 1966. Our guess is this concept was in the mind of the builder!

Web-sites

<http://www.cnycorvair.com> CNYCorvair

Genesee Valley
Antique Car
Society

<http://www.gvacs.com/GVACSHOMEPAGE/tabid/120/Default.aspx>

Watkins Glen
Historic Races
June 12-15, Watkins
Glen NY
<http://www.hsrrace.com/HSR/HSRHome.nsf/weblinks/EJEN-7AFUMD?OpenDocument>

Come Kick off Thomas Flyer weekend



Buffalo Transportation Museum with your antique car
July 25th at 11:00 A.M. Tour Buffalo with your Antique car

Tour to include:

- Important Thomas Flyer Landmarks
- E.J. Thomas Family Landmarks
- New Erie Canal District
- Lunch at the water front Marina
- Music and Dinner at the Museum

For information and to make reservations ■

853-0084 or: Pierce-arrow.com

Did You Know:

According to the National Academy of Science, it takes 25% more energy to produce a gallon of ethanol than a gallon of gasoline. It takes 93% more energy to produce a gallon of biodiesel. Why the big deal on ethanol? The federal government paid blenders \$2.5 billion and corn farmers \$1 billion in subsidies last year. (Follow the money) If we used all the corn we produce today to make ethanol we would reduce our oil dependency by 3.7%. Switch grass is now being looked at in place of corn to make ethanol.

FUEL CELL CARS

Did you know that hydrogen powered cars currently in test utilize a special 5,000 psi tank to hold the hydrogen? Did you know that if hydrogen leaks and then is ignited it burns in a vertical stream from the leak. If gasoline leaks and then is ignited is burns up to the source (gas tank) and then EXPLODES!

Motoring Memories: Chevrolet Corvair Spyder Turbocharged Story Bill Vance (Canadian Driver web-site)

The Corvair was inspired by the top-selling German Volkswagen, and along with cars like the Ford Falcon, Chrysler Valiant and Rambler, was meant as an import fighter.

But if the Corvair wasn't different enough already, Chevrolet took it even further off the beaten path in 1962 when, along with Oldsmobile, it pioneered turbocharging in production automobiles.

A turbocharger, short for turbine-driven supercharger, is an ingenious engineering device that produces what could almost be called "free" horsepower. By inserting a small turbine in the exhaust stream, and using it to spin an air compressor to pump more air into the engine, significant horsepower increases can be achieved.

The turbocharger was invented by Alfred Buchi, a Swiss engineer, in 1905. Supercharging appealed to aeronautical engineers trying to maintain low altitude performance at high altitudes. The turbocharger was a natural solution to this problem, and during the First World War French engineer Auguste Rateau developed a turbocharged aircraft engine.

But if Alfred Buchi invented the turbocharger, it was Dr. Sanford Moss of General Electric in the United States who matured it. He could be called the "Father of Turbocharging." In 1918 Dr. Moss fitted a turbocharger to a First World War Liberty V-12 aircraft engine and tested it on top of Pikes Peak using a truck-mounted dynamometer. At that elevation, 4,267 m (14,000 ft) above sea level, the Liberty's horsepower increased from 221 without the turbo, to 356 with it, a dramatic demonstration of turbocharging's effectiveness.

Turbo development continued during the 1920s and '30s, and was given another push during the Second World War when virtually all military aircraft would have them. They were also used on large industrial engines, usually diesel, and found their way onto transport trucks, particularly in mountainous regions.

Some hot rodders and racers were experimenting with turbos during the 1950s, but it wasn't until the '60s that they would be fitted to production cars.

In the spring of 1962 both Chevrolet and Oldsmobile introduced turbocharged models. Oldsmobile put a turbo on its 3.5 litre (215 cu in.) aluminum V8 F-85 intermediate model and called it the "Jetfire." The turbo increased horsepower from the best non-turbo figure of 185, to 215, or one horsepower per cubic inch.

Chevrolet applied turbocharging to its Corvair to increase its power and enhance its sporting image. The Ford Falcon and the Valiant, the Corvair's direct competitors, had conventional front engine designs so they could easily be fitted with larger engines. This was not so easy in the Corvair.

Although the Corvair's air-cooled six could be increased in displacement from its original 2.3 litres (140 cu in.), there were definite limits on how big it could go. It went to 2.4 litres (145 cu in.) in 1961, and 2.7 (164) in 1964, but that's as far as it went during the Corvair's 10-year life span. Chevrolet engineers therefore chose turbocharging as their route to substantially more power.

In 1962 the Corvair's normally aspirated base engine developed 80 horsepower, or 84 when fitted with the optional "Powerglide" automatic transmission. When the turbocharged Corvair Spyder was introduced it had 150 horsepower, almost double the power out of the same displacement! This improved performance significantly.

Car Life magazine (8/62) tested a pair of Corvairs. One was a "town or touring" automatic-equipped Monza coupe with the 84 horsepower engine. They recorded a more than modest zero to 96 km/h (60 mph) time of 21.6 seconds, and a top speed of 145 km/h (90 mph).

The "fun and games" Spyder coupe was a whole different matter. Fitted with a four-speed manual transmission, the 150 horsepower turbocharged Corvair would sprint to 96 (60) in 10.8 seconds, and reach a top speed of 169 km/h (105 mph). The testers said the turbo "puts this compact into a class by itself."

While Oldsmobile would stay with turbocharging for only a couple of years - 1962-'63 - before succumbing to bigger engines as an easier, less complex route to higher power, Chevrolet would keep its turbo until 1966. Horsepower of the Corvair turbo was increased to 180 in 1965.

Unfortunately for the Corvair, 1965 was the year in which Ralph Nader published his book *Unsafe At Any Speed*. In *Unsafe* he savaged the Corvair for alleged unsafe handling due to the swing rear axles fitted to the 1960-64 models. Ironically, by the time the book appeared, Chevrolet had replaced the swing axles with a fully articulated rear suspension. The damage was done, however, and the Corvair went into a steep sales decline; it was discontinued in 1969.

While the Corvair came to a sad end, it and Oldsmobile did pioneer production automobile turbocharging, and demonstrate its potential. It would be another decade before it would return, this time from Porsche in the 1975 911 Turbo Carrera.

For more Bill Vance automotive history, see www.billvanceautohistory.ca

For Sale

'67 Monza Convertible

Running well, recently licensed, can be driven as-is or restore. \$1499 firm. Tom Nasman, 293-3717, or tnasman@rochester.rr.com

Parts you need or think you need.

Call Tom Nasman 293-3717 or tnasman@rochester.rr.com

'65 Monza Convertible

Complete body restoration, new tires, and lots of extras. Will sell for have its worth, \$5K. Larry Kessler, 732-8249 or lkessler6@tampabay.rr.com

Parts For Sale

I have lost my storage space and would like to get rid of some of the Corvair parts I have. Doors, hoods, windshield, backlight, seats etc.

Frank J. Leonardo - 1650 Hanshaw Road Ithaca, NY 607-257-3865 800-382-6348 607-266-8303, and cell 607-279-4707

'63 4-Door

White with an aqua interior, 4-door, auto, 110 hp, and has over 68,000 original miles. It has an oil leak, which can be fixed; it also needs a tune-up and some bodywork. Linda Wheatfield, New York (not far from Niagara Falls) (716) 694-2878- then press 5 after answering machine begins

'65 Corsa Convertible

140, 4-speed, AM/FM Radio, Luggage rack, new interior, front suspension, universals, four rebuilt carbs, Top has only been down twice.

Jeff Sisson jsisson1@rochester.rr.com

One of the best driving Corvairs you will find. Editor



Pictures



Sam with the Chevy Club



Dave E. and his first Corvair



Dave E. tells me that his car runs on compressed air. I am sure that Dave has a plan to use his Corvairs to compress the air for this car as soon as he buys one!