



ACORNNEWS

ASSOCIATION OF CORVAIR NUTS

Rochester, New York

CORSA Chapter 148



October 2011

Prez Sez

October 2011

Hi ACORNS

It is now officially fall and there is only one more event to which it may be safe to drive our Corvair(s). November in upstate New York is pretty iffy.

All who were able to attend enjoyed our meeting at the Custom BrewCrafters in Honeoye Falls on Sunday September 11th. We are thankful to Lew Gurley for making all the arrangements for this event.

I believe all the official sales at Nasman's are pretty much over. When he has time, Dave does make one on one appointments for people to pick up any Corvair parts they may still be looking for.

Candidates for each office should be listed in this newsletter and then presented at the October meeting. There is still time for anyone interested in serving to step forward (that was just a bit of sarcasms of course). Officers will be voted in at the November meeting.

The October meeting will include a cheese factory tour as well as what should be a scenic drive. Dave and I will be out of town for that meeting but I hope to see all of you at the November meeting. Details for both meetings can be found in the pages of this newsletter. Please be sure to RSVP as early as possible for these events and continue stay safe and keep those cars greasy side down!

Edie



See page #6 Corvair Powered PIRANHA

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ACORN 2011 Calendar

2011 ACORN Officers

President – Edie Ellis
 Vice President – Jeff Clark
 Secretary – Jim Bartasevich
 Treasurer – Dave Shoemaker

Appointed Positions:

Newsletter Editor – Jim Cleveland
 Webmaster – Marissa Andolino
 Membership – Dave Shoemaker
 Historian – Dave Ellis
 Tech Session Coordinator - Open

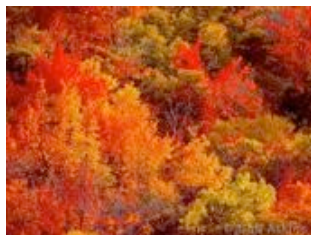
October

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			

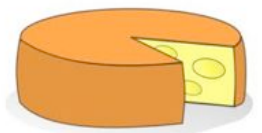
Date	Day	Event	Host	Status
Jan 16th	Sun.	2010 Planning Meeting	Jeff and Dave	Completed
Feb 13th	Sun.	Valentine's Day Dinner	Betsy Fling	Completed
Mar. 19th	Sat.	Turbo Display Motor Assembly Contact Dave Ellis	Chuck Flacklam	Completed
April 2nd	Sat.	Simply Crepes in Canandaigua How to make Crepes ----- See Page #5	Edie Ellis	Canceled
April 9th	Sat	Tech Session Powerglide Diagnosis and Repair	Jerry Fling	Completed
April 30th	Sat.	Tech Session at George Conboy's Super Garage 9:30 a.m.	George Conboy	Completed
May 14th	Sat.	MCC Tech Session Jay's Diner West Henrietta Rd. @ 8:00 am, MCC Auto Tech. @ 9:00 am	Paul Masters	Completed
May 15th	Sun.	Car Collection Tour Fairport	CNYCC	Completed
June 5th	Sun	Auto Festival, Farmington, NY	Club Event	Completed
June 10,11,12	Fri. Sat. Sun.	Central NY Corvair Club Recall Corvair Event	Club Event	Completed
July 10th	Sun.	Genesee Valley Antique Car Society Car Show Rochester Institute of Technology	Club Event	Completed
July 31st	Sun.	Wine Event and Watkins Glen Tour Track	J. Clark	Completed
Aug. 7th	Sun.	ACORN Annual Picnic	S. Dietrick	
Oct 9th	Sun.	Fall Color & Cheese Tour	J. Bartasevich	
Nov 13th	Sun.	Annual Christmas Dinner Steamboat Landing	D. Shoemaker	



NEXT EVENTS

Fall Color and Cheese Tour
 October 9, 2011

All the details will be following shortly
 Save the Date



ACORN Visit to Custom Brew-Crafters, September 11

The Gurleys arranged a tasting and tour at Custom Brew-crafters in Honeoye Falls. We started with tasting of six brews of our choice and then went on a tour of the facility with a description of the process of making beer. After the tour, we returned to the tasting room to finish our tasting and have our meeting. The weather was iffy for a while, but the storm appeared to move north of us. We drove the Spyder with the top down, but put it up at the brewery when it looked like it might rain. We put it down for the trip home, and got back just as it was starting to rain. [Driving fast does help the wind deflect the rain drops over the top if the car if you have the top down.]

Attendees:

- Dave & Edie Ellis, '64 700 sedan
- Jim Cleveland, '66 Corsa coupe
- Steve & Pat Dietrick, '63 Monza convertible
- Jerry & Betsy Fling, '66 Monza coupe
- Lew Gurley & his wife [Sorry; I didn't write down your name.], '65 Monza convertible
- David & Elsie Macintyre, '64 Monza convertible
- Jim & Marlene Bartasevich, '64 Spyder convertible

Meeting:

Called to order by President Edie Ellis Olde Business:

Cheese Trail Tour

Marlene Bartasevich reported on the Finger Lakes Cheese Trail tour on October 9. We'll be visiting 3 dairies on the east side of Cayuga Lake with a few wineries in between. During a trial trip, we found that there isn't much in the way of restaurants on that side of the lake, so we're going to dine after the tour in the Seneca Falls/Waterloo area. Details are in this issue of *ACORN*News. Because the Ellis's won't be able to attend, we can briefly discuss any club business if needed.

Ken Willard's Parts Sell-off

Coordinator Dave Ellis reported that there are a number of NOS parts still available at 1/2 the Clark's price. We're going to announce at the year-end November dinner-meeting that we'll be using the funds generated by the sale to fund an MCC auto tech scholarship in Ken's name. Dave will invite Ken and his wife to attend where we'll make the surprise announcement.

2012 Officer Nominations

Dave Ellis is the chair of the nominating committee with Steve Dietrick at the committee member. Please consider running for an office. If you've attended some of our meetings, you've seen how informal the ACORNs are, so don't be concerned about having to "learn" how to fill an officer's position. Check with Dave and Steve [if they haven't already contacted you] for the position that catches your fancy.

4 Clubs

Jeff Clark was unable to attend, so we do not have a report on the 4 Clubs committee action.

New Business

Newsletter Editor Gets Kudos

As a thank-you for his work on producing our fine newsletter, *ACORN*News, the members voted to have the chapter buy Jim Cleveland's dinner at the year-end meeting. Family commitments have prevented Jim from attending in recent years, but maybe it will change this year.

Year-end Dinner

The membership voted to subsidize the cost of the dinner [\$10 per person] for those members who have attended at least two meetings in the past year. An important point to note: You MUST pay for your meal if you tell us you're attending but do not show up. Dave Shoemaker must give the restaurant an accurate number of attendees.

Jim B.
Secretary



CORVAIR BY CHEVROLET

The 1961 Chevy Corvair offers a complete line of complete thrift cars. Included is America's only rear-engine Wagon series—the Lakewood Station Wagons and Greenbrier Sports Wagons. Corvair for 1961, while featuring outstanding economy in all models, places strong emphasis on convenience and comfort.

Parallel-action electric windshield wipers offer more windshield clearance and steady, even wiping regardless of the engine speed. A new spare tire location in the Sedan and Club Coupe models, plus a redesigned front trunk, leaves far more usable space in the luggage compartment.



Corvair Monza Club Coupe

60



Corvair Lakewood 700 4-Door 6-Passenger Station Wagon



Corvair Greenbrier Sports Wagon

64

Every '61 Corvair offers the extra convenience of a single key locking system. One key fits all locks and the ignition switch.

Corvair's new, long-range 14-gallon fuel tank means fewer gas stops. The tank is mounted forward, completely removed from engine and exhaust heat.

Additional advantages of the 1961 Corvair include:

ECONOMY—Corvair is the really complete thrift car . . . gives the economy of efficient air-cooled engine design, needs no radiator, water pump or costly antifreeze.

TRACTION—Far superior to front engine cars of its class due to rear engine design and ideal weight distribution.

BRAKING—Light, positive and virtually fade-free, plus the advantage of good steering control under heavy braking.

ROOM—Unitized body has a virtually flat floor and ample space for passengers—up-front luggage compartment offers sufficient space for cargo. And loads of extra space comes with every Corvair Wagon.

STEERING—Light, simple and easy due to less weight over the front wheels. Parking in close areas becomes a pleasure.

EXTERIOR FINISH—Magic-Mirror acrylic lacquer finish offers brilliant, deep, hard luster that lasts for years and years.

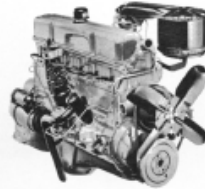
Corvair for 1961 features a full line of family cars. A total of ten Corvair models are offered:

In the luxurious, sports-styled class are the Corvair 900 Monza Club Coupe and 4-Door Sedan.

61

ENGINES

Chevrolet in 1961 offers the widest selection of engines in the industry—ranging from Corvair's unique air-cooled Turbo-Air 6 for top economy to the responsive power of the Super Turbo-Thrust Special V8.* Each engine is tailor-made to match individual driving habits and particular Chevrolet models.



6-CYLINDER

◀ Chevrolet's famous 135-h.p. Hi-Thrift 6 has proven its popularity over billions of owner-driven miles. The combination of exceptional economy, together with its smooth, quiet and efficient operation on regular gas, has made the Hi-Thrift 6 a favorite with the motoring public.

8-CYLINDER

▶ In its V8 class, Chevrolet has a large choice of engine designs. Beginning with the standard 170-h.p. Economy Turbo-Fire V8, they advance to the ultra-powered 350-h.p. Super Turbo-Thrust Special V8* . . . seven V8 engines in all.



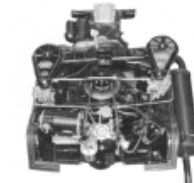
CORVETTE V8

◀ The standard 230-h.p. Corvette V8 is a perfect duet of power and performance. In addition there is a choice of four optional* V8 engines: 245 h.p. and 270 h.p. with twin L-barrel carburetion; 275 h.p. and 315 h.p. with Ramjet Fuel Injection. The 270-h.p. and 315-h.p. engines are high-performance V8s with special camshaft.



CORVAIR 6

▶ Truly an economy unit. The Corvair Turbo-Air 6 is an aluminum, air-cooled engine designed exclusively for Corvair's rear engine styling. Its twin carburetors supply a balanced fuel-air mixture directly to each bank of cylinders for smooth, economical transportation. Also available is the 98-h.p. Super Turbo-Air 6* for increased performance.



*Optional at extra cost

65



Jim Bartasevich former neighbor sent him this great “Corvair” sighting information:

We drove through Bangor Michigan and I did a u-turn to take a few shots of a Corvair Goldmine in a small town of Bangor. The sign out front is Jerry's Garage and out in the weather were the following:

- 1) 65 or newer Drag Race Car: Corvair Drive Train, stripped down interior a 4 speed, small roll cage, sharp with air intake grafted onto the rear hood
- 2) Pick up all in one piece and very good body, looks to be wet sanded or weathered paint no rust!
- 3) 65 or newer 2 door white 500, automatic with nice blue interior, some rust on lower front valence
- 4) 64 Spydr Convertible Turbo with the back window plastic all gone, just sitting in the weather, very solid
- 5) Side yard of at least 4 cars, one in bare metal 64 or older, one under cover, couple of others with a good layer of mold on there weathered finishes, a pile of motors and trannys, and who knows what else.
- 6) sign out front says Jerry's Garage and the area code / number in Bangor Michigan is 269-427-7015

140 Display Motor for the Buffalo Transportation Museum

Great News....We already have lined up and have in hand a set of “junk” 140 heads....so that particular need has been met...much thanks to Tom Zimmerman for his donation!!!!

At the Brewmasters Tour this past Sunday....I think we have a set of Primary Carbs lined up.....SO we still need a set of 65/66 SECONDARY CARBS... Again,,they need not be pristine,,just complete and able to be cleaned up and look good...

A linkage is yet to be lined up.....does not really matter which style it is 65 or 66...just as long as it is complete.... We still need a 140 top cover/shroud.....a 12 plate oil cooler...

As I continue to noodle out the list of what we still need.... I will let yas know... dme out....

CORVAIR POWERED PIRANHA



1960s might just have been the weirdest decade of them all, with offbeat experiments in styling and production happening all over the globe. Racetracks were filled with specials of every stripe and configuration, and television and film were making great use of the skills of California customizers who had set up shop in Los Angeles during the 1950s. Into the middle of all that fell the Piranha. The car got a real name—Piranha—and AMT commissioned a Cyclac-bodied dragster powered by a 1400-hp 392 Hemi to promote it. That, not surprisingly, isn't the car you see here. This is the sports-racing version, powered—like the roadgoing variant—by a Corvair engine and campaigned in various SCCA events in 1967 and 1968 by Dick Carbajal.

Carbajal eventually sold the car. At some point later, it was converted to road duty and wound up under a tarp in Santa Clara, California, which is how Livermore resident Frank Zucchi ran across the curious beast. Zucchi restored the car to its former glory and has been campaigning it at various races since 2006. We happened upon the car while stumbling around the paddock at this year's [Monterey Motorsports Reunion at Laguna Seca](#), a font of “who-knew-this-existed?” oddness if ever there was one. As for the Piranha project as a whole? It fell apart not long after Zucchi's car originally went racing. GM killed the Corvair, drying up the supply of engines, and AMT found it too hard to meet the \$5000 price point it had set for the street versions. Only a few were built, most notably a version featured on *The Man From U.N.C.L.E.*, leaving Zucchi's racer one of the stranger footnote vehicles from a racing era full of them.

Reprinted from the [Car and Driver Website](#)

Uni-Syn to balance Carbs

My 140 continued to surge at speeds between 1500 and 2000 RPM. Some one said that we should rebalance at 2000 RPM to account for the play in the bent wire throttle linkage. Adjusting the wire to the hole is the normal procedure, but does not take into account the excessive play.

I checked the Uni-Syn on the carbs at idle, then set the throttle to 2000 RPM using a turnbuckle to pull on the cable. Rechecking the Uni-Syn I found the balance was not equal. It took one full turn of the bent wire throttle link to bring the balance in. Rechecking at idle had the balance okay, and the throttle link still slipped into the hole properly. **Performance improved!**

*Reprinted from “**Vairious Times**” The North Cascades Corvair Club's Newsletter*

The Preventive Maintenance Series

by Mike Dawson

1. Powerglide transmission torque converters will leak down over time in a car that is not driven, overfilling the pan. Fluid will usually leak out of the shifter cable seal or a separation in the cable casing and leave a large puddle. Driving the car will cure the leak until the next time the car sits idle. Visual inspection will usually help you determine what is leaking. Change the O-ring and/or seal up the cable with an epoxy compound after cleaning and using sandpaper.
2. A mysterious dead battery on early model cars can be caused by the wire reinforced heater hose touching the stud and battery cable on the back of the starter solenoid. This can occur on late models, but less likely due to clearances.
3. Late model dashboards are plastic with a single ground strap to a screw under the dash on the left side of the column. Loss of that ground causes erratic gauge operation and strange light combinations.
3. Late model dashboards are plastic with a single ground strap to a screw under the dash on the left side of the column. Loss of that ground causes erratic gauge operation and strange light combinations.
4. A light howling noise when the engine is cold is usually the fan bearing. Grease it early with the tool that most clubs have available – or buy one from a vendor. (Editors note: Fan bearing greasing tool is shown on page tools-4 in the Clarks catalog and is available from our club's tool crib.)
5. Plugged up crankcase vent tubes on any Corvair will cause oil to come out of the dipstick tube or any weak gaskets. It also will spit oil into the air cleaners and can cause ping. Clean both the upper and lower tubes with a frayed speedometer cable. Gas in the oil will cause the same symptoms, check for leaking carburetor needle and seats, failed choke pull offs or an internally leaking fuel pump which could be missing the boss that prevents gas from going into the crankcase.

2012 ACORN Nominating Committee

Report input by Dave Ellis

Below are listed the folks who have confirmed their willingness to have their names placed on the ballot at the November business meeting. Per Constitution and By-Laws the slate of candidates being published in the October issue of the ACORNNEWS. Also, per those same documents, folks can be positioned on the ballot via nominations from the floor at the November meeting.

Elected Officer Positions...Candidates

President-	Edythe Ellis
VicePresident-	Jeff Clark
Secretary-	Jim Bartasevich
Treasurer-	Dave Shoemaker

Appointed Position, folks willing to serve another year....

NewsLetter Editor-	Jim
Cleveland	
WebMistress-	Marissa
Andolino	
Membership-	OPEN
Historian-	Dave Ellis
Tech Sessions-	OPEN

Marc and Paula are selling their Ultra Van:

<http://rochester.craigslist.org/cto/2617203911.html>

Corvair Ultravan #394 - \$8900 (Rochester)
For sale is our Ultravan #394. It is a 1968 model with 48,000 miles with the corvair 6 cyl. air cooled engine with powerglide auto transmission. The engine was completely rebuilt approx 6000 miles ago and transmission was resealed. The motorhome just got back from a 900 mile trip to northern Vermont. It has a rooftop air conditioner and power inverter.

This has the coveted white interior and the accessory matching kitchen table. The interior was recently redone, and it has complete curtains all around. The window at the rear opens for fresh air and all screens are excellent. I just had new brakes installed with custom ordered

Kevlar brake linings, 4 new HD tires, both rear hub assemblies w/new bearings, NOS rear turn signal lens and it just passed NYS inspection 2 months ago. Overall this is very original, dependable and ready to go. I have a complete Ryerson manual set which will go with motorhome. I looked for a good one of these for yrs and am reluctantly offering this for sale. Our schedules at this point don't allow us to use this the way it was meant to be used and it should not collect dust. Its amazing the number of people who stop and ask what is it!
Please call to view thanks Marc 585-820-3315



FOR SALE & MARKET PLACE



1965 Corvair 4 door customized convertible. Call Cyril at 585-746-9581



Ready to Race or Street? Check this out <http://garagekey.blogspot.com/>



'68 500 coupe for sale off of U. S. 20 in Alexander, NY. It's been repainted, but looks pretty good. I'm not sure if it's a stock color. The body looks good, but the front seat has some rips. The owner is asking \$3200 or B.O. It's a 95/PG with 49,500 miles and looks stock.

The only option is a RH outside mirror, although it could have been dealer-installed. 716-474-2851.

Available Distributor Inventory at the ELLIS STASH.....

I took the time recently to look up all the numbers and audit the rather large number of Distributors and Vacuum Advance Units that have accumulated in the basement over the past 2 decades.... To the right please find a list with the scoop.....If you are interested in taking the entire stash, at a very significant discount, I would be overjoyed....However, I expect folks will be interested only in a specific number or two....Prices will be reasonable based on the availability of the application,,i.e. 110 vs 180..... For those you might not have the info handy...

.....my email is dellis1@rochester.rr.com

.....my home phone is 585-227-2439...

I hope to hear from a whole bunch of folks....

Distrib.#	Qty Avail	Application
269	1	62,80HP,Man.
278	1	62,84HP,PG
294	1	63,80HP,Man.
295	2	63,80HP,PG
296	1	63,102HP,ALL
297	3	63,84HP,PG
310	1	64-7,95HP,Man.
311	1	64-8,95HP,PG
319	18	64-9,110HP,ALL
329	1	65-6,180HP,Man.
330	1	65-7,140HP,Man.
339	1	66,1430HP,PG
Vac Adv#	Qty Avail	Application
NO #	4	7777
20	1	7777
217	2	64-677,95HP,All
229	5	64-667,7777
230	10	64-69,110HP,ALL
951	1	62-3,102hp,ALL T