



# ACORNNEWS

ASSOCIATION OF CORVAIR NUTS

Rochester, New York

CORSA Chapter 148

February 2011



## Prez Sez

Hi ACORNS

We had a great planning meeting in January. Much thanks to all who attended for the terrific input and suggestions for this year's calendar of events and to Jeff for his hospitality and delicious chili.

2012 will be a very exciting year with an abundance of tech sessions to keep all our weekend mechanics very busy. There are new events scheduled and some old favorites with many opportunities to drive our wonderful Corvairs. If you have any suggestions or something you feel would be fun and interesting to do as a club, please bring those ideas to our February Valentine's dinner.

Check out the calendar, details on the upcoming dinner meeting in February, and the interesting info and articles that Jim always puts in our newsletter. Thank you Jim for all you do to keep this club going.

Our meal last year was great so I hope to see many of you at our February dinner and the new and old events throughout this year. Remember, it's only a club if the members get involved and take part.

Stay safe and keep those cars greasy side down!

*Edie*



### 2012 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 - Steve Dietrick

Bill and Grace  
 Boudway at Watkins  
 Glen heading into  
 turn two at full speed,  
 40 mph.

### Inside This Issue

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## ACORN 2012 Planning Meeting

### Minutes

The club again enjoyed the hospitality of Jeff Clark and the company of great people. Corvair's were not spotted in the snow covered driveway but were the topic of many discussions. Tom Nasman donated a pile of Corvair literature and Jeff's Chili was great.

The following items of old and new business were addressed by President Edie with lively discussion following most:

- MCC Scholarships will be increased to three as approved at a prior meeting.
- The club has donated a membership to Ken Willard in recognition of his generous parts donations.
- Steve Dietrick has volunteered to serve as our Technical Session Coordinator
- This will be the last year for Edie Ellis as President and Jim Cleveland as Newsletter Editor. Members should consider taking over these positions in 2013. It is never too early to plan ahead!
- The Turbo motor assembled from club parts by Chuck Flacklam and others (mainly Chuck) was displayed at the Buffalo Transportation Museum for the 100 year anniversary of Chevrolet.
- Our membership chairman, Dave Shoemaker informed the club that we have 25 paid members for 2012 out the 38 members on our roster.
- The new CORSA rules states that each club member must pay an additional \$3.00 for insurance unless they are a CORSA member. If a non-CORSA and non-ACORN member attends any club event he or she is **not covered by CORSA insurance**. (see page #4)
- If a person does not paid his or her dues by March 1st. They are classified as an inactive member based on the ACORN's bye-laws. That means no insurance coverage at events, unless they are a CORSA member.
- CORSA is looking at making changes based on the critical financial situation and reduced membership. Potential changes being considered include but are not limited to; electronic copies of the Communique, charging extra for hard copy, and/or less expensive paper. More information will be shared as we obtain it.

*editor*

## NEXTEVENTS

Valentine's Day Dinner  
Coordinated by Betsy Fling



February 12, 2012

2 P.M. at Keenan's Restaurant 1010 E. Ridge Road in the Georgetown Plaza

We will be ordering off the menu

RSVP by Thursday, February 9th  
Jerry and Betsy Fling

594-0608

[Enfling@hotmail.com](mailto:Enfling@hotmail.com)

## ACORN MCC Scholarship Status Report:

Below is a copy of the letter sent to MCC regarding the 2012

Hi Folks,  
Happy New Year!

We hope that all is going well for you this school year. I'm contacting you to finalize details of the scholarships that the Rochester Corvair Club (ACORN) would like to award to two of your auto tech students this year. In addition, to the scholarship that we provided last year, we have an additional one this year to award in honor of our new club member: Ken Willard. Please contact me to discuss details:

Regards,  
Bill Boudway

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Scholarships main criteria: Aptitude,  
Attendance and Attitude.

**ACORN 2012 SCHEDULE OF EVENTS**

Date	Day	Event	Coordination
Feb. 12	Sun.	Valentine's Day Dinner 2pm Keenan's Rochester <i>See page #4 for details and RSVP information</i>	Jerry & Betsy Fling
Mar, 10	Sat.	Northeast Classic Car Museum, Norwich, NY	Steve Dietrick
Mar. 24	Sat.	Tech Session, 140 Engine Build (E. Aurora, NY)	C. Flacklam & Dave Ellis
April 14	Sat.	Tech Session, '64 Front End rebuild (Ellis's)	Dave Ellis
April 28 TBD	Sat.	Tech Session, Conboy's Trans. Swap	George Conboy
May 5	Sat.	Tech Session, 140 Engine Build (E. Aurora, NY)	Chuck Flacklam, D. Ellis
May 12 (TBD)	Sat.	MCC Tech Session	Bill Boudway
May 19	Sat.	Tech Session, Conboy's '68 Parts Salvage	George Conboy
June 2	Sat.	Tech Session, 140 Engine Build (E. Aurora, NY)	C. Flacklam & Dave Ellis
June 3	Sun.	Auto Festival, Farmington, NY (Show & Meeting)	Club Event
June 7-9	Thurs., Fri., Sat.	CNYCC Recall Show Event (Syracuse, NY)	CNYCC
June 28	Thurs.	Great American Race come through Fairport	Dave Ellis & Jim Cleveland
June 28	Thurs.	<b>Grand Opening, Buffalo Transportation Museum Addition and Great American Race</b> , dinner with Race Participants, Tours, Corvair Display and more.	Chuck Flacklam
July TBD	Sun.	Genesee Valley Antique Car Society show at R.I.T.	Club Event
July 8	Sun.	Shiners Car Show, Webster, NY	Sam Andolino
July 14	Sat.	Tech Session TBD	Steve Dietrick
July 22 or 23	Sat. or Sun.	Watkins Glen Annual Tour TBD	Jeff Clark
July 25-28	Wed. - Sat.	CORSA Nation Convention, Sturbridge, Ma.	Northeast Corvair Council
Aug. 12	Sun.	Seneca Lake Boat Ride and Food	Dave Shoemaker
Aug. 26	Sun.	Toy Town Car Show, E. Aurora, NY	Chuck Flacklam
Sept. 9	Sun.	Annual ACORN Picnic, Victor, NY	Pat Dietrick
Sept. 22	Sat.	Batavia Downs Race Day	Jeff Clark
Oct. 7	Sun.	Fall Color and Cheese Tour of the Fingerlakes	Jim & Marlene Bartasevich
Nov. 11	Sun.	Annual ACORN Christmas Dinner (location TBD)	Edie Ellis

*Please notify Newsletter editor of any changes to these events. [Jclevella@rochesterr.com](mailto:Jclevella@rochesterr.com)*

### **The 2012 Great Race Event in Buffalo**

The 2012 Great Race will be making Buffalo one of its major stops. The cars will be arriving in Buffalo mid afternoon of Thursday, June the 28th, and parking in front of the Buffalo Transportation Museum. They will stay there for public exhibit until at least 9:00 PM. We are incorporating the Grand Opening of the newly constructed addition to the Buffalo Transportation museum that day. This will undoubtedly be a major publicity event.

I am recruiting automotive enthusiasts who would like to be a part of this event. (I am inviting ACORN members first!) I need volunteers who will be willing to man the finish line and help park the race cars as they come in. Some crowd control will probably be included. I expect we will need to be there mid-morning to assist in setup. Anyone volunteering for these duties will be VIPs and be able to mingle with the race participants and there teams. We will also have the opportunity to dine with the drivers and support teams at the special dinner that will be provide for them which will not be open to the public! Given we have a sufficient number of Corvairs show up, I will provide a front row area to park them.

Please email me your information ASAP so I can put together a volunteer list. I will need your full name, phone number and email address for each attending.

### **GREAT AMERICAN RACE 2012**

The 2012 version of the Great AmTerican Race will be winding its way through Western, NY in June 2012. On Thursday, June 28th. Their daily travels will start from Watertown, NY, with Lunch in Fairport. The Village of Fairport will be inviting car clubs to lineup through the center of town like a giant Cruse Night. Many special activities are being planned.

The racers day will end at the Buffalo transportation Museum. On Friday, June 29th. They will leave the Museum and head into PA. For anyone interested, this would be a great time to check out the museum, and the cars entered in the Great Race 2012. Look for more information in the news or at the Buffalo Transportation website as the time nears.

*More information will be included in the ACORN Newsletter each month up to the event date.*

### **Tech Session 140 motor build February 24, 2012**

[Dellis1@rochester.rr.com](mailto:Dellis1@rochester.rr.com)

We need an RSVP from folks whom would like to participate working on the 140 Display motor's components cleaned and painted.....room in the Civic for 3 folks besides DME...

Please let me know by end of day Friday Mar. 22<sup>nd</sup>....

Details are as follows....we leave my house at 9:30 am...get to Chucks at 11:00 am...work until 3:30 at the latest...Home by 5:00 pm

Lunch will be provided.....

**Contact Dave Ellis**

[Dellis1@rochester.rr.com](mailto:Dellis1@rochester.rr.com)

### **ACORN Financial Report**

As of December, 2011

\$1118.76

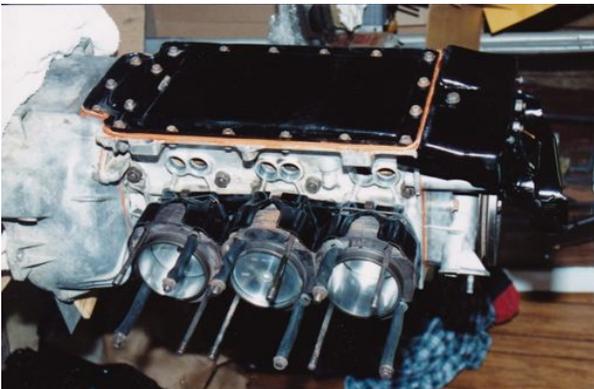
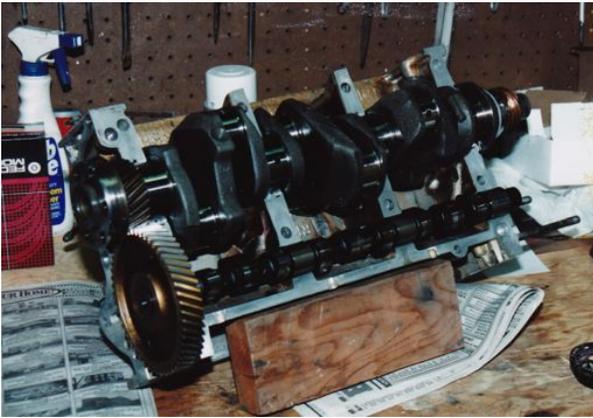
### **ACORN Membership Dues**

Non-CORSA members will be charged an extra \$3.00 to cover event insurance.

## Engine Rebuild

Back 12 years ago the total cost for me to rebuild my 140 engine was \$1100 including the machine shop head work, crank polishing and boring. The distributor, harmonic balancer and flywheel were rebuilt by Dale. All the other parts were replaced; pistons, valves, rings, bearings, lifters, guides, seals, gaskets, etc. Disassemble, cleaning and assemble were accomplished in house, my basement.

Jim Cleveland



## Replacement Engines

**Your running Engine is worth big bucks to you!**

The "Corvair Underground" web-site lists rebuilt engines for sale:

### LONG BLOCK

Same as the short block but both cylinder heads are included and properly torqued down. New rocker arms and pushrods are also installed and the valve adjustment is cold-set. The top bearing cover is installed as well, with a new blower bearing. Also includes valve covers installed.

With long blocks its important to note that the cylinder head work can add substantially to the cost. If we are able to do a simple valve grind with minimal guide and valve replacement it will be lower. Unfortunately many of the core heads you run across need all valves and guides to be replaced.

1960-69 80, 84, 95, 98, 110hp **\$2599.00**

140 and turbo engines slightly higher

### COMPLETE ENGINE

This is for you guys that want a bench-tested, ready to install engine. We do everything in the long block but also install all blasted and painted sheet metal, supply a rebuilt harmonic balancer (pre 1964 engines do not use balancers) , install rebuilt carburetors, rebuilt distributor, rebuilt alternator, complete engine tuneup including spark plug wires, spark plugs, air filter, coil and fan belt. A new pilot bushing is installed for all manual transmission engines.

Engine is bench tested and adjusted running before shipment. Lower shrouds are included but damper door t-stats may be difficult to come by and are *not* included in this estimate.

1960-69 80, 84, 95, 98, 110 hp **\$3999.00**

140 and turbo engines will be higher.

## This Date in History . . .

On November 30, 1965, Ralph Nader released his book *Unsafe at Any Speed*. He attacked compact cars and, most notably, the Corvair. One of his arguments was that the compact car would crush on impact. Engineers have since studied the Corvair and made an enlightening breakthrough. The front of the Corvair would crumple, transferring less of the force to the driver, thus saving lives. To this date, cars are rated by how well they consume the force of impact and not how well the car holds up to an actual crash. A Corvair driver could easily walk away from a front impact that would have killed a Buick driver.

Every new car now has a rating based on how well each zone “crushes,” also known as a crush zone or a crumple zone. Ralph, being a lawyer and politician and not an engineer, was oblivious to basic high school physics. Ralph Nader was not a consumer advocate; he was a politician and lawyer out to fatten up his wallet.

*“High-performance cars often use a honeycomb design, which offers stiffness under normal conditions, but can collapse and crumple in a crash.”* Ed Grabianowski

The above quote by Ed Grabianowski pretty much sums up the Corvair. Here are two pictures of the Corvair; the first one shows how strong the Corvair is under stress in a race.



This one shows how strong the Corvair is under stress in a race.



This next picture shows a similar model in a front-end collision.

*Reprinted from the CORVAIR CLUB OF CINCINNATI'S newsletter "Negative Camber"*

### CORSA CONVENTION 2013

The 2013 CORSA International convention was awarded to the Western Michigan Corvair club. The convention will be held in Kalamazoo Michigan in late July 2013.

### 1965 Corvair TV ad

Found on Youtube

[www.youtube.com/watch?v=59voKreB2j8](http://www.youtube.com/watch?v=59voKreB2j8)

## Winter Tires (for water pumpers)

Reprinted from "tireack.com."

"We all know that tires are a compromise. One tire can't be the fastest on the track, most controllable in the snow, and longest wearing. The Ultra High Performance tire that grips the track with tread temperatures of 200° is incompetent as its tread compound becomes like "hard plastic" at below 32°. Today's 80,000-mile tires require tread designs and compounds that maximize long, even wear... not winter traction. While many of today's all-season tires (Original Equipment, touring and performance) tires address some of these issues, they still emphasize longer wear, a quieter ride or greater performance...not winter traction.

Only winter tires are designed to excel in the colder temperatures, slush, snow and ice that many parts of the country experience for three or more months a year.

It's also important to note that the recent advancements in electronic driver aids, such as ABS and traction control don't provide more traction. They only help prevent drivers from over braking or overpowering the available traction of their tires. The only thing the driver can do to increase traction to actually get more grip and control is install better tires.

Today's winter tires are better at providing ice and snow traction than ever before. The technology used to develop the tread designs and tread compounds has evolved beyond what you may have used previously. Every one of our tire manufacturers and 7 out of 10 vehicle manufacturers recommend four winter tires be used on rear wheel, front wheel or four wheel drive vehicles. This is because if you use two dissimilar types of tires on your vehicle, you'll have a vehicle that has a "split" personality. One end of the vehicle won't react and perform the same as the other in the dry, wet, slush and snow conditions you'll encounter before the end of winter. Especially in emergency situations, you'll find that your vehicle will probably understeer in one condition and oversteer in another. It is preferable to keep your vehicles handling as consistently as possible by "matching" all four tires.

All Season tires begin to loose grip when the temperature drops below 40 degrees.

*(No, the cords showing through the tread do not help winter traction, Bill!)*

## The last Corvair convertible

Last four of VIN, 5,997 of 6,000 built. The last 3 cars off the assembly line were coupes. The VIN is the proof. This is a 1969 frost green Monza convertible with original matching interior. Original California black plate car, no rust whatsoever, with the original top. One repaint, otherwise untouched. Runs and drives beautifully. Equipped with 110 horsepower engine, Powerglide transmission, rare remote mirror, AM-FM radio, super rare telescopic steering column and factory mag-style hubcaps.



## 1965 Corvair and Mustang Comparison

	'65 Corvair Corsa	'65 Mustang 2+2
Price	\$3,230	\$3,696
Engine	Flat 6	V-8
HP	140	271
Torque	232	312
Axle	3.55:1	3.89:1
Wheel Base	108	108
Weight	2,540	3,000
0-60 Seconds	10.0	7.7
1/4 Mile	18.1 @79mph	15.9@89mph
Braking 60-0 ft.	146.0	150.0



## FOR SALE & MARKET PLACE



1964 Chevrolet Corvair Greenbrier Sportswagon window van/bus. 9passenger. 164 ci 6 cyl., 4-speed manual transmission, luggage rack, turquoise and cream. white wall tires, AM radio. \$8,995.00

MotorcarPortfolio.com  
866-653-8900  
Canton, Ohio

**WATCH THIS SPACE**

The editor had a vision of a wonderful Corvair coming up for sale shortly. So great was the restoration process that even the bug have been cleaned and polished!

**Yenko? for Sale You be the judge**

**As seen on ebay: 1/23/2012**  
 '66 Corvair Coupe Highly Modified (Yenko Stinger?) Custom  
 \$8,500 current bid reserve not met

My intention was to build a show car I know I do not have the time to complete the project. As I stated, I am selling this car as a 1966 Corvair. I purchased this car from Harry Bennett of Scottsdale Az quite a while ago. It is Yenko Stinger YS-316 except that I cannot find the dog tags that were given to me that were attached inside the door sill. They were removed as the body was prepped. If I find them they will be given to the new owner. The interior includes a Yenko Stinger badge on the glove box and a Yenko Stinger deck lid. If you look up on Charlie Doerge's Yenko Stinger website you will see my name under YS-316. You could also verify that Harry was the previous owner of YS-316. I don't know if you could get the tags remanufactured but I will sign an affidavit on my purchase from Harry. I have quite a bit of Corvair Parts that will also go with the car. The car is incomplete and is not running.