



ACORNNEWS

ASSOCIATION OF CORVAIRNUTS

Rochester, New York

CORSA Chapter 148



December 2011



Prez Sez

The 2011 Holiday season has arrived, complete with “Black” Friday and “Cyber” Monday.

Those of you who were unable to attend our Holiday dinner on Sunday, November 13th, missed a wonderful meal. Dave and Sande truly outdid them selves this year. The officers for 2012 were approved and important issues were discussed, decisions made, voted on and passed. Detail of those decisions can be found in the meeting notes in this newsletter.

The January planning meeting will be held in Churchville at Jeff and Dave’s. The event calendar for the year is set up at this meeting and it is good to have input from as many members as possible to insure we all have an opportunity to drive and show off our cars. Please make every effort to attend. Meeting details can be found in the pages of this newsletter.

I look forward to serving as your president again in 2012. It may not be politically correct, but Dave and I pray each of you have a wonderful Christmas surrounded by the love of family and friends and a very blessed New Year.

We hope to see all of you at the January meeting. Drive safe always!

Edie



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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

December 2011

S	M	T	W	T	F	S
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January 2012

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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	Completed
Oct 9th	Sun.	Fall Color & Cheese Tour	J. Bartasevich	Completed
Nov 13th	Sun.	Annual Christmas Dinner Steamboat Landing	D. Shoemaker	Completed

NEXT EVENT

Planning Meeting
 January 15, 2012
 Hosted by Jeff Clark and Dave Doran

RSVP
 585-293-3827
Carbuyersedge@earthlink.net
 See page #5

ACORN Annual Christmas Dinner

Happy Holidays





ANNUAL CHRISTMAS DINNER



Attendees:

Sam & Marissa Andolino; Jim & Marlene Bartasevich; Bill & Grace Boudway; Jeff Clark; Jim & Jan Cleveland; Steve & Pat Dietrick; Dave & Edie Ellis; Lew & Judy Gurley; Jim & Jane Hayslip; Chuck & Flo Littman; Fred & Sue Marsh; Paul & Pat Masters; Mark & Pam Morrell; Tom & Sylvia Nasman; Dave & Yvonne Shaffer; Dave & Sande Shoemaker; Don & Betty Vair and Clare Willett.

- **Treasurer's Report:** The chapter is solvent with no unusual expenses or income. In other words, we're in good shape.
- **MCC Scholarship:** We'll be funding additional scholarship next year. This one will be in Ken Willard's name to recognize him for his generous donation of Corvair parts to the club this year. Unfortunately, he was unable to attend the dinner. An announcement will be made to him at an appropriate time later. Bill Boudway will handle the scholarship arrangements.
- **Gesture of Appreciation for Ken Willard:** ACORN will provide Ken a complimentary, one-year membership as thanks for the parts donation
- **140 HP Show/Display Engine:** A lot of the components have been obtained and are being prepped. Needed: Secondary carbs and carb throttle linkage [doesn't have to be functional since this engine will be for display only]. This will join the turbo engine at the Buffalo Transportation Museum Corvair display. Contact Dave Ellis if you have any of the needed parts to donate.
- **Advertising Request:** An on-line store, Streetside Auto, requested that we list them in our newsletter or on our website. Marissa Andolino will handle.
- **CORSA Chapter Non-member Surcharge:** We'll notify ACORN members who are not CORSA members that their dues will increase by \$3 at their next renewal. Voted and passed by the members present. This is to defray the cost of liability insurance on our chapter as provided by CORSA.
- **By-law Change:** It was submitted, voted on, and approved that the chapter will reimburse the members who host club functions up to \$100 for the cost of the meal and/or refreshments if they are provided by the member. Receipts will be required. Dave Ellis will change the by-laws.
- **January 15 Planning Meeting:** Jeff Clark and Dave Doran have again offered to host our yearly planning meeting. Thanks in advance to Jeff and Dave.
- **Chapter Address in the Communiqué:** It is still listed as Chuck Littman's despite past attempts to notify CORSA of the change. I'll send a barrage of e-mails to everyone at CORSA HQ requesting that the address be changed to that of the Ellis'.
- **Officer Election Results:** Sorry, but there aren't any surprises here. The officers remain the same this year. President Edie Ellis notified everyone present that it will be her last year, so start thinking ahead for 2012. It's time to get new people with new ideas behind the wheel. I will not be running next year either. Most of the current officers have been an officer [some, in multiple positions] for a number of years. If we don't get anyone to run for office, we may have to develop another way to operate the club. We combined several offices or positions: Jeff Clark volunteered to be the VP and Tech Session Coordinator; Dave Shoemaker will be the Membership Chairman as well as Treasurer.

Continued on the next page;

ANNUAL CHRISTMAS DINNER continued

The dinner attendance was 34, one of the highest numbers we've ever had. Dave and Sande Shoemaker provided chocolates for each seating position that were in the shape of . . . acorns! Because of changes in the restaurant, we'll be looking for a new place for next year's dinner, so start taking note of possible new venues and let the officers know. A place in southern Monroe county [or even farther south] would be centrally located, but going to Canandaigua for the dinners the past several years didn't seem to affect the attendance! Thanks to Dave and Sande for making the dinner arrangements.

The only Corvair to show was the '62 Monza wagon driven by long-time ACORN members, Fred and Sue Marsh.

Merry Christmas to all; and to all, a good night!

Jim Bartasevich

Secretary

Jay Leno's Corvairs



January 15, 2012 Planning Meeting

Start writing down all the things you would like to do with the ACORN's in 2012. Make a "Wish List" to share. Anything you need fixed that can be done at a Tech Session? Is there a special place you would like to tour? A place you would like to take your Corvair?

We need ideas that would appeal to the many and varied club member interests. Things we have done before and some fresh ideas.

As an example for those members that are old enough to remember, what about the "submarine races" at Duran Beach!

Editor

RSVP to Jeff Clark

585-293-3827

Carbuyersedge@earthlink.net



REAR ENGINE RESPONSIVENESS—Corvair's rear engine design produces remarkably precise handling and steering qualities. Engine in the rear lightens the load over front wheels for instantaneous steering control. Either of Corvair's aluminum engines—the standard 90-hp Turbo-Air 140 (94 hp in Mexico with Powerglide*) or 163-hp Turbo-Air 141*—can be teamed with 3-Speed Synchro-Mesh, 4-Speed Synchro-Mesh* or Corvair Powerglide* for the performance level you like. New increased braking area enables for safer, smoother stops, long brake-lining life.

REAR ENGINE RIDE AND TRACTION—There's nothing so easy, honest or certain with Chevy Corvair's rear engine design and fully independent suspension system. A big coil spring at each wheel soaks up road shock, levels the ride. For the ultimate in traction—even under the toughest driving conditions—there's the optional "Protraction" rear axle. New for 1969, Protraction pulls power at the rear wheel with the best grip.



Do you have a '69? You should check this out!

The 1969 Corvair Registry
 c/o Eve Ellis
 P.O. Box 91121
 Raleigh, NC 27675
corvair69@earthlink.net

Must be the Ellis name has a strong association with Corvair's!

Corvair Engine Problems

From Wikipedia

Due to the greater [thermal expansion](#) of aluminum, hydraulic valve lifters were used to maintain correct lash as the engine heated and the cylinders expanded. These were relatively trouble free and did not require periodic adjustment. Tuning issues related to the dual (or quadruple) carbs in non-turbocharged Corvairs sometimes led to erroneous diagnosis of valve issues in Corvairs - in fact, the Corvair had top quality valve materials in all models and valve jobs were almost never required. The [valve train](#) in most engines usually functioned perfectly for the life of the car. However, 140 hp (100 kW) engines did have a high percentage of dropped valve seats.

Early engines were subject to occasional failures of the head gasket, between the heads and the cylinder barrels; this was addressed in later models by increasing the width of the sealing area and redesigning the gasket material and cross section, eliminating any issues.

The large cooling fan located on top of the engine required the [fan belt](#) to bend from the vertical plane of the crankshaft to the horizontal plane of the fan, causing additional stress. Chevrolet engineers designed a unique fan belt, which many owners and dealers replaced with an inappropriate design. The correct fan belt, properly installed to proper tension, worked well, while other belts even of proper size installed loose or tight would break frequently, giving the engine fan and belt design an undeserved bad reputation. Since failure of the cooling fan on an air-cooled engine leads to immediate overheating much more quickly than in a water-cooled engine (within 15 seconds at the high RPM when the belts were likely to fail), mechanically inclined owners would routinely carry a spare belt and the $\frac{9}{16}$ -inch box end wrench needed to change the belt, in addition to adding a large and eye catching warning light in parallel with the normally sized factory generator/alternator warning light (the "GEN/FAN" light), and belt guides were added to reduce the tendency to throw a belt.

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The [pushrods](#) were located below the cylinders, each in a separate metal tube between the crankcase and the head; these tubes also served to return oil from the head to the crankcase, and were fitted with [neoprene O-rings](#) at each end. After a short time, the neoprene exposed to the intense heat of the head lost resilience and developed a tendency to leak oil which became characteristic of Corvairs; unfortunately, since engine cooling air was diverted to the interior heater (except on early Corvairs equipped with the gasoline-fired heater), this caused an unpleasant odor in the passenger compartment. Improved elastomer "Viton" O-rings with much greater durability became available from aftermarket suppliers.

To address fuel slosh and cut-out issues in very hard cornering, some owners acquired an aftermarket kit to rotate the carburetors through ninety degrees and attach the now collinear throttle shafts of the two carburetors on each side together. However, this also eliminated the progressive feature of the stock carburetor linkage, so that performance could not be optimized both at low to midrange rpm and at high rpm.

Other owners replaced the four single-barrel carburetors with a single four-barrel carburetor, centrally mounted on a manifold with four long arms that attached to the original carburetor mounting pads on the heads. While this caused the carburetor and manifold to be slow to warm up to [operating temperature](#) and therefore caused problems with flooding and cold temperature operation, it eliminated linkage problems, simplified tuning the carburetor, and provided access to the large variety of [four-barrel carburetors](#) available on the market. This modification was especially ill-suited to models with the Powerglide automatic transmission.



FOR SALE & MARKET PLACE

'62 Greenbrier I bought a couple of years ago in California. The previous owner paid to do the mechanical work. It has a new clutch, new brakes, new tires and other new parts and pieces. It is the only Corvair I own that does not leak a drop of oil. In the paper work I received when I bought the Van, the previous owner supplied me with the receipts for parts and labor that he could find. In the couple of years he owned the van, he spent nearly \$3000...a lot...however, some of it was labor.

I have not checked the numbers on the motor or transaxle, but I am going to guess it is an 80hp engine. It has a 4 speed transmission with the early style shifter mechanism. The van appears to have been repainted once sometime during its life, but it was quite sometime ago. The repaint is definitely dated not a show vehicle by my standards at all. What I will say is that it is at least 95% rust free. However it's bright trim work, whether aluminum or chrome has pitting I assume from salt air.



From eBay, check it out!

1961 Rampside, rust free from California. 79,000 miles, 4-speed. \$7900 bid as of 11/23/11



Another eBay car this one from Iowa

1965 Monza "Super Sport" built by owner! El Camino graphics with 15" Oldsmobile wheels, 110 hp with Powerglide. Buy-it-now price at \$13,499



Hello my name is David Moore I'm writing to you from Omaha Nebraska in regards to all my collection of corvair parts that I,m trying to sell I have tons of misc parts from chrome emblems to starters, generators, carburetors, wiper motors and to much more to list so if you are any of your members would be interested i would sell it piece by piece or everything in one shot, thanks
Dave 402-515-1448