



“This yellow, rear engined, air-cooled car still thinks it’s a Corvair!”

ACORNNEWS
ASSOCIATION OF CORVAIR NUTS
Rochester, New York
CORSA Chapter 148



September 2011

Prez Sez

September 2011

Hi ACORNS

Well, summer is fading away too soon. There are only two more events, to which it should be safe to drive our Corvair(s). It may be possible to do so for the dinner meeting in November but as we all know, even in October; good weather is not a sure thing. I sincerely hope each of you will do your best to attend the last two driving events for 2011 as well as the year end Holiday dinner.

Our last event was a wonderful picnic at Gypsum Mills Park sponsored by the Dietrick’s. As always, there was an abundance of good food and Acorn fellowship.

We extend our sincere thanks to Steve and Pat, their children and all those who helped make it such a great time for all.

Our next meeting/event will be at Custom Brewcrafters in Honeoye Falls on Sunday September 11th meeting at the brewery at 1:30 PM. Details can be found in the pages of this newsletter. Please be sure to RSVP to Lew Gurley ASAP.

A reminder; the **Final Sale** days for the Nasman stash will be on September 17th and 18th. Times are 9AM to 4PM on Saturday the 17TH and Noon to 4PM on Sunday the 18th. My Dave says there is still a lot of good stuff left.

As chair of the nominating committee, Dave (my Dave again) will be looking for members to serve on that committee with him. Candidates for each office need to be selected or found and then presented at the October meeting and voted in at the November meeting. Please consider taking an office for a year or two and let Dave know if you would be interested in doing so.

Hope to see many of you in September until then, stay safe and keep those cars greasy side down!

Edie

New Member Welcome

Jon Miller of Elma, NY

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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

September						
S	M	T	W	T	F	S
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4	5	6	7	8	9	10
11	12	13	14	15	16	17
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25	26	27	28	29	30	

October						
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23	24	25	26	27	28	29
30	31					

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	
Nov 13th	Sun.	Annual Christmas Dinner Steamboat Landing	D. Shoemaker	



NEXTEVENT

Sunday Sept 11th meet at Custom Brewcrafters in Honeoye Falls at 1:30 PM. They do tours of the brewing process every hour on the hour on weekends when there are people there to tour. There is plenty of parking for Corvairs in the parking lot, the cul-de-sac in front of the building it would make a good display for others to enjoy as well. RSVP to Lew Gurley 582-2349 or lghh@rochester.rr.com

300 Village Square Boulevard, Honeoye Falls, NY
 (585) 624-4386 † custombrewcrafters.com

ACORN Picnic from *Jim Bartasevich*

Attendees:

- Pat & Steve Dietrick along with Pat's daughter Chris & her husband Dan
- Sam & Marissa Andolino drove their Firebird. They were going to bring the '65 but discovered that the inspection had expired. Also, they are selling the '66 Corsa turbo coupe and their '63 Monza convertible.
- Dave & Edie Ellis in their '64 Monza convertible
- Jerry & Betsy Fling in their '66 Monza convertible with the mysteriously functioning PG
- Jim & Jan Hayslip in their '64 Monza coupe
- Jim Hendee & friend [sorry, I didn't get her name] in his '65 Corsa convertible
- Chuck & Flo Littman in their Porsche 912 [It IS air-cooled and it DOES have a rear engine.]
- Paul & Pat Masters in their '65 Monza coupe [still for sale]
- Dave & Yvonne Shaffer in their '62 Monza coupe
- Dave & Sande Shoemaker in their '63 Monza convertible
- Marlene & me in our '64 Spyder convertible

The weather was threatening for a while. We drove there with the top down, then I put it up after we arrived because of the dark western sky. The storm move around and missed us, so I put the top down to go home and just made it in the driveway before the rain started.

The auction was held. [Dave Shoemaker has the results.] Not much was put up for sale. We'll have to re-emphasize the auction next year. I had some special things to donate but forgot to bring them. Next year.

Reports:

- Dave Ellis: Ken Willard's stock clear out is pretty much done.
- 4 Clubs activity: Jeff Clark wasn't able to attend, so we didn't get a report on the status.
- Dave Shoemaker: He reported on a great time at the Recall. We'll have to work on getting more to attend next year.
- Tom Nasman's parts clearance: Dave reported that the buildings are to be empties by the 2nd or 3rd week of October.

There was great food as usual [food always seems to double the attendance at our events] as well as the conversations and getting to see everyone.

An additional note:

Bill Boudway sent me a note about taking Grace's '64 A/C Monza to the Vermont AACA spring meet in May. Here's what he said:
"Thanks to you and ACORN for your help at the May tech session. We really appreciate your technical expertise and enthusiasm with matters Corvair. We had a great trip in May. Stowe, Vermont and then to southern Connecticut and home. Over 1000 miles.

Thanks again." Bill & Grace Boudway



Watkins Glen Event: July 31st, 2011

By *Jeff Clark*

We started the day by meeting at Sweet Sue's Diner on Rte's 5&20, between Canandaigua and Geneva. In attendance were Lew Gurley, Steve & Pat Dietrick, Dave & Edie Ellis, Dave and & Sandy Shoemaker, Fred & Sue Marsh, and Bill & Grace Boudway along with their family from New Jersey, as well as Dave Doran and myself. I'd always heard great things about this restaurant, especially their monster pancakes. The waitress described them "as big as a wheel cover," and she wasn't exaggerating!

After breakfast we were on our way to Watkins Glen, via a beautiful ride through Penn Yan. We stopped at "The Shop" in the village, which is where one normally buys their ticket for the Thunder Road tour of The Glen. We were then informed by the young lady running the shop that the tour was cancelled at the last minute, and that if we'd read all the fine print on the website we would have seen that the track does reserve the right to cancel any event whenever they feel like it (more on this later). To say we were disappointed would be an understatement, especially Bill and Grace's family who drove all the way from New Jersey just for this event. Fortunately, Bill had brought along the maps for the original Watkins Glen road course, so we ran that instead. No sooner had we started this run did we realize that the original maps were based on original landmarks, most of which no longer exist, so those not familiar with the course immediately became lost. We finally managed to re-group, and finished a fun run through the park and the village.

After a quick stop for ice cream, we proceeded to Bellangelo Winery on Route 14, a few miles north of the village. The tasting room sits up on a point with a spectacular view northward of Seneca Lake. Our host was most accommodating, allowing us to try all the wines they had for just a couple dollars. We then enjoyed a nice picnic lunch, capped off by a wonderful bocce game on Bellangelo's courts (word of warning: if you should EVER find yourself playing bocce with Pat Dietrick, make sure she's on your team- the woman's an absolutely unbeatable player!).

Watkins Glen Event *continued*:

I should note at this point that I had been getting whiffs of gasoline fumes throughout the day from my car, but couldn't find any fuel leaks each time I checked the engine compartment. Well, as we were leaving the winery the interior of our car was FILLED with gasoline fumes, and I knew what that meant. Stopped the car, got out and looked in back to see fuel POURING out of the fuel pump! This wasn't the first time for me, so we were prepared with a spare fuel pump in the trunk, but heartfelt thanks have to go out to Dave Ellis and Fred Marsh for putting the new fuel pump in for us. They had us back on the road in less than 20 minutes- thanks guys!

All in all, we made the best of the day as it was dealt to us, but I'm quite disappointed with the Watkins Glen race track. I don't know how they expect us to plan such an event when they can eliminate access to the track without notice, especially on a Sunday morning; the track office is only open Monday-Friday 9-5, and all I ever got at The Shop when I called after hours was a recorded message stating that the voice-mail was inoperative. To add insult to injury, I have had NO replies to two e-mails I've sent them since. The Thunder Road tour is still one of the most fun things I've ever done behind the wheel of a car, but it looks as though it's something you can't plan for, but something you do at the last minute if you just happen to be in the area and have



Let's have a little wine before we get on the track people!

Were the Glen drink police watching?

The Preventive Maintenance Series (Article by Mike Dawson in July/August 2011 Corvantics)

Things that need double (or regular) checking:

Oil Filter Bolts: Some of the fiber washers used under the head of the oil filter bolt will crush just enough under heat cycles and vibration to cause the torque (20 ft lbs) to vanish. Almost all of the various filters in use have the problem to a certain extent. I reviewed all of my cars recently and found two of the bolts one half turn loose. One car I know of began to leak oil on the highway from that exact problem. Best defense would be to check the bolts, including the right angle adapter, on a regular basis until you are sure the torque has stabilized.

Belts: Most new belts will need to be adjusted at least once after a break in period. If you install a new belt, be sure to recheck the tension after a period of time. A brand new belt would be particularly susceptible to loosening up after high speed driving. As was mentioned above, check until you are sure the belt has stabilized. If you have belt guides, adjust the clearance to 1/16th inch.

Carburetor Inlet Nuts: These also loosen up from heat cycles and vibration, however, when you tighten the steel line nut, you should make sure that the spring action of the line is not trying to unscrew the inlet nut. Gently bend the line once you have tightened the flare nut so that the line is at least neutral and possibly even trying to tighten the nut. Gaskets, if needed, are available in an inexpensive plastic pack on O'reilly's shelf.

Gas Filler Pipe Pocket: The early model cars have a drain and a plastic insert with a rubber hose leading down the back of the wheel well. If that small hole in the bottom of the filler pocket gets plugged with debris, collected water could rise above the fuel pipe if any of the following occur: the hoses connecting the pipe to the tank have been replaced and are a little shorter, the gasket under the cap has shrunk or the vent opening may be on the low side of the cap. Late models have a bigger drain and the filler pipe is higher.

Battery Cable Ends: These should be removed from the battery about every six months and you should clean both the inside of the clamp and the battery post. They may appear clean on the outside but that is only for show – the real issue is the mating surfaces. Not attending to this item causes all electrical operations to cease, usually at the time you turn the key to start.

Oil Pan Bolts: If you have a cork or rubber pan gasket there is the potential for leaks as the gaskets experience hot and cold cycles along with vibration and oil sitting on the gasket at all times. A regular check of the bolts may be necessary. My favorite method for the pan is to use a late design pan that you have carefully straightened, a hard paper gasket (allows use of a torque wrench), high temp RTV on both sides of the gasket, use of ¼-20 grade 8 bolts by ¾ inch length with lock and flat washers. Torque to 10 ft lbs.

Fuel Pump Mounting Bolt: Check your pump simply by grabbing the top towards the front of the car and attempt to move it – any movement or clicking sound needs to be corrected by loosening the lock nut and tightening the mounting bolt, then tighten the locknut. The mounting bolt should have an "L" stamped on the head – if not, shorten the point slightly as it may try to punch through the pump casting when you tighten it properly. (See Vaircor 09)

WHAT THE AUTOMOTIVE WRITERS SAY!

(Yenko Talk - thanks to Ron Butera)

(Wally Huskonen, Sports Car Graphic, on the Yenko Stinger)

“Basically, the Yenko Stinger is a Corvaire Corsa, but it sports several refinements that make it more exciting for the enthusiast who demands roadability and performance from his personal car.” “Why convert the Corvaire Corsa? Yenko answers, “The 1966 Corvaire is engineered so soundly that it can be made completely race worthy without major rebuilding. The usual route of providing a “stiff as a board” suspension, that is done on the Mustang and pre-1963 Corvettes, isn’t necessary in this case. The fully independent suspension system of the Corvaire makes this compromise with handling unnecessary. This is true of no other American Car.”

(Steve Smith, Car and Driver, on the Yenko Stinger)

“It, the Stinger, felt a lot more like a designed racing car than a production car prepared for racing.”

Ken Willard, and other donated "Stuff"

available to ACORNS, stored at Dave Ellis's

Suspension Components

NOS Series I, Delco Pleasurizer Shocks, front,

NOS Series I, Rear Springs, for Spyder Convertible

Nice used, 64,assy, inner and outer tie rod ends, with sleeve and hardware(1)

Engine Components

Good for parts, 3 Series II alternators...

Good Used, Camshaft, from 1961 Rampside Motor, Manual trans

Engine Block,,,bare, stud-less,,, Coded "ZH", 61-3,80 or 84 hp,Monza PG, NON wagon

Engine Block,,,bare, with studs,,,Coded "RB", Corsa 140 block

Used, Turbo Air cleaner chrome

Used, Turbo mounting brkts,,,the one that bolts to the top of the block

Used, Turbo chrome inlet pipe,,,goes to the heads from the turbo,,,10?

Used, PG, Bell-housing

Used, Manual, Bell-housing

Used, Oil pump casting from the "front" of the block...

Series I, regular duty, Pressure plate,,looks good

DriveTrain Components

Used, 61-3&5, Manual Differential....3.27 Gears, looks good

Go INSIDE the Car....

Nice USED, chrome trim that goes on the outside of Monza Buckets 3

Door Handles and Window

Cranks,,,Series I...a whole passle of em...

Series I, Radio Housings,,, (2)

Series I, early 61/2?, Red steering wheel

Go On OUTSIDE the Car....

Nice set of 13 " 2 bar spinners..(4)

Series I hub caps...7 or 8???

NewsFlash.....ACORNS Parts Stash to assist in the restoration of the CARL SAGAN CONVERTIBLE.....Dennis Dorogi took over a two hour drive over to the Ellis's the other day and was very happy to find a whole passle of parts that he needs for the Restoration Project..(64 Spyder Convert.) Total of \$130 was made available to the ACORN Treasury....Plus we get bragging rights that our pal Ken Willard provided us an opportunity to assist in the very daunting task facing Dennis to gather everything he needs to complete that Convertible.....dme out...



The gen1 Corvair coupe's roof line has always been a bit polarizing. Love it, hate it; or both, in my case. Especially compared to the '65's graceful solution, the 1960 - 1964 coupe just came up a bit short, literally. More like a business coupe. And it sure accentuated that long tail. But getting to the final design involved some alternatives, of which this one is the most interesting. It's the only picture I've ever seen where the flying roof was tried out on a coupe. And with a flying buttress up the middle of it



Who says Corvairs Don't Fly?

Rose Martin of Tiverton, RI, who was buried in her white '62 Corvair Monza. It took four burial plots to accommodate her request. May they rest and rust in peace.



These photo's are from Dennis Dorogi's early convertible. Dennis is a metalworking craftsman of the highest caliber... This is the project that the Ken Willard parts are going to go into... dme out



TURBO DISPLAY MOTOR



Here is a picture for you to forward to all that helped. Our Turbo display engine was in a main meeting room and received more than its fair share of attention. I had a good time talking to many many people about Corvairs after the Turbo Engine sparked their curiosity. Thanks for every ones help.

Chuck Facklam



FOR SALE & MARKET PLACE



1960 Corvair 500 Coupe

Body Style: 500 Coupe Condition:
Excellent Interior: Black Exterior: Hugger
Orange

Location: Decatur, Illinois, United States

Description:

The most famous documented Corvair factory race car. During the AMA racing ban, Chevrolet prepared this "skunk works" Corvair to be raced in the USRRC by Bill Thomas of Cheetah fame. Later it was prepared and raced by Chevy engineer Doug Roe as a highly modified turbo hill climb car, as covered in the March 1969 Hot Rod.

Restored by LeVair Performance and successfully raced by Warren LeVeque In 2005 and also in 2009 at the Walter Mitty Vintage race and featured in the Sept. 2009 Classic Motorsports. .

Now resides in the Chevrolet Hall of Fame museum in Decatur IL.
More info at Levair.com
\$100,000 negotiable 765 621 6457

1965 Corvair Monza, Excellent condition, inside and out. No rust - runs very well. Car is a Multiple Show Winner (over 30 trophies). Re-chromed bumpers, new battery, both carbs rebuilt. Beautiful Condition all the way around.

Paul Masters

pmasters20@gmail.com

585-334-9333



Nasman's "CLEAR THE BUILDINGS OUT" EVENTS!!!!

Saturday September 17th ,,,9 AM until 3
PM

Sunday September 18th ,,,12 Noon
until 4 PM...

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