

ACORNEWS

Association Of
Corvair Nuts

Rochester, New York
CORSA Chapter 148



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Since 1975

April 2007

Prez Says

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Officers:

President – Jeff Clark

Vice President - Jim Bartasevich

Secretary – Paul Masters

Treasurer – Don Vair

ACORN Website

www.corvair.org/chapters/chapter148

Members = 42

Corvairs = 59

ACORN, Member of "4 Clubs, Inc."

Appointed Positions:

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

A short note this month, as I'm not quite up to sharing my usual "ramblings." I had a little scare that sent me to the hospital, but I'm happy to report everything is okay. Long story short, I had all the symptoms of a classic heart attack, but after a battery of tests they can't find anything physically wrong with me. (I could have asked them to check me out mentally, but I'm afraid that would use up all my health benefits!) I felt a little foolish afterwards, thinking I was having problems only to find out my heart is doing fine, but they all assured me at the hospital that I did the right thing.

So, if ANY of you experience what I did (chest and/ or abdominal pain, shortness of breath, pain and numbness in your arms, nausea, cold sweats), don't wait: get to a hospital. The "classic TV heart attack" (suddenly clutching your chest and falling to the ground) turns out to be a relative rarity; most heart attacks come on slowly and exhibit a variety of symptoms that one may not necessarily recognize as a heart problem. Too many people don't recognize the symptoms, and as a result aren't as lucky as I was.

Jeff Clark

2007 Calendar

Next Event:

April 15th Tour of Medina Railroad
Jim Bartasevich, Host See page 3 for details

April 2007

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					

May 2007

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		

June 2007

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

Treasurers Report: *Don*

Alain

Question of the month?

What is a '82 Mondial?

Answer = Page #6

Newsletter Deadline

Material gladly accepted for publication until the 24th of each month.

Thank you, Editor
 jclevela@rochester.rr.com

Newsletter Input

Thank you the great input for this issue. I held a couple of items for the May issue.

Feb	18 th	Sunday	Valentines Dinner Elmwood Inn, Mt. Hope Ave.	C. & F. Littman
March	10 th	Sat.	Breakfast and tour of Barry Brown's Riter Restoration Shop	J. Cleveland
April	15 th	Sun.	Tour of Medina Railroad Museum Tour	J. Bartasevich
	28 th	Sat.	Tech Session	D. Ellis
May	12 th	Sat.	Tech Session	J. Fling
	20 th	Sun.	Branch Port Tour Lunch at Esperanza Mansion	J. Bartasevich
June	9-10 th	Fri.-Sun.	Syracuse Recall	Everyone
	3 rd	Sun.	Auto Festival, Farmington	Everyone
	16 th	Sat.	Tech Session	C. Littman
	20 th	Wed.	Cruise Night, Log Cabin	G. Renz
July	4 th	Wed.	Parade	C. Littman
	14 th	Sat.	Tech Session (pre-Detroit)	J. Clark
	24-28 th	Tues.-Sat.	National Convention (Detroit)	Everyone
	29 th	Sun	RIT Car Show (GVAC)	Everyone
Aug.	5 th	Sun	Bug Bust Show	J. Bartasevich
	11 th	Sat.	Tech Session	Open
	19 th	Sun	Picnic/White Elephant Sale Greece Canal Park Tow Path Shelter	E. Ellis
Sept.	7-9	Fri.-Sun.	4-Clubs Mini-Convention Buffalo, NY	Everyone
	15 th or 16 th		Progressive Dinner	TBD
	22 nd	Sat.	Tech Session	J. Bartasevich
Oct.	14 th	Sun	Fall Tour, Leaves and Wine	D&E Ellis
	20 th	Sat	Tech Session – Prepare for Winter storage	D. Ellis
Nov.	11 th	Sun	Holiday Dinner	TBD

ACORN Members and Corvairs for 2007

Update

Members = 42
Corvairs = ~~60~~ 63

'61		'66	
Lakewood 700	2	Monza Sedan	1
Rampside	1	Monza Convert	2
		Corsa Coupe	4
		Yenko Coupe	1
'62		'67	
Monza Convert	1	Monza Sedan	1
Monza Wagon	1		
700 Wagon	1		
'63		'68	
Monza Coupe	1	Monza Convert	1
Monza Convert	8	Monza Coupe	4
Spyder Convert	1		
'64		'69	
Monza Convert	5	Monza Coupe	2
Monza Coupe	6	500 Coupe	1
Spyder Convert	+ 2		
Spyder Coupe	1		
Greenbrier	1		
'65			
Monza Convert	4		
Monza sedan	1		
Monza Coupe	4		
Corsa Coupe	2		
Corsa Convert	3		
500 Coupe	1		

March 10th Restoration Shop Tour

We had another excellent tour of **Barry Brown's Riter Restoration Shop**. We started with breakfast in East Rochester and proceeded to the shop after some great conversation. We had a lots of conversation time; the service was a bit slow!

Barry, his crew and friends were great as usual providing full details about the numerous cars in the shop as well as the wide range of capabilities. The work is nothing short of spectacular. This is the shop that does all the work for Brock Yates. Brock's '70 Dodge Challenger that has been modified with a new Chrysler 300 full suspension and drive train. It will be off to Chrysler in Detroit for the installation of a new Hemi motor. This motor is one of two Hemi High Performance motors built by Chrysler. The other motor is for drag racer Connie Kalitta.

Attendees included, Jim Bartasevich, Dave Ellis, Chuck Littman, Sam Andolino, George Renz, Don Vair, Paul Abel, Jim Cleveland

Craftsmanship is alive and well at Barry's shop!

Check out his web-site at:

<http://www.riterrestorations.com>



The Next ACORN Event

When: Sunday, April 15

What: Brunch and tour the museum [see description below]

How: For those wanting to Coravan together, meet at the west end of Southtown Plaza [near the Advance Auto Parts store] on Jefferson Rd. in Henrietta at **11 AM**. If you want to meet us at the restaurant at noon, see the maps below.

Brunch: At the Apple Orchard Inn, NY 31 E [11004 W. Center St. Ext.], Medina; 798-2323

RSVP: By April 8 to Jim Bartasevich, 425-1335 or corvair@frontiernet.net [If we get a large turnout, I'll make reservations at the restaurant.]

(Page 8 for Orchard Inn information and Map)

The Museum

530 West Avenue, Medina; 798-9106

Located in the old New York Central freight depot in Medina, NY, the **Medina Railroad Museum** is the largest freight depot museum in the country. The building itself was built in 1905, and is one of the largest (301ft. by 34ft.), last surviving wooden freight depots in the United States. It features the largest collection of artifacts and memorabilia known to exist under one roof. You can see the longest HO scale layout and diorama all on one floor, an immense 14ft. by 204ft, currently under construction. They also have a gift shop.

Entry is \$6 for adults and \$5 for seniors. The museum people told me it would take about 1 to 1 ½ hours to tour the facility, depending on how long you want to spend looking at the exhibits. Check out their website for more detailed information [www.railroadmuseum.net].

My Other Car by Jim Bartasevich

Because we Upstate New Yorkers experience a yearly phenomenon called winter, most of us Corvair owners [except for Tom Nasman] put our cars away for the long winter's sleep. So what do we drive when the snow flies? Usually, "ordinary" [Ordinary: Any car that's not a Corvair] cars; ones that get us where we want to go with minimal fuss and maximum reliability. AND ones that will hold up to the ravages of salted highways and byways, will start with the mere turn of the key, and have heaters that get hot when it's ten degrees outside. My recent choice is a 2006 VW GTI. [My daughter Meg is at the wheel.]



The GTI is only my second new car in 41 years of driving. Many of those years, I've had company cars, both new and used ones that I've bought from my company. I've heard of some companies having liberal choices for company cars, but mind didn't. The only choice I ever had was the color, so the cars were never ones that I would have bought on my own, and none of them were ones that would have been considered an enthusiast's car. [Valiant? Tempo? I don't think so.] The last new car I had was a 1987 Toyota Corolla FX 16, which was a two-door hatchback brought out to compete with . . . you guessed it . . . VW's GTI. It was great fun to drive, having a twin cam 1.6 liter engine [7500 RPM red line!], five speed transmission, and four-wheel disc brakes. However, after 12 years and 147,000 miles, the body was rusting toward the center from the four corners. Because my other daughter Katie was in college and Meg's college years were approaching, I went back to a used company car because the price was right. Finally, the transmission on The Last Company Car [a '98 Ford Contour], began to fail in May, 2006, so it was time to look for a replacement. The kids were out of college, so it was time to look for my second new car. I had always liked the MINI Cooper S, but the nearest dealer was in Buffalo, and with one dealer, how was I going to "deal?" Scratch the MINI.

The other interesting car was the new Civic Si. It seemed to have all the "right stuff" for a fun driver, but several things knocked it out of contention: No hatchback. For my needs, I wanted a hatchback to be able to haul "stuff" like Christmas trees. I was also turned off by the golly, gee-whiz dashboard. I suppose that style appeals to the X-Box generation. And, after sitting in each at the auto show, I thought the interior materials were higher quality in the GTI. It just felt like a more substantial car. Okay, I know that's subjective, but it was going to be MY money!

After I pulled out of the dealer's lot for my first test drive of a GTI, I knew that this was the one. It had a great exhaust note and all the right moves. Mine is the six-speed manual. The six-speed manu-matic [DSG, or Direct Shift Gearbox in VW-speak] has had rave reviews in automotive magazine road tests, but to me, if a car doesn't have three pedals on the floor, it isn't fun to drive. The real heart of the car is the 200 HP, 2 liter, 16 valve turbo engine. It is AMAZING what technology can do for turbo engines 44 years after the first Spyder appeared in the showroom. Full boost is available from 1600 to 5000 RPM. I call that the "giggle zone" because it makes me giggle when I hit the gas. No boost lag; just GO! Because the boost comes on at a relatively low RPM, the power is there at any time. The wonderful Honda engine, which is normally aspirated, requires a lot of high RPM shifting to extract its maximum power. Different strokes for different folks. Surprisingly, the feel of unlimited power when cruising in my Spyder is similar to the GTI. Long live turbos!

My Other Car continued:

The ride is not punishing and the handling is great. It has a back seat that I don't have to apologize for [except for getting in and out]. Of course, after 42 years, automotive technology has made a few other advances such as airbags everywhere, the usual anti-lock brakes, stability control [which I want to try in a snow covered, empty parking lot], traction control, brake force distribution, electronic differential lock, and even engine compression anti-lock braking. The build quality is exemplary: The fit and finish are perfect. And one more reason why I bought the GTI: A 12 year, unlimited mileage warranty against rust through. I keep the cars I buy [all two of them] a long time!

My *other* other car is my '65 Corsa coupe. The Lakewood, Spyder, and 500 are on a restricted insurance policy, while the Corsa is on my regular policy, so I drive it all around during the spring, summer, and fall. Granted, it's pretty shabby to look at, but it drives like a new car. And even in its current condition, it *still* causes other drivers to give me high fives, beep their horns, and flash their headlights. It draws people when it's parked. These are things the GTI won't do in a few short years. The GTI is a terrific car, but it won't ever match the panache of the Corvair!

ACCELERATION PUT INTO PERSPECTIVE from Tom Nasman

- * One Top Fuel dragster 500 cubic-inch Hemi engine makes more hp than the first 4 rows at the Daytona 500
- * Under full throttle, a dragster engine consumes 11.2 gallons of nitro methane per second; a fully loaded 747 consumes jet fuel at the same rate with 25% less energy being produced.
- * A stock Dodge Hemi V8 engine cannot produce enough power to merely drive the dragster's supercharger.
- * With 3000 CFM of air being rammed in by the supercharger on overdrive, the fuel mixture is compressed into a near-solid form before ignition. Cylinders run on the verge of hydraulic lock at full throttle.
- * At the stoichiometric 1.7:1 air/fuel mixture for nitro methane the flame front temperature measures 7050 degrees F.
- * Nitro methane burns yellow. The spectacular white flame seen above the stacks at night is raw burning hydrogen, dissociated from atmospheric water vapor by the searing exhaust gases.
- * Dual magnetos supply 44 amps to each spark plug. This is the output of an arc welder in each cylinder.
- * Spark plug electrodes are totally consumed during a pass. After 1/2 way, the engine is dieseling from compression plus the glow of exhaust valves at 1400 degrees F. The engine can only be shut down by cutting the fuel flow.
- * If spark momentarily fails early in the run, unburned nitro builds up in the affected cylinders and then explodes with sufficient force to blow cylinder heads off the block in pieces or split the block in half.
- * Dragsters reach over 300 MPH before you have completed reading this sentence.
- * In order to exceed 300 MPH in 4.5 seconds, dragsters must accelerate an average of over 4 G's. In order to reach 200 MPH well before half-track, the launch acceleration approaches 8 G's.
- * Top Fuel engines turn approximately 540 revolutions from light to light!
- * Including the burnout, the engine must only survive 900 revolutions under load.
- * The redline is actually quite high at 9500 RPM.
- * **THE BOTTOM LINE:** Assuming all the equipment is paid off, the crew worked for free, & for once, **NOTHING BLOWS UP**, each run costs an estimated \$1,000 per second. The current Top Fuel dragster elapsed time record is 4.441 seconds for the quarter-mile (10/05/03, Tony Schumacher). The top speed record is 333.00 MPH (533 km/h) as measured over the last 66' of the run (09/28/03, Doug Kalitta).

Putting this all into perspective:

You are driving the average \$140,000 Lingenfelter twin-turbo powered Corvette Z06. Over a mile up the road, a Top Fuel dragster is staged & ready to launch down a quarter-mile strip as you pass. You have the advantage of a flying start. You run the 'Vette hard up through the gears and blast across the starting line & pass the dragster at an honest 200 MPH. The 'tree' goes green for both of you at that moment.

The dragster launches & starts after you. You keep your foot down hard, but you hear an incredibly brutal whine that sears your eardrums & within 3 seconds the dragster catches & passes you. He beats you to the finish line, a quarter-mile away from where you just passed him. Think about it - from a standing start, the dragster had spotted you 200 MPH & not only caught, but nearly blasted you off the road when he passed you within a mere 1320 foot long race!

That's acceleration! (You may want to read this again just to make sure you get the full impact, I did! – editor)

'82 Mondial? = Ferrari

by *Chuck Littman*



I have wanted a Ferrari for 40 years, but it was always "after the kids are out of college" or "after the house is paid off" or "after--after--after". Well, at age 70, one can start to worry about how many "afters" still remain. So I started shopping on the internet, and found that certain "orphan" models (sound like any other car you know?) are quite affordable, relatively speaking. I narrowed it down to 3 models, the 308, the GT4 and the Mondial, which seemed in my price range. There is also the 25 year threshold, where cars that old qualify for reduced insurance premiums, and are exempt from emission standards. After looking at a couple, I stumbled upon a white Mondial with a red interior, just like my 'Vair.

Flo and I took a quick trip to Ct. last month for a test drive and agreed that it was a worthy garage mate for our 'Vair, and I hammered out a deal.

The Mondial is a "2+2". That is to say it is a touring car, with seating for 2 children in the back (or adults who have no legs), as apposed to a "sportster" which has seating for just 2. It has a 3 liter fuel injected V8 with a modest 205 hp mounted transversely "amidships", coupled to a 5 speed transmission. The muffler system would not pass any body's test for quietness, but it is thrilling to experience!

Ferrari made just 703 examples of this specific model between 1980 and 1982. It is estimated that about half of them came to the U.S., so it is a pretty rare car. To make it more rare, consider that fully 3/4 of them were painted red. My research so far leads me to believe mine may be the only white with red one in the country.

There are a couple of minor electrical problems as well as some paint issues, and right now with my broken hand, the work is slow but I should have it ready for the Farmington show in June. I hope to have it on the road by May, and will bring it to at least one tech session this summer.

Laughter is the best Medicine: by *George*

A man was telling his neighbor, "I just bought a new hearing aid. It cost me four thousand dollars, but its state of the art. It's perfect." "Really," answered the neighbor. "What kind is it?" "Twelve thirty."

MEMBERSHIP



C O R N E R

April, 2007

To all ACORN members,

Finally, the weather has begun to look like spring. I will be bringing the Rampside out of storage towards the end of this month. It'll be nice to start driving it around again, and attending cruise nights with it.

No new members this month, but have no fear, they will start joining as soon as our cars are put on the road again. They are such unique vehicles, who doesn't like them?

The club held its' spring tour and breakfast a couple of weeks ago, on the 10th of the March. Several ACORN members met at "Take a Break" restaurant in East Rochester's' Piano Works mall. Then after breakfast, we went over to Riter's Restoration, in East Rochester. There is an article elsewhere in the newsletter.

The Four Clubs event will be held up in the Buffalo area this year. I believe our club was invited to attend an event up in Alexandria Bay last summer, but due to the National event, it was rescheduled for this summer, I hope the dates will not conflict.

Club dues are now being collected. All members have been sent dues notices or received telephone calls. Yes, I still make telephone calls. If you have not already mailed your check for \$15.00, please do so.

My goal this year will be to reach 55 members again, and with your help again, we can reach and exceed that goal. We have lost a few members due to either selling their Corvairs or moving away. Be proud to be an **ACORN** member and tell other Corvair owners about us.

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**.

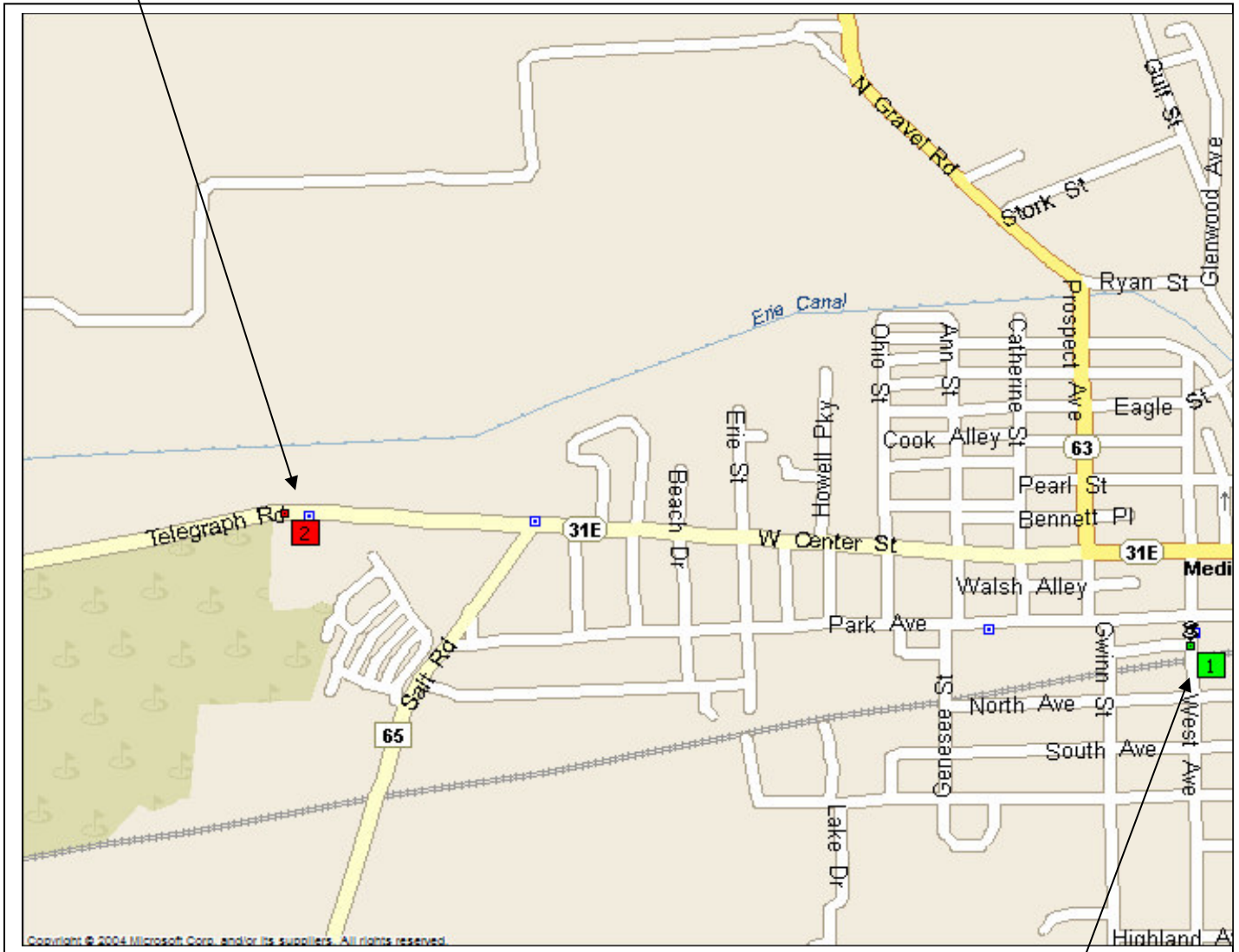
Membership Dues

January to December.....\$15.00

July to December \$7.50

The Restaurant

Apple Orchard Inn, NY 31 E [11004 W. Center St. Ext.], Medina; 798-2323 [www.apple-orchardinn.com] The Apple Orchard Inn has a Sunday brunch for \$9.95 or you can order off of their regular menu.



Medina Railroad Museum

----- **FOR SALE** -----

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The new Clark's Catalog is now available

2007 to 2012 for \$6.00 plus shipping

The ACORN Club has copies of "**Corvair Basics**" – an introduction to the unique technical and mechanical aspects of 1960 to 1969 Chevrolet Corvairs. CORSA now charges \$25 for the manual and accompanying CD. Our price is only \$20.
Call Don Vair at 585.586.3409

1964 Corvair Rampside 95 pickup. For full information see website below

<http://cgi.ebay.com/ebaymotors/ws/eBayISAPI.dll?ViewItem&item=190093164505>

Chuck

Oil Filters for free: (or trade for VWGTi or Ferrari Mondail)

1 FRAM PH2951 (NAPA 91394)

1 Delco PF47 (25010792) fits GM products with 2.2 4cyl engine such as a Cavalier 1996 to ?

Contact Jim Cleveland, jclevela@rochester.rr.com

