

# ACORNNEWS

## ASSOCIATION OF CORVAIR NUTS

Rochester, New York  
CORSA Chapter 148



## September 2008



**Grace and Bill Boudway of Canandaigua in Maine**  
See Page # 5

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### 2008 Officers

President - Paul Masters  
Vice President - Jim Bartasevich  
Secretary - Open  
Treasurer - Don Vair

#### Appointed Positions:

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

*Newsletter input date is the 24<sup>th</sup> of each month*

## Prez Says by *Paul Masters*

See Page #5 for the August 10<sup>th</sup> Picnic and Business Meeting Minutes



# ACORN Calendar of Events

Sept	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				

Oct	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	

NOV	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						

March 16<sup>th</sup> Sat. Meeting, Game Day D. Ellis  
 April 12<sup>th</sup> Sat. Tech Session, carb re-building D. Ellis  
 April 19<sup>th</sup> Sat. Harwood Enterprise Tour J. Cleveland  
 And Breakfast G. Renz  
 May 10<sup>th</sup> Sat. Tech Session, Brake Repair J. Clark & D. Doran  
 May 18<sup>th</sup> Sun Driving Tour, Fingerlakes J. Bartasevich  
 May 31<sup>st</sup> Sat. CNYCC Recall (6/29 7/1) Open  
 June 1<sup>st</sup> Sun Meeting + MGCC Show Farmington, NY  
 June 21<sup>st</sup> Sat Bishops Farm for parts Canceled  
 July 4<sup>th</sup> Fri Parade/Lunch/Meeting C. Littman  
 July 12<sup>th</sup> Sat. Tech Session P. Masters  
 July 13<sup>th</sup> Sun GVACS Auto Show RIT Campus  
 July 17<sup>th</sup> Thru. Perry Drive In Super Cruise Perry NY  
 Aug. 3<sup>rd</sup> Sun Bug Bust VW Show J. Bartasevich  
 Aug. 10<sup>th</sup> Sun Picnic/White Elephant D. Ellis

Sept. 13<sup>th</sup> Sat. Tech Session J. Cleveland  
 Sept. 19-21 Fri. 4-Clubs Mini-Convention Batavia  
 Oct. 5<sup>th</sup> Sun Drive & Wine Tour J. Clark & D. Doran  
 Oct. 18<sup>th</sup> Sat. Tech Session - open Available  
 Nov. 9<sup>th</sup> Sun Year-end dinner & Officers D. Shoemaker

## Next Events

**Sat. September 13<sup>th</sup> Tech Session**

*(Open, if you plan to attend please email or call Jim Cleveland)*

[jclevela@rochester.rr.com](mailto:jclevela@rochester.rr.com)  
 or 223-3968)

**September 19-21 4-Clubs Mini Convention in Batavia, NY.**

*See page #6 for details*

## Auto Enthusiasts Events of Special Interest

- Cruise Night at Fairport Village, Tuesday
- Cruise Night at The Log Cabin, Wednesday
- Cruise Night at Tom Wahal's, Webster, Thursdays
- Cruise Night at Wegman's. Canandaigua, Thursday
- September 6<sup>th</sup>, Gainesville Car Show
- September 7<sup>th</sup> Mendon Car Show
- North American International Auto Show, Detroit, February 8<sup>th</sup>, 2009
- 

## FALL CLASSIC IS COMING...

**Sept 19,20,21 is rapidly approaching!!!**

We are hoping to see you at the Batavia Holiday Inn to enjoy the Event....Please see the ACORN website for a link...or if you have saved it from the National...directly access the 4CLUBS website to get your hands on a Registration form... You can also Register onsite Friday and Saturday morning... The ACORNs are the Host Club...so your support is really appreciated.. See ya there!!! Dave Ellis...Convention CoChair...

### Year End Dinner Your Input is Required

Dave Shoemaker has made Christmas Party reservations at Schooners Restaurant in Canandaigua, located on the corner of Route 364 and Lake Shore Drive. The ACORN Year End Dinner will be held on November 9<sup>th</sup>.

Anyone who has not signed up please give let Dave know so he can give the headcount numbers to the restaurant.

Additional information and directions will follow, as we get closer to the big event.

[Dshoemaker001@rochester.rr.com](mailto:Dshoemaker001@rochester.rr.com)

585-393-1912

### Art On Wheels From [www.vintagecorsa.com](http://www.vintagecorsa.com)



### VAIR FACTS

**FACT:** Corvairs were produced for 10 model years (1960 - 1969).

**FACT:** Corvairs were produced as coupes, sedans, convertibles, station wagons, vans (passenger and panel) and pickup trucks. The coupe and sedan body styles are divided into the "early model" (1960 - 1964) and the "late model" (1965 -1969). Station wagons were only produced in 1961 and 1962. Vans were produced from 1961 - 1965 and pickups from 1961 - 1964.

Production figures were:

EM Coupes: 677,651  
 EM Sedans: 464,788  
 EM Convertibles: 96,540  
 Station Wagons: 32,120  
 Vans: 106,591  
 Pick ups: 20,630  
 LM Coupes: 253,492  
 LM Sedans: 82,109  
 LM Convertibles: 52,322

Total Production: 1.79 million

**FACT:** All Corvairs were powered by a 6 cylinder, air cooled engine mounted in the rear of the car. All shared the same basic design: a horizontally opposed "pancake" engine with individual, finned, cast iron cylinders that are sandwiched between an aluminum crankcase and an aluminum cylinder head. The engine displacement ranged from 140 cu. in. to 164 cu. in. Most engines used two carburetors, one on each bank of cylinders. From 1965 thru 1969, a high performance engine was offered with four carburetors (1 primary and 1 secondary on each bank). In 1962, a turbocharger option was introduced and remained in production through the 1966 model year.



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MEMBERSHIP

September 2008

To all ACORN members,

Well, the month of August is quickly slipping away. The “Big” event of the year is just around the corner. The weekend of Sept. 19<sup>th</sup> – 21<sup>st</sup> and it is shaping up to be a “doozy”. Enthusiasm is running high. If you haven’t already sent in your registration, do it soon.

The Rampside has been running “ok”...it is just the driver that’s slowing down. I’ve been doing a major rebuild of my deck and it is going slower than what I anticipated. By next weekend, it should be completed. Being involved with the deck, I haven’t been making as many cruise nights as I’d like to.

I’m proud to announce, the club has another new member this month and another one is pending. The new member is Mark Bacchetta, who owns a 1965 (500) 4 dr Monza. Mark along with his wife Maureen and son Michael reside in W. Irondequoit. Mark was introduced to the club by Ron Butera.

The other prospective member William Boudway, has been attending the MG car club/Victor Lions car show in Victor for the past two years with his Corvair. Our editor, Jim Cleveland, has been sending Bill copies of our newsletter for the past couple of months. I had talked with Bill and have sent him an application.

Joining a club where members can get together and work on each others vehicles is what it is all about. The membership fee is a drop in the bucket compared to the value of the technical help available. Mention this to anybody you come into contact with that owns a Corvair.

We are at 40 member families, working on 41!!!!..... Closing in on “45” soon (I hope). With your help we can reach and exceed that goal. 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

**ITEMS OF INTEREST**

Between 1832 and 1839 (the exact year is uncertain), Robert Anderson of Scotland invented the first crude electric carriage. A small-scale electric car was designed by [Professor Stratingh](#) of Groningen, Holland, and built by his assistant Christopher Becker in 1835. Practical and more successful electric road vehicles were invented by both American Thomas Davenport and Scotsmen Robert Davidson around 1842. Both inventors were the first to use non-rechargeable electric cells.

Frenchmen Gaston Plante invented a better storage battery in 1865 and his fellow countrymen Camille Faure improved the storage battery in 1881.

This improved-capacity storage battery paved the way for electric vehicles to flourish.

France and Great Britain were the first nations to support the widespread development of electric vehicles in the late 1800s. In 1899, a Belgian built electric racing car called "La Jamais Contente" set a world record for land speed - 68 mph - designed by Camille Jénatzy.

It was not until 1895 that Americans began to devote attention to electric vehicles after an electric tricycle was built by A. L. Ryker and William Morrison built a six-passenger wagon both in 1891. Many innovations followed and interest in motor vehicles increased greatly in the late 1890s and early 1900s. In 1897, the first commercial application was established as a fleet of New York City [taxis](#) built by the Electric Carriage and Wagon Company of Philadelphia.

## This is what Corvairs are for by *Jim Cleveland*

### Cover Story

The picture on the first page is of Grace and Bill Boudway of Canandaigua. The early coupe, according to Bill, is really Grace's car. You see Bill is a Packard guy from way back. He has a 1918 Packard restoration project car and several other ventures going at all times. This is the first Corvair or "modern iron" as it is called. You may have see the car and met Bill at the Farmington Show over the last couple of years. I have known Bill for several years through a mutual friend and have gone to the Famous Hershey Car Show with him a few times. He was never a Corvair guy, until Grace was given this little yellow coupe! Why do I say he is now a Corvair guy? Well anyone who puts over 5,000 miles on his Corvair just this summer qualifies. And he has decided to join the ACORN's after some marketing by Jim Bartasevich and a few newsletters sent by me. He has even made a stop at Clarks and was given the grand tour.

The picture is at a lighthouse in Maine one of a couple Corvair trips the Boudways have made to their place in Maine. Last week they were in the Berkshire Mountains of Massachusetts with the Corvair.

Bill is a great swap meet sales person for antique (and old) auto parts. A few years ago we were at the Hershey Car Show selling some old parts. It was the last day and when most people mark down their goods Bill always marks his up! He says that people think they are getting better deals on the last day. He sold a wooden Packard convertible top frame for \$100 more than the price marked the day before and I sold an antique oil dispenser for a higher price when I could not sell it the day before!

## Prez Says

### August 10<sup>th</sup> Picnic and Business Meeting Minutes

Meeting called to order by the President, Paul Masters

Present: Sam and Marisa Andolino, Paul and Pat Masters, Dave and Edie Ellis, Chuck Littman, Tom Nasman, Dave and Yvonne Shaffer, Ron Buttera, Don and Betty Vair

**Picnic**— Our summer picnic was held at the Gates Town Park and we all enjoyed a variety of goodies brought by the members to pass. Hots and Hamburg's were delicious, especially since Edie held an umbrella over the grill during cooking time because of the heavy downpour that threatened to put out the fire. Luckily the rain stopped after the cooking was done. Thanks Edie. The white elephant auction netted a tidy sum for the club with many interesting and unique items. Bidding was very heavy and competitive, and a lot of laughs.

#### **New Business:**

#### Zinc Oil Additive:

Sam Andolino – discussion of changes to auto oil by the industry. Zinc will be phased out as an additive to automobile oil. All older and/or classic cars (Corvairs) require zinc to operate correctly. However, Sam has a source for a zinc additive, which can be added to auto oil. Price is \$21.95 per 8oz bottle. Discussion as to whether the Acorn Club would like to order in volume from the Company's website. Usage: ¼ oz of Cam-shield (zinc additive) per quart of engine oil. Please e-mail or phone Sam Andolino at [Mandolin@rochester.rr.com](mailto:Mandolin@rochester.rr.com) or 467-4429 if you are interested in purchasing the zinc additive. For details go the company website at [www.Cam-shield.com](http://www.Cam-shield.com)

*Continued on the next page;*

**Tech Sessions:**

Paul Masters – discussion of a possible Tech Session for September or October. A tentative date of September 13<sup>th</sup> was discussed. Steve was contacted and was unable to attend a session on the 13<sup>th</sup>. He suggested mid-October, perhaps on October 10<sup>th</sup>, which has to be confirmed with the membership. This issue will be discussed at the next meeting. We need more members to participate, if we are to continue these very informative sessions. The former “Kessler car”, now owned by Steve and Pat Dietrick needs valve cover gaskets, pin and coupler and turn signal problems. If you have other suggestions for the session, please let us know.

**4-Clubs Mini Convention: September 19<sup>th</sup>, 20<sup>th</sup> and 21<sup>st</sup>** Report by Committee Chair Dave Ellis  
Registration forms are available from Dave for our members.

Status - Dash Plaques are in and look good, Trophies are done, Rally route has been planned, Tours are set, On Saturday, the Batavia Downs track will be available to us and Batavia Downs has a race named after the Corvair. Our welcome party will be held on Friday the 19<sup>th</sup>, along with the valve cover races.

Note: we have guaranteed \$1,000 to the hotel for our banquet (40 people), so we need you to sign up now. The registration form is on our website. Please complete the form and send to **4 Clubs, c/o Chuck Facklam, 2748 West Blood Road, East Aurora, NY 14052.**

Sam Andolino – discussion to involve the BMW Club in the future. The cost of the go-cart track for racing could be shared and included in future conventions and/or races. The cost of renting tracks has increased considerably and costs are prohibitive, (at least for our budget), for the larger tracks. The racetrack would be a big draw for other clubs to participate and this particular track is in good shape and would fit the needs well.

Participation: we need workers. Please sign up to help, even half days, a few hours, a day or two etc. Specific duties will be assigned.

Sam Andolino has a source for very good penetrating oil; please contact Sam if you are interested.

Up and coming car shows: Sept. 6<sup>th</sup>, Gainesville, Sept. 7<sup>th</sup>, Mendon

**New Member:** New prospective member, Mark Bacchetta from West Irondequoit joined us for the picnic and meeting and was furnished with a complete membership packet. Mark is a new Corvair owner, (4-door 65) and interested in our tech sessions. Mark can be contacted at [MarkBacchetta@gmail.com](mailto:MarkBacchetta@gmail.com)

**Old Business:**

Reimbursement for supplies – discussion was had to reimburse the picnic chair for supplies. Consensus was that it was an ordinary expense and should be paid. The Treasurer reimbursed the expenditure.

**Election**

The slate of proposed officers is due in October, with the election vote held in November at the Holiday Dinner. Please volunteer to work on the Election Committee, which will present a slate of proposed candidates. If you are interested in running for Office, please contact Paul Masters.

**Holiday Dinner**

Reminder – if you haven’t made your reservations, contact Dave Shoemaker at [Dshoemaker001@rochester.rr.com](mailto:Dshoemaker001@rochester.rr.com) or call him at 393-1912. The dinner will be held in Canandaigua on November 9<sup>th</sup>.

*The next Club meeting will be held at the 4 Clubs Mini Convention.*

*Respectfully submitted, Pat Masters*

## More Motor than the average Corvair

by *Jim Bartasevich*

This picture came from Dick Powers, a Buffalo Drag Racers car.



## Bug Bust or Corvair Bust!

by *Jim Bartasevich*

I went to the VW club's Bug Bust on the third. I was the only ACORN there. The weather was threatening rain earlier, but the day stayed dry and was actually perfect for a car show: Not hot and not cold. I had a good time talking with the spectators and the VW people. One VW member has a microbus with a 140/4 speed power train in it, but he didn't have it at the show. It was making some noise in the transaxle. I suggested that he check the flywheel. He was thinking it might be a bearing in the transmission. I also talked to a man who had very fond memories of his friend's Corvair in high school. He now owns 9 Porsches! I had the Spyder, and a lot of spectators were amazed that it had a turbo.

## Web-sites

Corvair Parts from Florida:

[www.bobscorvairparts.com](http://www.bobscorvairparts.com)

Corvair Parts from California:

[www.lscorvairparts.com](http://www.lscorvairparts.com)

Art on Wheels:

[www.vintagecorsa.com](http://www.vintagecorsa.com)

Very Interesting Site:

<http://corvairitis.blogspot.com>

## Did You Know?

**Chevy** is tooling up to make a new small car that will get up to 43 miles per gallon. This car will be called the "CRUZE".

**The Mercedes-Benz SLR McLaren** super car cost about \$600,000 and can reach a top speed of 208 MPH. It has a 27 gallon gas tank. If you ran at 208 MPH for 60 minutes you would be out of gas!

**The Bentley Brookland Coupe** (up scale Rolls Royce) cost about \$390,000. That price includes the special carbon fiber brake system that has an option price of \$29,000! It weighs 5,300 pounds and has a 6.75 liter twin turbo charged V8 engine. This larger than life vehicle will do 0 to 60 MPH in 5.6 seconds and it does the quarter mile in 13.9 seconds achieving 107 MPH in that distance. For a comparison the original 1966 Corvair Corsa 140/4 speed did 0 to 60 MPH in 10.6 seconds.

The up side of the Corvair is that you could buy 40 show winning Corsas for the same price.

## Another Corvair Opinion Courtesy of SPEEDtv.com Staff

It was the birth of consumerism, as we know it today. Advocate Ralph Nader decided that the Corvair was unsafe and set out to prove it. His 1964 book, *Unsafe at Any Speed*, accused the car of being a lethal-handling deathtrap. Whether it was or not is still a matter of debate. The main controversy centered around the Corvair's rear swing-axle design, which was prone to massive geometry changes during hard cornering that caused snap over-steer and could provoke a spin. This was nothing new: Porsche's vaunted 911, the early Triumph Spitfires, several Renaults, and by the way, every VW Beetle ever built, carried a similar design and could also be provoked into poor-handling traits if driven stupidly enough. Nonetheless, once Nader was on his bandwagon and the public began to believe, the Corvair - often called America's 911 because of its whirring, rear-mounted, horizontally opposed six-cylinder engine - was dead on arrival. The less attractive first-generation cars aren't much fun, (so he thinks! *Editor*) but the later Monza and turbocharged Corsa models were good-looking performers that still have a loyal following. And Ralph Nader will never be president.

## Ever Been to a NASCAR Race? By Jim Cleveland

I have been to many NASCAR races at several racetracks. My two favorites are Bristol Tenn. and Watkins Glen. Jan has never been to one of these races. Last fall we attended a charity dinner for the Ronald McDonald House for which Jan does volunteer work. One of the silent auction items was a race package for the track at Pocono Pa. The package included great seats, pit passes and food at the Siemens Hospitality Tent. I was the first to write-in a bid for the package. I figured I would get the ball rolling and bid half the value. When they announced the winner, it was my name! So Jan's first NASCAR Race was August 3<sup>rd</sup>. We drove to Wilkes-Barre Pa. on Sat. and then to the track on Sunday morning. We arrived at the track at 7:15 am for a 2:00 pm race! We knew the traffic was awful and we could go to the hospitality tent for breakfast starting at 9:00 am. All went well with the traffic and the parking. We met fellow race fans in the parking lot and had a nice couple of hours until the hospitality tent opened. We had breakfast and talks by drivers and shared race stories with a great bunch of people from all over the east coast. At 11:00 am we headed down under the track via a tunnel to the pit area on the inside of the track. The pit crews were busy getting the tools and tires ready for the race. The tire crew had started the process of gluing the lug nuts onto the wheels (tire goes on the wheel studs and the air gun goes over the nuts and zip the tires is on, the entire pit stop takes about 14 seconds for four tires and gas). We then headed back to the tent for lunch.

Now for seats, they were great, top row against a wall for a backrest. The couple next to us was from Maryland and very nice. We had some time to discuss the race and the weather's potential for rain. Then it happened, six people, three guys and three women took their seats in front of us. The smoke and foul language was immediate with the girls worst than the guys. Beer was flowing and one of the women (mother of one of the other women) passed out. Then the guy next to her passed out just after he tossed his lunch! I have been to at least a dozen NASCAR races and have never seen this! The couple from Maryland left three quarters through the race. Topping it off was the traffic leaving the lot. The race finished at 6:00 pm and we got onto the main road at 9:30 pm. This was Jan's first and last NASCAR Race!

US ARMY Jump Team was great!





## For Sale

### '67 Monza Convertible

Running well, recently licensed, can be driven as-is or restore. \$1499 firm. Tom Nasman, 293-3717, or [tnasman@rochester.rr.com](mailto:tnasman@rochester.rr.com)

### Parts you need or think you need.

Call Tom Nasman 293-3717 or [tnasman@rochester.rr.com](mailto:tnasman@rochester.rr.com)

### '65 Spyder Convertible

New tires, 76k miles, VIN 0967W258407 Blk top, slight seat tear. Looks like a great car. Located in Williamsport, Pa. Stan Feingold, 585-278-9208/800-424-1011, ext. 9208  
[www.StoreSMART.com](http://www.StoreSMART.com)



### '68 Monza Convertible

Old Cars Class 5, solid undercarriage and rockers, not running, 110/PG, all there, much body work done, must sell, towable, 1st \$600. Car is inside in a garage in Bergen, NY Tom Nasman, 293-7083 or [tnasman@rochester.rr.com](mailto:tnasman@rochester.rr.com)

### '65 Corsa Convertible

140, 4-speed, AM/FM Radio, Luggage rack, new interior, front suspension, universals, four rebuilt carbs, Top has only been down twice.

Jeff Sisson [jsisson1@rochester.rr.com](mailto:jsisson1@rochester.rr.com)

*One of the best driving Corvairs you will find. Editor*



### '65 Corvair Monza/Corsa coupe.

Body work, new tinted windshield and new paint 2 years ago. Bright Silver with dark Blue racing stripes. The stripes and the lettering can be removed. Lighten for racing, registered street legal. 140hp with a Quick Shift 4spd. It has a 4bl intake manifold with a 450cfm Holley carb with manual secondaries, Ignitor II, 45K Flame Thrower coil, braced Headers and Glass Pak's. Fuel tank removed and replaced with an 8 gallon fuel cell and 5-9 lb electric fuel pump and regulator. Tires are 14", BF Goodrich 245/50/R14 rear and 215/60/R14 front. It will go on Ebay in Aug for \$4K - \$4.5K. I have about \$3,500 in it I'll sell it for that to any of the racers club members. Atlanta, GA. Al Hilderbrand 770-974-3283, email [Hilderbrandal@aol.com](mailto:Hilderbrandal@aol.com).

### Parts For Sale

Doors, hoods, windshield, backlight, seats etc. Frank J. Leonardo - 1650 Hanshaw Road Ithaca, NY 607-257-3865 800-382-6348 607-266-8303, and cell 607-279-4707

### '63 4-Door

White with an aqua interior, 4-door, auto, 110 hp, and has over 68,000 original miles. It has an oil leak, which can be fixed; it also needs a tune-up and some bodywork. Linda Wheatfield, New York (not far from Niagara Falls) (716) 694-2878, then press 5 after answering machine begins.

