

# ACORNNEWS

## ASSOCIATION OF CORVAIR NUTS

Rochester, New York  
CORSA Chapter 148

April 2009



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### 2009 Officers

President – Paul Masters  
Vice President – Jim Bartasevich  
Secretary – Open  
Treasurer – Bette Smith & Don Vair

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

## **PREZ SAYS**

**Please note that we have made many changes to the Acorn 2009 calendar of events.** These changes were made primarily to accommodate the tour and tech session on May 9<sup>th</sup> at Monroe Community College. The current plans call for a meeting at Jay's Dinner on West Henrietta Road for breakfast at 8:00 am. At 9:00 there is a scheduled tour of the MCC automotive technology facilities. After the tour, we have access to one of their shops, including the lifts, to work on our cars. The MG Club will be using the other shop during the same period of time, for the same purpose. We urge you to attend this tech session with your Corvair to take advantage of this unique opportunity. We were offered the use of the MCC facilities because of the Scholarships that we are awarding to MCC (2 - \$200.00 scholarships).

On March 15<sup>th</sup>, a few club members visited with our new member, Joe LoCurto, to assess his new Corvair, and identified a number of repairs which need to be made. A tentative date has been set, June 13<sup>th</sup>, at George Convoy's home, as a tech session to work on the repairs.

Spring has sprung. Here's hoping that everyone is looking forward to the many activities we have planned for the year. *Paul*



# ACORN 2009 Calendar of Events

April						
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						
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						
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

## NEXT EVENTS

**April 11th**  
 Tech Session  
 "Preparing for a Show"  
 by Chuck Littman  
 9 am Saturday April 11  
 325 Pinnacle Rd. in Henrietta, NY  
 RSVP to 334-4931 or  
[chuckandflo@frontiernet.net](mailto:chuckandflo@frontiernet.net).

**Tour at Harwoods**  
 Cancelled

**April 25th.**  
**Nasman's Sale**  
 See page #10 for details

Date	Day	Event	Host	Complete
Feb. 15th	Sun	Valentine Dinner—Elmwood Inn	C. Littman	Complete
Mar 15th	Sun	Tech Session at Joe Lo Curto's	P. Masters	Complete
April 11th	Sat.	Tech Session "Preparing for a Show" RSVP	C. Littman	
<del>April 18th</del>	<del>Sat.</del>	<del>Harwood Enterprises Restoration Tour RSVP</del>	<del>J. Cleveland</del>	To be Rescheduled
April 25th	Sat.	Nasman's Sale 8:00 a.m. to 2:00 p.m.	T. Nasman	
May 9th	Sat.	Breakfast at Jay's Dinner; 8:00 a.m. Tour of MCC Auto Tech. Building on West Henrietta Rd. RSVP	P. Masters W. Boudway	New Event
May 17th	Sun	Driving Tour - Red Newt Cellars for lunch RSVP	Bartasevich	
June 7th	Sun	Meeting and MGCC Car Show at Farmington	Members	
June 13th	Sat.	Tech Session Brake Fluid Flush (Masters) RSVP Turn Signal Repair (Dietrick) O-Rings (LoCurto) What Do You Need?	G. Conboy	New Date
June 28th	Sun	Finger Lakes Classic Chevy Show, Caledonia, NY	Members	
July 4th	Sat.	Meeting and Parade/Lunch, Irondequoit	C. Littman	
July 11th	Sat.	Tech session "Open"	Clark & Doran	
July 16th	Thurs.	Perry Drive-In Super Cruise	Members	
Aug. 9th	Sun.	Meeting and Picnic, White Elephant Auction. Henrietta Town Park, Steven's Pavilion, 11 am till dark RSVP	Dave Ellis	
Aug 15th	Sat.	Tech Session (What do you need?)	Open	
Aug 20th	Thurs.	Perry Drive-In Super Cruise	Members	
Sept. 12th	Sat.	Tech Session (What do you need?)	Open	
<del>Sept 18th</del>	<del>Sat.</del>	<del>4 Clubs Mini Convention</del>		Cancelled
Oct. 4th	Sun.	Meeting, Finger Lakes driving and wine tour	Open	
Oct. 17th	Sat.	Tech Session (What do you need?)	Open	
Nov. 8th	Sun.	Meeting, Corvair 50th Anniversary Party and Year End Dinner, Officer Elections	Open	

It is requested that you reply to any event/activity that has "RSVP" listed so the host will know who and how many will be attending. Please respect the host and respond. They are volunteering their time for YOUR chapter. All activities will have the name, address, and phone number of the host in the ACORN News as the events occur so you'll know where the event will be.



**MEMBERSHIP**

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April, 2009



By *George Renz*

To all ACORN members,

We currently have 35 members, 34 paying dues and 1 Lifetime. From last years total, we lost 8 members and picked up two new members. Our membership roster has been brought up to date with all members' dues current for the year. CORSA members within our club are current with the information that I have received, totaling 28. Members on the internet total 29.

This will make sending notices and the newsletter a lot easier. A long ways from when I used to do a club newsletter on a mimeograph machine.

I would like to see the club recoup our lost membership numbers this year. With your help, we can do it. Be proud to be an ACORN member and tell other Corvair owners about us.

[A excerpt from a past **ACORN News**]

“Now I can concentrate on being a good member. So, what is a good member? The answer to that, depends on what you call good. Only you can define that for yourself because only you know what you want from the club. For me and my family, we enjoy the people and the cars, in that order. If that weren't true, we wouldn't be members at all. People are most important to us. So being a good member to us, is sharing with the people, and club meetings/functions are a way of doing it. I invite all of you to decide what good means to you.....”. (Who said this?)

Regards,  
George ([GFrenzie@aol.com](mailto:GFrenzie@aol.com)) 585-425-2279  
Membership Chairperson

**Membership information:** If you have an address, phone number, or Email address change, please notify the current **Membership Chairperson**.

**Membership Dues**

January to December.....\$15.00  
July to December ..... \$7.50

*Continued from page 2;*

**APRIL'S EVENTS**  
**"Preparing for a Show"**  
**Sat. April 11th, 9:00 a.m.**

This lecture was designed to acquaint interested collector car owners with some of the methods used by experienced "detailers" to prepare for shows. Chuck has several books on the subject and he has had good success with preparing for shows, and would like to share what he has learned with fellow ACORN members. Many members have also had much success at this and we hope they will be willing to share some of their thoughts, we can always do better. The discussion will last approximately an hour and a half.

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**Nasman's Great Sale**  
**April 25th 8:00 a.m. to 2:00 p.m.**  
1005 Churchville-Riga Rd., Churchville, NY

RSVP: [tnasman@rochester.rr.com](mailto:tnasman@rochester.rr.com) or 293-7083

Tom has a barn and quonset hut full of all kinds of Corvair parts; interior, exterior, mechanical and accessories for sale. Bring your shopping list and truck for this one. *see page #10 for more information*

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**Breakfast and MCC Tour**  
**May 9th 8:00 a.m.**

Breakfast (if you like) at Jay's Dinner on West Henrietta Rd. followed by a tour of the Monroe Community College Auto Tech. Building. Time and space will be available, including lifts, to work on your cars. The event has been organized by Bill Boudway and Paul Masters in conjunction with the the ACORN Scholarship awards to be given to MCC Auto Tech. students.

**CLASSIC CAR AUCTION OF TORONTO**  
**April 3rd, 4th and 5th**

Experience the excitement of Canada's biggest and best Classic Car Auction. This three-day event showcases approximately 400-500 fabulous classics and an outstanding assortment of nostalgia and automotive memorabilia. April 3rd, 4th, and 5th

International Centre <http://www.rmauctions.com>  
6900 Airport Road  
Mississauga, Ontario  
L4V 1E8, Canada

**All the New York and  
Pennsylvania car show  
information you ever  
wanted:**

[http://holtononline.com/  
topsdown/carshows/shows.html](http://holtononline.com/topsdown/carshows/shows.html)

Thanks to *Bill Boudway*



# Laughter

by **George**

A social worker from a big City in Massachusetts recently transferred to the Mountains of North Carolina and Georgia and was on the first tour of her new territory when she came upon the tiniest cabin she had ever seen in her life.

Intrigued, she went up and knocked on the door.  
'Anybody home?' she asked.

'Yep,' came a kid's voice through the door.

'Is your Father there?' asked the social worker.

'Pa? Nope, he left afore Ma came in,' said the kid.

'Well, is your Mother there?' persisted the social worker.

'Ma? Nope, she left just afore I got here,' said the kid.

'But,' protested the social worker, 'are you never together as a Family?'

'Sure, but not here,' said the kid through the door. 'This is the Outhouse!'

(Government workers are so smart).

## Tech. Session Sunday March 15, 2009 by Jim Bartasevich

We met at the home of Joe and Debbie LoCurto, one of our newest member families at one P. M. Although Joe has a '64 700 sedan, he's new to Corvairs and in the process of "decommissioning" the '64. [The sedan is actually in pretty nice shape body-wise. If you're looking for one, contact Joe.] In its place, he has a '63 Monza convertible. It's a four-speed, probably 102 HP. [Joe, if the engine lid has a pair of crossed flags under the "CORVAIR" emblem, it's a 102.] We [Paul Masters, Sam Andolino, Steve Dietrick, and Jim B.] met with Joe to look over his Monza and give him some suggestions about what it needs and priorities for the work. The day was beautiful, so we were outside in the driveway. Debbie came out to see what we were doing but declined to crawl around under the engine to see the oil leaks from the pushrod tubes.

Overall, Joe and Debbie appear to have a good, solid car. The floors, trunk, engine compartment, and structural areas are not rusty and are solid. The rocker panels are the major areas of rust with some typical fender opening and tail light rust spots. Some work has been done on the engine [carb rebuild, tuneup, oil change], brake hoses, and steering [idler arm, pitman arm bushing, etc.] The car has what looks like period add-on dash gauges which include a ammeter, tach, and oil pressure [on a custom panel below the instrument panel on the left side] and an oil temperature and vacuum gauge below the radio. It started instantly, but several dry lifters or loose rocker arms made it clatter.

We made some suggestions about prioritizing the repairs/ improvements which were in the areas of pushrod tube o-rings [#1]; removing the two, in-line fuel filters in the engine compartment carb fuel lines and using the carb filters instead [minimizes the number of potential sites for a gasoline leak in the engine compartment]; tightening the fan belt [we showed Joe how and he did it then]; replacing the positive battery cable to the starter; and removing an unused "hot" lead in the engine compartment. The master cylinder was replaced, but apparently not bled too well. The brake pedal went down too far but pumped up a bit. This was an attempt to do the "hard, harder" test for the brake lines. A more thorough brake system exam will be conducted at George Conboy's where we can get the car up on his lift. We finished around three P. M.

No Corvairs came to Joe's. I thought about bringing the Lakewood, but without a heater and leaking air vents, I would have had to dress for the winter to drive it in 50 degree temperatures. I'm done with winter.

**CORVAIR TRIVIA**

At the time of the Corvair's introduction the dealer mechanics had no training in air-cooled engines, or the thermal problems of aluminum engines (as the engines warmed up and cooled down the cast iron cylinder barrels expanded and contracted at a different rate than the aluminum crankcase and heads). Add that situation to the early Corvair engines having problems with head gaskets. The result was that the first year Corvairs gained a reputation of head gasket problems. More than one Corvair dealership hired a local independent Porsche mechanic to come in and train their mechanics in the differences of air cooled engines, with an emphasis on head gaskets, and the problem(s) went away.

The single carburetor on each head of the two carburetor engine was not mounted symmetrically in the center of the [intake manifold](#), where it might be intuitively placed, but offset from the center, between the middle and end cylinders.

Although sometimes erroneously cited as an engineering error, this was in fact an example of clever attention to detail; had the carburetor been placed in the center of the manifold, the center cylinder would have received a significantly greater air/fuel charge than either end cylinder. Instead, the carburetor was situated so that the firing order required the air flow to reverse itself when filling either of the nearer cylinders, whereas the airflow to the far cylinder was merely an extension of the airflow to the center cylinder, which was just prior in the firing order. This allowed for a more balanced filling of the three cylinders, and smoother operation. *From Wikipedia*

**CORVAIR BELIEVE IT OR NOT**

**Kruse Auction Sarasota, Fl. February 3-4 2009**

Chevrolet Corvair Convertible, 1966

**FINAL BID: 35000**

4-speed, A/C, 4 carb, 140hp, fully documented AACA Senior Winner 1st place #27G0543, window sticker, protecto plate, and all documentation, \$110,000 spent on restoration.

6 cylinder, Manual Transmission, Yellow/Black

*(The owner turned down a bid of \$35k because he or she spent \$110k on the restoration! - editor)*

**Corvair to be slammed yet again:**

Opening soon is *What Were They Thinking?*, the newest in a series of Petersen Automotive Museum special exhibitions, describes how innovators throughout automotive history have sought to overcome automobile design and engineering challenges with the application of "out of the box" thinking. Though a large number of poorly conceived or badly timed innovations were necessarily abandoned at the design phase, a large number have been developed into full-size, operational vehicles. On view will be examples of such vehicles (both popular and obscure) from throughout automotive history whose designs embodied innovations, styling themes, and other characteristics that were ultimately revealed to be of questionable value or limited appeal.

<http://www.petersen.org/default.cfm?docid=1070>

Here are the vehicles we are planning to install in the WWTT exhibit (all exhibits and programs are subject to change)

- 1906 Adams Farwell
- 1908 Scripps-Booth
- 1923 Chevrolet Copper Cooled
- 1925 Julian
- 1932 Helicron
- 1934 Chrysler Airflow
- 1947 Gregory
- 1957 Studebaker-Packard Astral
- 1957 Liberty Mutual Survival Car
- 1958 Edsel
- 1958 Toyota Toyopet
- 1960 Chevrolet Corvair** ←
- 1964 Amphicar
- 1974 Fascination
- 1976 AMC Pacer
- Clayton D. Drescher  
Education Manager  
Petersen Automotive Museum  
6060 Wilshire Blvd. (at Fairfax)  
Los Angeles, CA 90036  
Phone: (323)964-6347  
Fax: (323)964-6422

**CORSA International  
Convention 2009**

Jacksonville, Florida  
July 13-17, 2009

The Convention's host hotel, The Wyndham is ready to accept hotel reservations for the convention. Below is the information for online reservations as well as call in. If you call in, just say it is for Corvair Society.

Online reservations:

1. [www.wyndhamjacksonville.com](http://www.wyndhamjacksonville.com)
2. Click on rates & reservations
3. Enter dates of arrival/departure
4. Scroll down to Group Code
5. Enter Code: 0719886CO
6. Your Group information will appear
7. Click on the rate & room type
8. Complete registration information
9. Click "confirm reservation" Dial 1-800-996-3426.

**CORVAIR Spark Plugs**

The availability of spark plugs that are appropriate for our Corvair motors has been a bit limited,,,but there is another number that works great, well proven and used by the Toronto gang...

**NGK** makes quality plugs...and they have a part number **BR5HS** that works great in 80 thru 140 HP applications....not sure about turbos however.... might require a "cooler" heat range plug for those motors...

Personally,,,I only have one set of original equipment plugs left,,,and unless you happen to come across NOS from fellow Corvair folks,,,it is unlikely you will find them on the open market....so cross referenced currently manufactured alternatives are nice to know about....

And maybe you can find them a bit cheaper than through Clarks...

FYI.... dme out...

**2009 CORSA Raffle**

**CORSA Convention, Jacksonville, Fl,  
July 13-17**

1964 Monza Sport Coupe  
110, 4-speed, under 20k miles, Black with Red

Tickets \$5.00 each, 5 for \$20, 13 for \$50 or 27 for \$100.

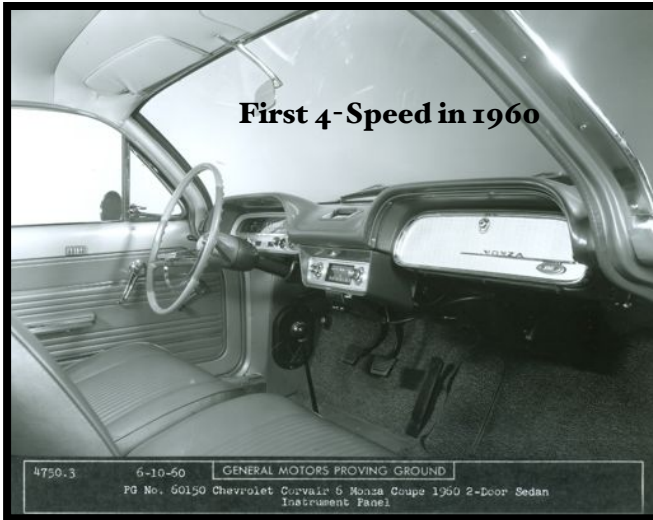
Check out <http://conventions.corvair.org/2009/raffle.html>

Send checks to:  
Central Florida Corvairs  
12 Pine Trail  
Ormond Beach, Fl 32174

**Carburetor Tech Tip**

*by David Robertson*

The 65-67 carburetors have a high speed enrichment valve under the venturi cluster. If the car sits for a long time these valves get stuck shut and hurt performance. I've had good luck removing them with a T20 Torx (star) screwdriver. The ridged tips of the T20 lodge nicely in the hole drilled in the top of this small brass needle valve. A little twisting will usually break the valve loose so you can clean the valve, its seat, and the passageway back into the float bowl.



## LS Corvair Parts!

**LSCorvairParts.com**

Opening of Larry's new shop in California.

I'm pleased to begin a new series of LS Corvair EZ Tech Tips. Nothing too complicated, just simple tips and suggestions to help you make the most of your Corvair enthusiast experience. Vairy best for over 35 years

LARRY SHAPIRO  
LS CORVAIR PARTS  
[larry@LSCorvairParts.com](mailto:larry@LSCorvairParts.com)  
[www.LSCorvairParts.com](http://www.LSCorvairParts.com)

In addition to our huge inventory of new, used, and NOS Corvair parts, we currently have 27 Corvairs in stock now in need of new homes and enthusiastic owners! We have a bit of everything - earlies, lates, coupes, sedans, convertibles, FC's, a Spyder, a wagon, even 2 dune buggies and a sand rail. All are priced to sell and I'll always provide outstanding prices on everything you need to get your new Corvair up and running again.

Here's a fun new feature for our newsletter - an ongoing series of simple do-it-yourself tech tips and service suggestions for the average Corvair enthusiast.

Remember, working on your Corvair is not only fun and rewarding, but it's a lot EZ'ier than you think. **YOU CAN DO IT!** If you have a specific question, call or email me anytime. I'm always happy to help.

### **SIMPLE WAYS TO GET THE MOST OUT OF YOUR MILEAGE...**

- Make sure your engine is properly tuned. This means ensuring that your carbs are synced and your timing is properly set. Also, make sure that basic top-end tune-up items like plugs, wires, filters, points, distributor, and fan belt are all in good condition. If you don't know, then it's probably a good idea to change these items out.

- Check and change your oil at regular intervals. The general rule of thumb is every 3 months or 3,000 miles. Clean, fresh oil, as well as the proper oil level, all help keep your engine running cool and more efficient.

- Make sure your tires are properly inflated - and don't forget to check the spare (set for rear tire maximum).



## FOR SALE

**WANTED:** I'm looking for a 1963 3:08 differential, Richard Stolzmann. 205-329-0394 or [richeyrich43@hotmail.com](mailto:richeyrich43@hotmail.com)

**'64 Monza Convert, PG** for sale... Tom McMinn at 585-350-6535 best offer is all he is looking for. It has pretty poor front floors,,ie they are mostly gone,, the top of one front fender has a hole in it...the canvas top is pretty much gone,,and it has no front windshield.. However,,,everything else is there....he wants it to go to a good home for either parting out,,or for major restoration, he does not want it to go to the crusher,,he is a car guy...his passion is early Chevy Pickuptrucks....

Car is on a trailer in greece,,,can be delivered for the price of the gas used... Car can be seen if you call Tom McMinn and make arrangements...car is located in Greece NY at the moment....not tooo far from my house...*Dave Ellis*

**1962 4 door for sale.** It was painted its original color about 3 year ago. New brake shoes, and hoses, new seat vynal, new tires, new window rubber (front and rear) Rebuilt trans, Runs good. Located in NY city. Thanks, James L Kistler 843-345-4280

## Tom Nasman's Cars & Parts Sale:

Corvair cars and parts inventory reduction at the Nasmans, April 25th, 8am to 2pm. I am beginning a process to scale down the cars and parts I have accumulated over the years. My address is 1005 Churchville Riga Rd, Churchville NY. Phone # 293-7083. This date is for ACORNS only. If you can't make it and have an need for parts or cars, you can call and schedule a time to come by.

How do you know the person selling a Corvair is not a "car person"?

- It says "Corvair, the year with a rear engine"
- Lists it as the "sports model with twin carbs"
- Shows it as a 1959 or 1961
- Identifies the 4-speed shifter as being mounted on the floor.
- Says "Push Button automatic Transmission"

**Send "For Sale" items, news and items of interest to Jim Cleveland, [jclevela@rohester.rr.com](mailto:jclevela@rohester.rr.com). Items "For Sale" will be placed for two months unless the editor is notified otherwise.**