

ACORNNEWS

ASSOCIATION OF CORVAIR NUTS

Rochester, New York
CORSA Chapter 148

July 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

by Paul Masters

The 2008 Acorn Scholarship Fund has been distributed . Our Club awarded 2 Scholarships of \$200.00 each. Normally the scholarship fund would be awarded in January, however this year we had a late start getting it set up. We selected Monroe Community College because they have a comprehensive automobile technology course and are very cooperative. The 2009 Scholarship Fund is due to be distributed in January of 2010, and will be done on an annual basis. I would like to take the opportunity to explain the selection process to the membership.

1. The Scholarship Committee (Paul Masters and Bill Boudway), contacted the Monroe Community College Automobile Applied Technologies Program Coordinator, Kristy Mooney Graves.
2. Kristy contacted their 7 automobile technology instructors and asked for recommendations. The students were then asked for a copy of their unofficial transcripts, estimated date of graduation and written statements why they should be awarded a scholarship.
3. Kristy and I reviewed the transcripts and statements with the following criteria: work ethics, attendance and grades in all of their courses.
4. Each of the instructors gave their personal recommendations, but the final selections (2) were determined by Kristy and myself.

Continued On Page # 3

ACORN 2009 Calendar of Events

July						
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	

August						
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					

September						
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			

NEXT EVENTS

Parade July 4th.

Assemble in Irondequoit Plaza, enter off Hudson Ave next to Dunkin Donuts. We are in section B, position B10. Be in place by 10:00 am parade will start at 11:00

Tech Session July 11th. Please RSVP

Perry Drive-In Super Cruise July 16th.

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	complete
April 18th	Sat.	Harwood Enterprises Restoration Tour RSVP	J. Cleveland	Cancelled
April 25th	Sat.	Nasman's Sale 8:00 a.m. to 2:00 p.m.	T. Nasman	complete
May 9th	Sat.	Breakfast at Jay's Dinner, 8:00 a.m. Tour of MCC Auto Tech. Building on West Henrietta Rd. RSVP	Masters Boudway	Completed
May 17th	Sun	Driving Tour — Red Newt Cellars for lunch RSVP	Bartasevich	complete
June 4-7	F, S, S	Central NY Corvair Club Recall	See Page #8	
June 7th	Sun	Meeting and MGCC Car Show at Farmington	Members	complete
June 13th	Sat.	Tech Session Brake Fluid Flush (Masters) RSVP Turn Signal Repair (Dietrick) O-Rings (LoCurto) What Do You Need?	G. Conboy	complete
June 28th	Sun	Finger Lakes Classic Chevy Show, Caledonia, NY	Members	complete
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 / Picnic, White Elephant Auction. Henrietta Park, Steven's Pavilion, 11 am 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	
Sept. 19th	Sat.	4-Clubs Event, Auto Cross at Batavia N.Y.	See Page #5	
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.

Prez Says, *continued from page#1*

The two students selected for 2008 were Zachary S. Harding and Roger J. Gruschow. Both were excellent students with a 4.0 and 3.8 averages respectively.

Just a note that Monroe Community College invited us to use their shop facilities, including their automobile lifts for a full day, as a thank you, which we did for our May 9th tech session. The session was a great success.

Thanks to Bill Boudway for all his help and assistance, he did a great job.

Thank you ACORN Club Members

Many thanks to all the club members that came out to the June 13 tech session to help me get my car going. Thanks to Paul M. and Jim B. for putting up with all of my phone calls and questions. Thanks to Jim B. for help on the car also. A very big thanks to Dave Ellis for his tireless effort and expert knowledge. Thanks to Steve and Dave for parts cleaning and funny stories. Mostly, thanks to our gracious host George Conboy for allowing us to invade and take over his garage for 8 hours.

Sincerely,

Joe LoCurto.



Bill Boudway's '64 Monza at the AACA Spring National Meet in Gettysbury, Pa. The Monza received a repeat certification in the Historical Preservation Class.



Yes your eyes are not playing tricks on you! This is Dick Power's garage door awning. A Spitfire hood with wired flood lights for headlights and a under the hood trouble light. Only a guy with a Morgan and an Alfa would think of this!
editor



Spring Tour

The day was sunny but cool, so there were no convertibles in our group. After meeting at Eastview Mall, we had a nice drive through the Finger Lakes. [See enclosed map for route] We had a brief stop in Watkins Glen for a photo opportunity [photos 419-421]. Note that we parked in front of the village offices and police department. No one was charged with driving unsafely at any speed. The cars, from left to right, are my '69 500; the Marsh's '66 Yenko Stinger; the Andolino's '66 Corsa turbo; and the Masters' '65 Monza. The other shots are in the parking lot at Red Newt.

Left to right at the lunch table at Red Newt are:

- Sue & Fred Marsh
- Jim Bartasevich
- Paul & Pat Masters
- Marissa & Sam Andolino
- Ron Butera



We had a nice lunch and a good time. It's too bad we didn't have a larger group. *Jim Bartasevich*



**4 CLUBS FALL AUTOCROSS
EVENT**

Saturday Sept. 19th

We are joining the local BMW club at their autocross event!!

Cost for us non-BMW members is only \$30,

Facility is located north of Interstate 90 in Batavia, NY.

The title of the facility is BIMP, (Batavia International Motorsport Park)

Day starts at 8:00 am and runs until 4:00 p.m., if you choose to stay for the entire day.

Pre-Registration is recommended, so please do so at *their* Website.

Their website is www.gvcmwcca.org

Located on the upper right side of the initial page is a calendar of events,

pull the slider down until you see the autocross at BIMP event,

click on the colored link there,

and you will be forwarded to the page for that event,

The registration icon is a yellow rectangular box....

all of the micro details concerning the event are there on that webpage, including directions to the BIMP facility.

Corvairs are welcome, as the slides have already been greased with the BMW Folks...and classes for us will be established...

The course is very interesting...very tight turns...

PG's can run the whole course in first gear!!

Manual shift cars can probably run the whole thing in second???

Should be a fun day, a way to exercise your Corvair and get us familiar with the facility. Maybe we will be able to make this

an annual event in the future,,,with the whole track to ourselves!!!

Auto Festival in Farmington NY

June 7, 2009

The Winners

1965-1969 Class, Paul Masters First place, Second place Sam Andolino. 1960-1964 Class Dave Shoemaker took first place and Chuck Littman took second*.



The Participants (all winners!)

Jef Stevens and his '68

Ron Butera with his '66 COR8

Paul Masters and '65 Monza

Jim Bartasevich and '69 500

Sam & Marissa Andolino and '66 Turbo

Fred Marsh with '66 Yenke

Jim Cleveland with '66 Corsa

Don Vair and his '65 Monza Convertible

Ron Zimmerman and his '62

Grace Boudway with her '62 Monza and Bill with his back-up '26 Chrysler

Dave Shaffer with '62

George Renz with his '61 Rampside

Dave and Edie Ellis and their '64 Convertible

Chuck Littman with his '63 Convertible and his back-up Ferrari Mondial (The Ferrari came in Second in class)

Pat Dietrick with his '63

Dave Shoemaker with is '63 Monza Convertible

Gary Swiatowy and his Buffalo '63 Van

**Chuck sold his '64 Convertible to Charlie Elam, a new Member.*

Corvair Golden Anniversary Dates
1959-2009

January 1959

23 - First Corvair Production Prototype

February

First Corvair advertising is created

April

Production begins on Corvair aluminum engine components at the Chevrolet

Massena, NY foundry

May

22 - GM officially announces it will build a small car called the Corvair

June

Corvair engine production begins in Tonawanda, NY

July

1 - First Corvair Press Conference held at the Detroit Athletic Club

7 - First Production Corvair is built at Willow Run

15 - The first long-lead auto writer drives a Corvair at the GM Proving Grounds

September

10 - The Chevrolet National Sales Convention and Press Review are held

October

2 - The Corvair goes on sale

Thanks Dave Newell and the Corvair Preservation Foundation for providing this information and it is reprinted here with their permission.

**2009 Orphan Car Show,
Ypsilanti Michigan**

Every year this show exhibits short run auto makes.

The Corvair is a model, not a make, and technically doesn't qualify for participation in this event. But show organizers are flexible, and give the Corvair a "bye," as many see them as "Ypsilanti's car," with 1,498,697 emerging from the Willow Run factory. Examples of Corvair Greenbriar minivans, Lakewood station wagons, Corsa and Monza coupes and convertibles and Rampside pick-ups were present, along with a rare Yenko Corvair.

CORVAIR HISTORY

The August, 2007 Hemmings Classic Car Magazine called the Chevy Corvair "GM's Mechanical Marvel... Pure and simple, these are still great cars...And extremely advanced for their time."

The Detroit News published an article titled, "Five times ugly equals GM's automotive failures".

The five GM "failures" as they called them were:

- Chevrolet Corvair
- Cadillac Cimarron
- Pontiac Azteck
- Saturn Ion
- Hummer H2

Guess we know you can't believe everything you read in the paper or on-line! (*editor*)

Watkins Glen Grand Prix Festival

September 11-13, 2009

61 years of Road Racing, featuring the Morgan

Weekend US Vintage Grand Prix

Antique Auto Show

Race reenactment events and exhibits

Visit "Smalley's Garage, the original Tech Inspection Station located in the village.

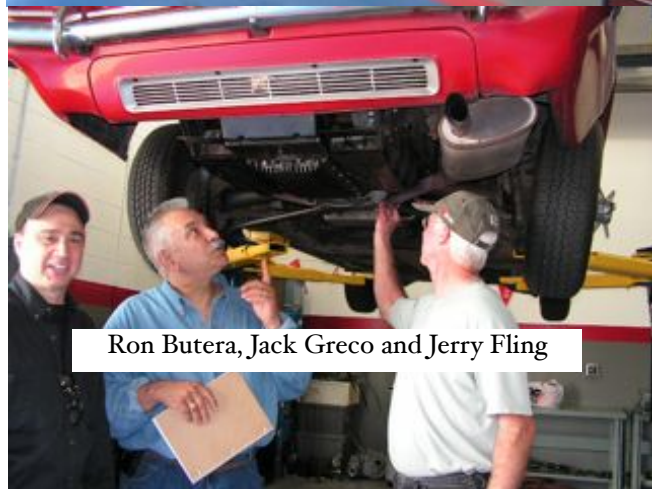
Antique Classic Car Show

Mendon Fireman's Field

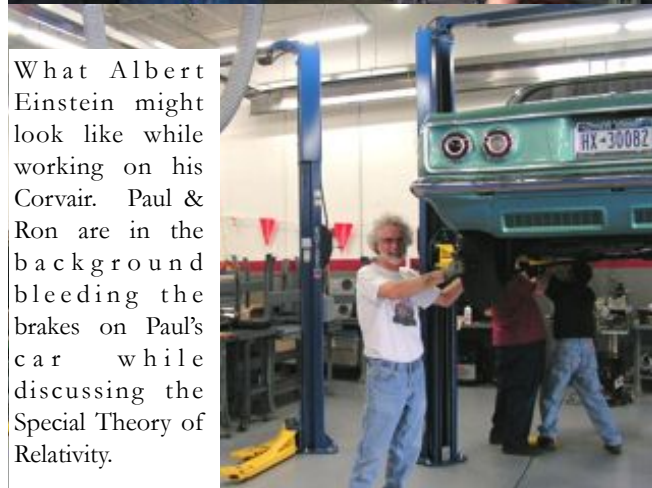
Sunday September 13, 2009

7:30 AM to 10:00 AM Pancake Breakfast

followed by the big show



Ron Butera, Jack Greco and Jerry Fling



What Albert Einstein might look like while working on his Corvair. Paul & Ron are in the background bleeding the brakes on Paul's car while discussing the Special Theory of Relativity.



ACORNs @ MCC May 9, 2009

Our first annual tech session was held on May 9 at the MCC Applied Technologies Center on West Henrietta Road. This came about through the efforts of President Paul Masters and Bill Boudway and the ACORNs sponsoring two \$200 scholarships. On the same day, the MG Car Club also had their tech session at the center. MCC Instructor Randy Pearl was wandering about and checking out our cars.

For those of you who don't know what it's about, the MCC Tech Center provides training in many technical disciplines in addition to automotive. The two major sponsors of the automotive section are GM and Toyota. The MG club had the GM "side" and we had the Toyota "side." The automotive centers are much like a car dealer's repair shop and are separated by a wall with a doorway through it. This enabled ACORNers and MGers to wander back and forth to look at each other's cars and see what was being done. Both sides had a lot of components from their respective sponsors from transaxles and engines to complete power trains on portable test benches. There were also several dozen vehicles that were used for instructional purposes, meaning they had various components modified or removed and appeared ready to fall apart. They couldn't be driven on public roads, and you wouldn't want to drive them either.

We started with breakfast [i. e. human grease job] at Jay's Diner just down the road. Those at the diner were:

- Paul Masters – '65 Monza coupe
- Tom Nasman – '63 Monza convertible
- Dave Shaffer
- Jeff Clark – '65 Monza convertible
- Dave Doran
- Steve & Pat Dietrick – '63 Monza convertible
- Dave Shoemaker – '63 Monza convertible
- Jack Greco & son-in-law Sean – '65 Monza coupe
- Ron Butera – '66 Corveight
- Jim Bartasevich – '64 Spyder convertible

Continued on Page #8

MCC Continued;

Joining us at MCC was Jerry Fling – '66 Monza convertible.

We had to bring our own tools but could use the rest of the facility. The biggest attraction was the vehicle lifts. Most of the ACORNers just put their cars up on the lifts to check them out, and we did some “undercar reviews” to show new and current members some of the things to check and itemize for future repairs and/or maintenance. No one’s car fell off a lift.

Actual repairs and maintenance activities:

- **Jerry Fling:** Oil & filter change. We attempted to replace the PG vacuum modulator which was causing the car to produce a smoke screen when driven [Remember the fall winery tour?] and banging the 1-2 shift, not to mention providing about 10 MPQ [miles per quart] of transmission fluid. However, the modulator has very narrow wrench “flats” on the back side which wouldn’t allow a normal wrench to fit on it to remove it. [Why did Chevy do something like that?] Jerry got it replaced later. We also found out that Dave Ellis, who couldn’t attend the session, has a special wrench for the job. NOW we know!
- **Paul Masters:** Bleed the brakes; replace the PG shift cable O-ring. Comment: Be sure to completely disconnect the throttle linkage to rotate the throttle cross shaft on the transmission when reinstalling the shift cable. I had done this long ago but forgot about it. If you don’t, the transmission will be in drive, no matter what position the selector is in. This makes for difficult backing.

We had all day to work on our cars, but were done around noon. Now we know what the facility is like and can plan for next year’s projects. Some of the MG people were doing some semi-serious stuff. One guy had the differential apart and out of his MGB. With a number of helpers there, you can get quite a bit done.

I’m sure every ACORN who was there is envious of George Conboy. Some of us helped George install a vehicle lift in his garage; which, thanks to George’s generosity, will be available on June 13 for our next tech session. We already have new member Joe LoCurto signed up to do a pushrod tube O-ring job and general inspection of his '63 Monza convertible.

Reported by *Jim Bartasevich*



Pat & Steve Dietrick Under their Monza making to-do notes.



Dave Doran getting a feel for what a flying Corvair might be like. Actually, he was pushing the brake pedal for Paul and Ron who were “on the ground” bleeding the brakes in Paul’s Monza.

TECH SESSION AT CONBOY'S SHOP

Hosted by George Conboy, some ACORNs met for a full day of repair, replacement, and diagnosis. Those attending were: George Conboy, Bill Boudway, Steve Dietrick, Dave Shaffer, Paul Master, Joe LoCurto, Dave Ellis, and Jim Bartasevich.

George moved his cars out of one of his three-bay garages so we'd have a place to work. The main projects were pushrod tube o-ring replacements on Joe LoCurto's and Bill Boudway's [actually Grace's] cars. Dave Ellis worked mainly with Joe while I helped out Bill.



It appears that this Tech Session had no shortage of hands-on mechanics. I am sure they were well watched by the club's resident safety Engineer/Manager Jim (isn't long hair dangerous around high performance motors) Bartasevich.



Joe's car had more that needed to be done, like replacing the exhaust manifolds and exhaust system and engine fuel lines. Par for the course when dealing with an "unknown quantity" [a car which has an unknown



history], one of the valve covers on Joe's car was held on with phillips head screws and the 1960-style hold downs which would have been okay if the car had received routine maintenance. As it was, the screw heads deteriorated to the point where getting them out intact was probably like what a dentist faces when trying to extract an impacted molar. Dave and Joe were able to get one screw out. They took a break and I tried another and got it out. The top two were solidly in place. Not to worry: Steve brought his electric cut off tool which made quick work of the screw heads. The valve cover was the only casualty. Steve worked on replacing the shifter fork and an erroneously-placed fuel filter installed by an unknown person

sometime in his car's past. [How about putting a plastic filter in the driver's side rear fender well? Make you feel a bit nervous?]

I helped Bill do the o-rings on Grace's Monza, replace the lifters, and replace the oil pan gasket. Again, as with Joe's car, you sometimes discover the result of work done by Mr. Bad Wrench. In this case, I found that all of the pushrods on the driver's side of the engine were installed backwards [the little holes in the side of the rods at the ends were doing a nice job of squirting oil inside the block]. The only spot of bother we encountered is getting the muffler off so we could extract the push rods on the passenger side of the car. Again, thanks to Steve's cutoff saw, we were able to get the muffler off. A few cuts were made in the muffler inlet and we pulled, tugged, twisted, and turned to get it off the exhaust pipe, after finally removing the rear wheel to get a 2 X 4 battering ram positioned behind the muffler. One thing to remember: Don't refill the crankcase unless the pushrod tubes are in place. I forgot, and we polished George's garage floor with a pint or so of 10W-40.

Dave Ellis "saw the light" [maybe, but I doubt it; you know Dave] and used the "cold" method of valve adjustment on Joe's car and we used it on Bill's car. He

didn't complain too much because I gave him a set of modified valve covers for adjusting the valves while the engine is running [his preference]. It's a personal choice on how you do it; both methods have its advocates and both get the job done.

George kept us plied with snacks and cold drinks and went out for subs for a lunch break. [Hey, this was a serious tech session. Do you think we were going to work eight hours without taking a lunch break?] Dave, Paul, Steve, and George also floated around among the jobs providing extra hands where needed. Unfortunately, we didn't have the time to delve into finding the cause of the bad misfiring of George's Monza's engine. Not helping out your host is poor form, sport. George and I took a look at his car a few days later and found some suspect wiring and possible ignition gremlins. A new engine wiring harness is on order.

We also took a quick look at George's eclectic collection: In addition to the Corvair, he has a Datsun 240 Z, a 1950 Chrysler convertible, a 1954 [I think] Plymouth sedan, and a vintage Ford Model A pick up. **Jim B.**

FOR SALE & MARKET PLACE

'68 Corvair 500

Boyce Rd. in Corfu. Scrape on drivers side, looks pretty solid overall. Radio delete, rubber floor mat, 2-door, bench seat, automatic 49,000 miles and still has the A.I.R. equipment. Asking \$2000.

In Gasport is a '66 Monza 4-speed, White, Ford Probe seats (power), Pontiac rims, mechanically perfect, worked on this one myself for the owner, nice looking turn key car, \$4,800.

From Gary Swiatowy at www.garyswiatowy@sumitlubricants.com

'64 Corvair 500

64,000 original miles

3-Speed

Robin's egg blue

Body and Interior in good condition

All Chrome in good shape

New Brakes and tires

Fresh Tune-up

\$3,000.00 or B/O

Rob 585-545-0509

'66 Monza Convertible

This came to us via our website. I know nothing else about the car. It looks like it's been repainted. The engine looks clean. However, note the chock behind the rear wheel. Mary Petrocci <mailto:mpetrocc@twcny.rr.com>

Jim B.

It needs front seat upholstery, carpet and rubber door gaskets. The paint needs some touch-up. The car will be in Solvay outside Syracuse. Call Bill Petrocci at 315-877-2772 to make arrangements to see it. editor

'62 Corvair

Black/Red with 64,700 miles

Stored in '79, all receipts

Contact Ron Zimmerman

7446 Canadice Rd.

585-669-2642

donnadlzim@aol.com

\$5500.00



Send "For Sale" items, news and items of interest to Jim Cleveland,
jclevela@rohester.rr.com.

Items "For Sale" will be placed for two months unless the editor is notified otherwise.