

# ACORNNEWS

ASSOCIATION OF CORVAIR NUTS

Rochester, New York

CORSA Chapter 148



## February 2010



### ACORN Annual Planning Meeting Hosted by Jeff Clark and Dave Doran

#### Attendees:

Pat and Paul Masters, Edie and Dave Ellis, Jim Bartasevich, Jim Cleveland, Tom Nasman, Marissa and Sam Andolino, Grace and Bill Boudway, Jeff Clark, Dave Doran, Pat and Steve Dietrick, Chuck Flacklam, and Chuck Littman

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#### **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

Jeff Clark and Dave Doran hosted the clubs annual planning meeting in their “James E. Strates Memorial Party Room”. The meeting was called to order by President Paul Masters and quickly proceeded to the task of populating the 2010 events calendar. Participation from members was excellent with suggestions and recommendations developed into an excellent schedule. Chuck Flacklam suggested the building of a turbo display motor for the Buffalo Transportation Museum and volunteered to arrange the workshop location.

Home made chili and other goodies were served following the formal meeting. Good friends and good conversation followed. No one drove a Corvair to the meeting. Some person did had the nerve to drive a 2010 Camaro to the event. Just another winter car until spring and the good cars come out!

Please note that for all events it is absolutely required that you RSVP to the host indicated on the calendar. Shows and other events like cruise-ins do not require RSVP unless otherwise indicated.

**ACORN 2010 Calendar of Events**

January						
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						

February						
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						

March						
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			

**NEXT EVENT**  
**Valentines Day Dinner**  
 hosted Pat and Paul Masters  
 Sat. Feb. 13th  
 Elmwood Inn  
 Cocktails at 3:00  
 Dinner at 3:30  
**RSVP by Feb. 8th.**  
 334-9333 or  
[pmasters1@rochester.rr.com](mailto:pmasters1@rochester.rr.com)

Date	Day	Event	Host	Comments
Jan 10th	Sun	2010 Planning Meeting	Jeff and Dave	Complete
Feb. 13	Sat.	<b>Valentines Day Dinner</b>	Pat Masters	RSVP by Feb. 8th
Mar. 20th	Sat.	Turbo Motor Build for Buffalo Transportation Museum in East Aurora, NY (Details to follow)	Chuck Flacklam	Session #1
April 17th	Sat.	Turbo Motor Build for Buffalo Transportation Museum in East Aurora, NY	Chuck Flacklam	Session #2
May 8th	Sat.	Monroe Community College Tech. Session	Paul Masters	Date requires confirmation
May 15th	Sat.	4-Door Restoration at the Dave Ellis Restoration Shop On Long Pond Road	Dave Ellis	
June 3-5	T, F, S	AACA Eastern National Meet at Finger Lakes Community College ( <a href="http://www.GVACS.com">www.GVACS.com</a> )	Bill Boudway	
June 3-6	T,F,S,S	"Recall" Corvair weekend in Syracuse	CNYCC	Information Only
June 6th	Sunday	Auto Festival in Farmington, NY one day show	MG Car Club	
June 19th	Sat.	Watkins Glen Track tour, lunch & Wine Tour	Jeff Clark	
July 11th	Sun	Stock Corvair Event (More information to follow)	Chuck Flacklam	
Aug 8th	Sun	Annual Summer Picnic (inside shelter) Victor, NY	Pat and Steve Dietrick	
Aug. TBD	TBD	Turbo Motor build completion	Chuck Flacklam	
Aug 22nd	Sun	Super Cruise Event - Starts at Bob Johnson Chevy Ridge Road West 10 am to 5 pm	Chuck Flacklam	\$5 Reg. @ Bob Johnson Chevy.
July 15th	Thurs	Perry NY Super Cruise Drive-in Event		
Sept. 12th	Sun	Tech Session at George Conboy's shop	George Conboy	Date requires confirmation
Oct. 17th	Sun	Wine Tour	Jim Bartasevich	
Nov. 7th	Sun	Annual Christmas Dinner (Steam Boat Landing)	Dave Shoemaker	Date requires confirmation
As Required	Open	Special Tech Session as needed. Call Paul Masters to Schedule	Pat Masters	As Required



**Please reply to all events/activities that have "RSVP" listed. The host needs to know who and how many will be attending. The hosts are volunteering their time for YOUR club.**

Evolution of the Flat Six

We Corvair fans know that the original design of the Corvair flat six was influenced by the Porsche engine design. You will notice I said Porsche and not VW. This basic “boxer” engine design has been used by Ferrari and several other engine builders most of which used water to cool the engine unlike the original Porsche and Corvair.

Since the original engine design many changes have been made to the flat six, things like overhead cams (experimental work done by Chevrolet), fuel injection, aluminum cylinders and a switch to water cooling for Porsche. Water cooling allowed the engine to generate higher horse power. By the way, the switch to aluminum cylinders eliminated the problem with iron to aluminum expansion rates and the related gasket problems.

Now Porsche has gone to integral cylinders instead of the separate castings. This means no more, as well call them, cylinder jugs, no more gasket problems. It does mean a very complicated casting and machining process.

Using the modern design, better materials and electronics the Corvair engine would be more powerful, much lighter and even better on gas.

Editor



VW Beetle with a Corvair Engine

TURBO MOTOR BUILD FOR THE  
BUFFALO TRANSPORTATION MUSEUM

During the January planning meeting Chuck Flacklam suggested we build up a Turbo Motor for display with the other Corvair engines at the Buffalo Transportation Museum. The membership agreed and dates were placed on our club schedule. Members were asked to supply needed components for the display only engine. Chuck offered a shop for the build, detailed information will be available prior to the dates. The first session will be held March 20th in East Aurora, NY.

Forward Control web-site

The Ben's Bus Corvair FC website has been remodeled from top to bottom with new pictures, links, and information on our Corvair van, Rampside, and Scotty camper and all things pertaining to Corvair FC campers. It is the most extensive Corvair camper website on the internet!

<http://mysite.verizon.net/bensbus/index.htm>



Providing major support to the ACORN's  
Dave Ellis  
The Pillar of support

Comparison of the dimensions of both the Corvair and the Porsche 911 so you see how closely they match up.

<u>1965 Corvair</u>	<u>1965 Porsche 911</u>
<b><u>Length</u></b>	
183.3 inches	164.0 inches
<b><u>Wheelbase</u></b>	
108 inches	87.0 inches
<b><u>Width</u></b>	
69.7 inches	63.4 inches
<b><u>Displacement</u></b>	
164 cubic inches	121.5 cubic in.
<b><u>Horsepower</u></b>	
140	125
<b><u>Weight</u></b>	
2,475 pounds	2,380 pounds
<b><u>Weight-to-Power Ratio</u></b>	
18.3 to 1	19.1 to 1
<b><u>0-60</u></b>	
11.0 seconds	9.0 seconds
<b><u>Top Speed</u></b>	
115 miles per hour	130 mph
<b><u>Base Price</u></b>	
\$2,465	\$5,990

### Preventive Maintenance

**Spark Plug Gaskets:** Most later design plug gaskets are an “S” shaped sandwich gasket that is designed to crush for better sealing. One side can be slightly wider than the other and the wider side should be placed towards the aluminum head, which is softer than the steel spark plug seat.

**Head Gaskets:** The stainless head gaskets are also a sandwich gasket designed to crush and provide a better seal. Again, one side is wider than the other and should be placed towards the aluminum head.

**Pressure Plate Bolts:** These are a special shouldered bolt designed to center the pressure plate perfectly on the flywheel and thus maintain the necessary balance. Use the correct bolt and a lock washer.

**Flywheel and Flex Plate Bolts:** These special thread bolts are two different lengths. The longer bolt is used with a reinforcing ring on the manual flywheel and the shorter one is used with the flex plate. Using the longer bolt on a flex plate will break the teeth on the aluminum cam gear which is located at the exit of the threaded holes. The same goes for omitting the reinforcing ring. Use a thread sealer on the bolts.

**U-joint Strap Bolts on '65 Models:** The original 1/4 - 20 bolts had a shallow head and used a lock washer. Bolt heads would rust and have dirt built up around them - combine that with odd angles for sockets and the heads would round off. After service complaints, a re-designed bolt was issued for dealer installation that had a deeper head, but not many of these made it into actual service. The caution is to be sure and use new grade 8 bolts with lock washers to make the next removal easier. This issue was resolved in '66 with a redesigned strap and bolt.

### Ten Best Engines of the 20th Century from From Wikipedia

- BMW                      Straight-Six              1968 -
- Cadillac                V8                            L-Head
- Ford                      In-Line 4                 Model T
- Ford                      V8                            Flathead
- GM                        3.8L                        3800
- GM                        V8                            Small Block
- Honda                    In-Line 4                 ED CVCC
- Porsche                 Flat-6                        1964 -
- Toyota/Lexus        V8                            UZ
- VW                        Flat-4                        E-Motor





**FOR SALE & MARKET PLACE**



'65 Chevy Corvair, by the way, this car is SWEET!!! It's a Red 4-door hard top with only 52,000 org miles on the car. The body is really clean, head turner all day. Drives and RUNS GREAT! Trust me this is the Corvair you would want to have. 110 with powergluide . It comes with a 19" wheel package.... Please call or email 585-503-2220 Jerry. ROCHESTER, NY (Great video of the car on youtube) [http://www.youtube.com/watch?v=w-\\_SWVSGfPk&feature=channel](http://www.youtube.com/watch?v=w-_SWVSGfPk&feature=channel)



This car came from eBay and will most likely reach the end of the listing time by the time you see this Newsletter.



'67 500 2 dr. coupe, 110 h.p., P/G with air. In pretty good condition... does still have that pesky minor oil leak, needs front radio speakers, and 1 a/c duct reattached to the driver's side register.... otherwise she starts & runs good- beautiful silver metallic & new interior...done up in Breast Cancer Awareness theme colors..would like to get \$6500.00 if possible...

Doug Fillmon at [tbbranson@yahoo.com](mailto:tbbranson@yahoo.com)