

ACORNNEWS

ASSOCIATION OF CORVAIR NUTS

Rochester, New York

CORSA Chapter 148



July 2010



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**Antique Automobile
Club of America
Eastern Regional Meet at
Fingerlakes Community
College June 3-5 2010
Corvair Preservation Fund
Exhibit**

See Page #3 for more

ACORN Officers

President – Paul Masters
Vice President – Jim Bartasevich
Secretary – Open
Treasurer – Dave Shoemaker
Appointed Positions:
Newsletter Editor – Jim Cleveland
Webmaster – Marissa Andolino
Membership Chair – Dave Shoemaker
Historian – Dave and Edie Ellis
Tech Session Coordinator - Open

ACORN 2010 Calendar of Events

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	29	30			

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

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	26	27	28	29

NEXT EVENTS
Cruise Nights
Tuesday Fairport Village
Wed. the Log Cabin
Thru. Wegmans in Canandaigua

Annual Picnic
August 8th.
Victor, NY
 Pat and Steve Dietrick
 RSVP Required

Date	Day	Event	Host	Comments
Jan 10th	Sun	2010 Planning Meeting	Jeff and Dave	Complete
Feb. 13	Sat.	Valentines Day Dinner	Pat Masters	Complete
Mar. 20th	Sat.	Turbo Motor Build for Buffalo Transportation Museum in East Aurora, NY (Details to follow)	Chuck Facklam	On-Hold
April 17th TBD	Sat.	Turbo Motor Build for Buffalo Transportation Museum in East Aurora, NY	Chuck Facklam	On-Hold
May 8th	Sat.	Monroe Community College Tech. Session	Paul Masters	Completed
May 15th	Sat.	4-Door Restoration at the Dave Ellis Restoration Shop On Long Pond Road	Dave Ellis	Completed
June 3-5	T, F, S	AACA Eastern National Meet at Finger Lakes Community College (www.GVACS.com)	Bill Boudway	Completed
June 3-6	T,F,S,S	"Recall" Corvair weekend in Syracuse	CNYCC	Completed
June 6th	Sunday	Auto Festival in Farmington, NY one day show	MG Car Club	Completed
June 19th	Sat.	Watkins Glen Track tour, lunch & Wine Tour See Page #3 RSVP by June 4th	Jeff Clark	Completed
July 11th	Sun	Stock Corvair Event	Chuck Facklam	Cancelled
Aug 8th	Sun	Annual Summer Picnic (inside shelter) Victor, NY	Pat and Steve Dietrick	
Aug. TBD	TBD	Turbo Motor build completion	Chuck Facklam	Cancelled
Aug 22nd	Sun	Super Cruise Event - Starts at Bob Johnson Chevy Ridge Road West 10 am to 5 pm		\$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) Confirm by Oct. 15th. Order off the menu - 4 Selections	Dave Shoemaker	4-7 pm
As Required	Open	Special Tech Session as needed. Call Paul Masters to Schedule	Pat Masters	As Required



The United States Senate has declared July 9, 2010, as National Collector Car Appreciation Day.

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.

Welcome to our new members

James Hayslip 5910 Ridge Chaple Rd, Williamson NY JHayslip3@rochester.rr.com '64 Monza Coupe

Lewis(Lew) M Gurley 6520 N Avon Rd, Honeoye Falls NY 1ghh@rochester.rr.com '65 Convertible

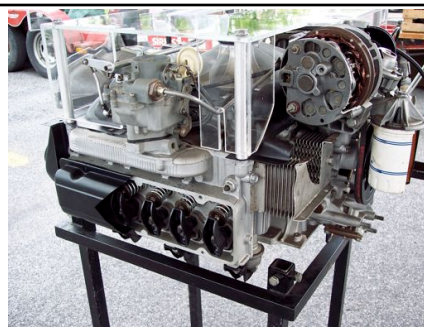
David L MacIntyre 716 North Brook Way, Webster NY eamacintyre@yahoo.com '64 Monza convertible

Thanks to Dave Shoemaker

CORVAIR PRESERVATION FUND EXHIBIT AT THE AACA MEET



Wind Tunnel test model Greenbrier Van



Cut-away demonstration Corvair Motor



GM Test Fuel Injection Motor, 1 of 2



GM Experimental Modular Motor



CPF Exhibit



'63 Survivor

The Antique Automobile Club of America held the Eastern National Meet at the Fingerlakes Community College on June 3-5. The Association of Corvair Nuts provided support setting up and staffing the Corvair Preservation Foundations' 50th Year Anniversary display. The key people bringing the experimental engines, display plaques and "wind tunnel Greenbrier" were non-other than Pete Koehler and Chuck Flacklam.

Friday's exhibit set-up was supported by; Jim Bartasevich, Dave Schaffer, Dave Ellis, Steve Dietrick and Jim Cleveland. It was an honor to sit and to and listen to Pete Koehler and Chuck Flacklam expound on Corvair technology and details about the 1960 Corvair and all of its "special" attributes.

The Cars making up an integral part of the exhibit were the '63 Survivor described in the CORSA Communique, and Jim Bartasevich's '64 Spyder for Friday and his '69 500 on Saturday. Our Club provided the 50 Year Anniversary Banner.



The gathering at Canandaigua



Sam Andolino leaves the line-up for Breakfast at Glenora Winery

WATKINS GLEN TRACK AND WINE TOUR

What a great day for a tour down Seneca Lake, breakfast with a great view and some excellent wine tasting. ACORN Participants included: Sam & Marissa Andolino, Dave & Sue Baker, Jim & Marlene Bartasevich, Bill & Grace Boudway, Jim & Jan Cleveland, Jeff Clark & Dave Doran, Dave & Edie Ellis, Jerry & Betsy Fling, John & Karen Martin, Paul Masters, Dave Schaffer & Son (sorry, didn't get his name- did you?)
Dave Shoemaker



Our gracious host Jeff Clark at Glenora along with the Club Couple, Dave and Edie.

Three laps

The Watkins Glen course was excellent. While the top speed was not to exceed 55 mph, some of the front runners were able to make a bit more in the straights and were generating tire squeal in the corners at close to that 55 mph limit.

The challenges presented to the group consisted of a bulge on a tire on Dave Ellis's car and a major engine problem on Jerry Flings car. The tire was easily corrected by installing the spare. Jerry's problem was not corrected and resulted in AAA towing the car back.

We appreciate John and Karen Martin's company on the tour. That sure was a funny looking Corvair they were in! (Miata) To make things even more interesting John has a '67 Mustang as well as other cars. Must be the Miata was the only capable to running with Corvairs!



Two almost twins lining up in the staging area ready to run the Watkins Glen Track



Fresh off the three hot laps (well, warm laps!) Time to rinse off the seats



Race Stories being shared. Why are these turbo guys are so eager to show off their engines?

TECH SESSION REPORT

BY JIM BARTASEVICH

"Official" Session A,
May 15

This was the regularly scheduled session that was hosted by Dave Ellis. The work involved helping Dave with re-assembling parts of his '64 700 sedan. The engine was basically back together after Chuck Facklam did the head work and inspection. The top cover went back on while some of us straightened out the new tunnel fuel line. Because of its length, Clark's had to "roll it up" so it could be shipped. We opened the 4-speed transmission and differential for a look-see inside. Not seeing anything amiss, new gaskets were installed and they were mated together. However, later, as Dave was removing the input shaft seals from the inside of the release bearing shaft [or "snout" as it's sometimes known as], the shaft cracked apart. So, Dave disassembled the diff [there's a first time for everything, and this was his with differentials] and is having Chuck install a machined release bearing shaft. Those attending were Paul Masters, Steve Dietrick, Chuck Littman, Tom Nasman, Dave Ellis, and Jim Bartasevich

"Unofficial" Session B,
May 18

Chuck drove his Ferrari Mondial to the session. It IS rear engine, sort of [mid-engine, actually]. He wanted to replace the spark-plug

wires, but since this was new territory for us Corvair "mechanics," we decided to do it at his house at a later date in case we ran into a problem and couldn't finish the job or start the car. I met with Chuck at his house the following Tuesday. A mid-engine, transverse Ferrari V-8 is actually pretty straight-forward [straight sideways?]. The main differences were that there are two distributors [one for each bank of cylinders], and the wires in the distributors are held in place by needle-like screws that pierce the wire and firmly anchor it in place. We were extremely careful to match and check and check again the wire routing and numbering. We did the rear-most bank first because it was readily visible, but the forward bank seemed to be easier to do, maybe because we did the rear bank first. In any case, the car started and produced an unmistakable Ferrari V8 shriek so we must have gotten everything connected in the right place. The spiffy red wires are definitely worth 50 more HP [okay, maybe not THAT much, but they sure look great].

"Unofficial" Session C,
May 21

Steve Dietrick didn't drive Pat's '63 Monza convertible to the session but wanted to replace the engine wiring harness. Sometime during the car's life, there must have been a short in an accessory because it melted the part of the harness plug in the engine compartment that carries the main power to the fuse block. As

a result, someone had by-passed the harness connector with another wire. It was functional, but it didn't look like something Chevy would have done. We disconnected the connector and pushed it through the "firewall" so it could be accessed outside the car with the rear wheel removed. Steve cleaned the goop and junk out of the body connector to remove each terminal from the old connector so each could be inserted into a new connector [the original one was melted beyond use]. There is a tiny locking tab on each terminal that snaps into place inside the connector. It can be released with a small screwdriver. The damaged terminal was replaced with a new one so it would mate up properly with the new engine harness connector. I replaced the harness in the engine compartment. After splicing the new terminal into the body harness and snapping it into the connector, Steve wrapped the wiring in tape to match the factory wrapping. Then we pushed it into the engine compartment and connected it to the new engine harness connector. Now the wiring looks like it did when the car left Willow Run. After verifying that all of the connections were properly made and tight, Pat had the honor or starting the car, which it did of course. [You had doubts?]. Then we confirmed that all of the electrical systems functioned properly.

CARS THAT CHANGED THE WORLD

By Jim Bartasevich

This ad was in a catalog I was leafing through. My "trained" eye immediately caught the image in the ad.

It's also available from Amazon, but you can't "open" the book to the page shown in the Bas Bleu catalog. However, the Amazon site allows you to open the table of contents to see a list of the other cars in the book. There is also a mention of the Corvair Testudo in the index. The odd thing is that the photo shows a 1960 model while the page and the table of contents lists "1965." I guess I'll have to get the book to solve the "mystery." It's pretty neat to see more recognition of the Corvair!

Of course, to us Corvair owners, we already knew it was a car that "changed the world!"

I sent the information to the Communique.

<http://www.basbleu.com/cgi-bin/hazel.cgi?>

[randomizer=2035301504&action=DETAIL&ITEM=UD2742&PRODSOURCE_UD2742=vc](http://www.basbleu.com/cgi-bin/hazel.cgi?randomizer=2035301504&action=DETAIL&ITEM=UD2742&PRODSOURCE_UD2742=vc)



[Click for larger image](#)

Fifty Cars that Changed the World

Andrew Nahum

#UD2742 Hardcover, 106 pages; 2009 **\$20.00**

 **Members' Price: \$17.00**

From the iconic Ford Model T of the early 1900s to 1998's futuristic and eco-friendly Smart micro car, **Fifty Cars That Changed the World** showcases automobiles noteworthy for their innovative, intrepid, and influential designs. A beautiful photograph of each model is accompanied by a short but intriguing essay about the conception of the vehicle and its impact upon the

industry. An exquisitely produced new addition to a series from London's esteemed Design Museum, this visual automotive history makes a handsome present for the car enthusiast in your life. (AG)

POWERGLIDE TRANSMISSION FLUID CHANGE

Chevrolet engineering originally used the previous big car Powerglide oil change recommendations and field data to make their recommendations for the 1960 Corvair. Thus it was that the 1960 recommendation was that no oil changes were necessary for the Corvair Powerglide. Apparently the original fluid was thought to be good for the life of the transmission. So no drain plugs were included in the Powerglide design.

This recommendation of no scheduled oil changes for the Corvair Powerglide transmissions continued until the start of the 1965 model year. During the intervening five years there must have been plenty of field data and customer complaints regarding problems resulting from this policy. Of course the Corvair transmission operated at much higher temperatures than on the other Chevrolet vehicles, rapidly oxidizing the fluid, which could have been the source of any problems.

No record of these complaints or problems exists but suddenly in late 1964, Chevrolet dropped a bombshell and decided that the Powerglide fluid should not only be changed every 12,000 miles, but even more frequently for severe service. Severe service as they defined it was what one might call normal hard usage. But because there were no drain plugs to allow removal of the fluid, it was necessary to either remove the pipe used for adding fluid to the transmission or remove the actual oil pan. This allowed draining of the fluid in the pan but left a considerable amount of fluid still in the torque converter. So the recommendation was to just drain and replace the fluid in the pan and leave the torque converter fluid alone. No mention was ever made, either, about cleaning or replacing the internal oil filter accessible after the pan was removed. Why was this filter service not addressed?

So the oil change interval recommendation went from *never* to a short 12,000 miles, and even fewer miles for severe service. It would seem that there must have been a really serious fluid degradation problem to require service so frequently. This recommendation was only twice the recommended interval for the 1965 engine oil changes (every 6,000 miles). In addition, there must have been some real concern by Chevrolet Engineering to adhere to this revised change interval since it was mentioned three times over the following years in their almost monthly Dealer Service News Bulletins.

BY BOB HELT *reprinted from the June 2010 issue of Vagas Vairs Vision Newsletter*

VAPORLOCK

The July issue of Popular Mechanics Magazine's Car Clinic section had a question from a Corvair owner;

I have a '63 Corvair with a '65 engine. I am having trouble with it vapor-locking when running at slow speeds, or sitting in a parade route. What do you suggest to stop this?

PM's Answer:

The simple answer is to recommend some 1965 gasoline, but I doubt you can find any. Here's the problem: The vapor pressure of gasoline is much higher today than it was when your car was manufactured. We're using more of the barrel of crude oil than ever, and some of those hydrocarbons are more volatile and boil at lower temperatures. Fuel-injected cars aren't sensitive to this because the fuel is pressurized to 30 to 60 psi in the fuel rail, not at atmospheric pressure as in the carburetor's float bowl. At low speeds or in parades, the engine compartment temperatures are highest, and the fuel literally boils in the fuel lines, fuel pump or float bowl. Some '70's vintage cars used a buy pass line that returns fuel to the tank to keep fuel temps down, but you'd need to add another fitting to the tank for the return line to achieve this.

Changing from the mechanical engine-mounted fuel pump to a remote electrical one might help. [It does help, I have one on my Corsa - *editor*] So might insulating the fuel lines and float bowl with some aluminum-faced insulation. I know a fellow who rigged up a windshield-washer pump to a cooler full of ice and water in the cab of his motorhome. When his engine started to stutter as it went up a hill, he'd squirt some ice water on the float bowl. It gave him a place to keep some cold drinks on ice, too.

[Another trick is to make sure your fuel lines are not resting on the shrouding or body rails - *editor*]



FOR SALE & MARKET PLACE

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See the Supplement for the following: Various New FC Items 1964 Trim Turbo parts stainless gas tank senders Late model steering column parts

650 Page 2007-2012

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Forward Control Parts for sale:

2 motors ('64 110 auto and '63 102 standard) they both run.

The pictures show most of the mechanical stuff. In the boxes are dashes and other stuff. There are rear shafts all with good bearings, we have repacked a few of them.

There are 8 brake drums. There are 2 steering boxes and columns. I want \$250 for the the mechanical stuff, \$100/ motor, and \$15/per door. Also 7 doors used and mostly straight.

Tom Nasman

tnasman@rochester.rr.com

585-293-7083

For Sale:

1963 Monza coupe show car, 48k miles, original owner, red / fawn int., automatic, always garaged, asking \$10,000, Fort Myers,

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Since 1960

My name is Scott Jackson. I live in Aurora, Colorado. Two years ago, I purchased a very original **1964 Corvair Monza Spyder**. The car is in very good shape with minimal rust. The car was parked from 1985 until I purchased it in 2008. The owner passed away and a family member tried to start the car with old gas in the tank. This resulted in all intake valves getting seized in the guides. I have had the heads rebuilt with all new valves, guides, springs, retainers, locks and seals.

Unfortunately, I have not had time to reassemble this portion of the engine.

My home is in Catfish, PA and I will be traveling to PA July 1st through July 12 to attend my family reunion on July 4th at Martinsburg Memorial Park. I will be bringing the car in by trailer and am hoping to sell the car while I am back there.

Understanding the affects of winter, salted roads and humidity in PA, I believe this Colorado car would make an excellent candidate for a relatively painless restoration.

The car is 943 - Goldwood Yellow, 712 - Black interior, 0627 2 door Spyder Coupe. VIN #40627W184524.

I have the title and all receipts with the car.

My email is ec3783@comcast.net

My cell # is 303-550-3539