



MCC Tech Session 2010

ACORNNEWS

ASSOCIATION OF CORVAIR NUTS

Rochester, New York

CORSA Chapter 148



April 2011

Prez Sez

April 2011

Hi ACORNS

Since the “Crepe Experience” on April 2nd had to be cancelled due to lack of interest, tech sessions are now the only events scheduled for April. Meetings are not usually held at tech sessions so there will be no formal meeting in April and at this time, I see no place for one in May either. If anyone would like to plan an event for May, please let me know and details can be announced in the May newsletter. If not, our next meeting will be at the June car show.

I was very disappointed to have to cancel the “Crepe Experience” and we were truly fortunate that Nicole had not asked me for her usual \$200 deposit. Also, there are no hard feelings so we may still be able to have this for an event sometime in the future if there really is any interest.

Looks like it will be the end of April before the Ellis cars will come out of storage this year. We will be out of town for two weeks and the weather is not good enough before we leave.

I am sure we are all anxiously waiting for spring with many more events in place for the summer months. Gentleman, please get involved in the upcoming tech sessions. Hopefully, there will be more involvement from club members in all our upcoming events.

Both Dave and I wish each of you a blessed Easter and happy spring.

Stay safe and keep those cars greasy side down!

Edie

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Staff Reporter
Jim Bartasevich
interviewing
Chuck Facklam
See page #3 for
full details



ACORN 2011 Calendar

2011 ACORN Officers

President – Edie Ellis
 Vice President – Jeff Clark
 Secretary – Jim Bartasevich
 Treasurer – Dave Shoemaker

Appointed Positions:
 Newsletter Editor – Jim Cleveland
 Webmaster – Marissa Andolino
 Membership – Dave Shoemaker
 Historian – Dave Ellis
 Tech Session Coordinator - Open

April						
S	M	T	W	T	F	S
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3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	24	26	27	28	29	30

May						
S	M	T	W	T	F	S
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8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				



Date	Day	Event	Host	Status
Jan 16th	Sun	2010 Planning Meeting	Jeff and Dave	Completed
Feb 13th	Sun	Valentine's Day Dinner	Betsy Fling	Completed
Mar. 19th	Sat.	Turbo Display motor assembly Contact Dave Ellis	Chuck Flacklam	Completed
April 2nd	Sat.	Simply Crepes in Canandaigua How to make Crepes ----- See Page #5	Edie Ellis	Canceled
April 9th	Sat	Tech Session Powerglide Diagnosis and repair	Jerry Fling	
April 30th	Sat.	Tech Session at George Conboy's Super Garage 9:30 a.m.	George Conboy	
May 14th		MCC Tech Session Jay's Diner West Henrietta Rd. @ 8:00 am, MCC Auto Tech. @ 9:00 am	Paul Masters	
June 5th	Sun	Auto Festival, Farmington, NY	Club Event	
June 10, 11, 12	Fri. Sat Sun	Central NY Corvair Club Recall Corvair Event	Club Event	
July 17th	Sun	Genesee Valley Antique Car Society Car Show	Club Event	
July	Sun	Watkins Glen Tour and Track	J. Clark	TBD
Aug. 7th	Sun	ACORN Annual Picnic	S. Dietrick	
Oct 9th	Sun	Fall Color & Cheese Tour	J. Bartasevich	
Nov 13th	Sun	Annual Christmas Dinner Steamboat Landing	D. Shoemaker	

NEXT EVENTS

*Tech Session April 9th, Powerglide Diagnosis and Repair Jerry Fling's
Garage, 9:30 a.m. 55 Brian Drive, North Chili*

*Tech Session April 30th, George Conboy's Garage, 9:00 a.m.
1209 Clover Street.*

Other Interesting Auto Events:

- Motor Mania Indoor Car Show, Rochester Dome Center April 1-3
- Evening Reception for the NY to Paris Rally Drivers, Pierce Arrow Museum, Buffalo, NY (Ticketed Event) April 14th
- Dunkirk Auto Swap Meet & Car Corral, Dunkirk, NY May 20-22

Chuck Facklam's "Garage."

Several ACORNers, Dave Ellis, Steve Dietrick, Sam Andolino, and Jim Bartasevich visited Chuck Facklam's on March 19 to finish the disassembly of the engine that will be used to build a turbo display engine for the Corvair display at the Northeast Classic Car Museum in Norwich, NY [www.classiccarmuseum.org]. Chuck directed, Dave, Steve, and Sam did the work while Jim was the reporter for ACORNNews. Toby, Chuck's chocolate Lab, supervised.

The engine was mostly disassembled, so the tasks at hand were to remove the top cover, oil pan, oil filter adapter, front housing, and bell housing, then split the block and remove the pistons, crank and camshaft. Then the block and related parts were given a wash in the parts tank. The engine is being made as light as possible for ease of handling. It will have no pistons, crank, or cam. The end of a "junk" crankshaft will be cut off so it can be installed in the block to hold the rear pulley. The heads will be held in place with four studs on each side which will also hold the cylinders in place.

We also brought some donated parts such as fuel lines, exhaust, chrome intake, and an air cleaner which will be used to make the engine look "real." After a final cleaning of the parts and painting as needed, the engine will be reassembled during a yet to be scheduled session.

We took a break for a pizza lunch and a tour of Chuck's shop and projects before heading home in mid-afternoon.

Jim B.
Staff Reporter



Removing the Harmonic Balancer



Like the State Highway Crew, one guy does the work and the others watch.



Air Tool Dave



Air Tools make the work easier



Lots of parts on this thing!



Sam Holds The Trophy



This is what makes my car go?



Toby keeping an eye on the crew

Ethanol and Your Older Cars

(Segment reprinted from Popular Mechanics)

“Alcohol is corrosive and can degrade plastic, rubber or even metal parts in the fuel system that weren’t engineered to use alcohol-bearing fuel. Consequently, that antique auto or ’60s lawn tractor you bought at the swap meet might need some upgrading to stay together on today’s gas. That means corrosion-resistant tanks, alcohol-tolerant rubber lines, seals and fuel-pump diaphragms, and plastic fuel-system parts that won’t swell up in the presence of alcohol. Vintage boats with internal fiberglass tanks often have issues with the coating inside the tank failing, -sometimes requiring massive structural modifications. Highly tuned two-stroke engines will run leaner (and consequently hotter) on the lower Btu/gallon alcohol mix, potentially leading to melted pistons and scuffed cylinder walls. Alcohol will also scour varnish and deposits out of the fuel system that have remained in place for years, which will eventually wind up in the filter or main jet, choking off the engine’s fuel supply. Worse yet, the alcohol itself -oxidizes in the tank and produces a tenacious brown glop that’s far more damaging to fuel systems than the -varnish we’re used to seeing in pure petroleum fuels. In warmer weather, you can see varnish starting to form within a month of dispensing fresh fuel into a vehicle tank or storage can.

To avoid phase separation, avoid long-term fuel storage. Trash that old 5-gallon can with the rag stuffed into the filler neck and trade up to a 2-gallon can with a decent, vented cap. I used to recommend storing outdoor power equipment, boats, ATVs and motorcycles with full tanks to prevent rusting. Now I recommend draining the tank, running the engine till it quits and then fogging the inside of the tank and the cylinder with oil to prevent corrosion. No E10 in the tank equals no water absorption and no phase separation.

We’ve always recommended using fuel-stabilizer products for gas-powered vehicles or tools that aren’t regularly used. E10 makes that advice even more compelling. We’ve tried products formulated for blended gasoline from Star Tron, Eastwood and Sta-Bil. There are others. Beware of products that claim to prevent phase separation: It’s unlikely that they can eliminate the phenomenon, although some products do claim to delay it.”

Another ethanol problem just came to my attention. The gas tank fuel sending unit (and fuel pump in modern cars) is showing signs of corrosion with the use of ethanol in the gasoline. Gas gauge failure is being caused by electrical contact corrosion. *editor*

Notes from Dave Shoemaker, Membership Chairman and Treasurer:

Members that do not have an Acorn patch, please call me (585) 393-1912 or email me dshoemaker001@rochester.rr.com and I will send them one.

Members that have not paid their dues will receive a reminder in April. This will be the only reminder they will receive.

Also, the first of May, I will be sending a membership roster to everyone who is a member.

Thanks, Dave

Ethanol in long term storage

Experts are now advising that you drain gas tanks that contain ethanol for storage longer than 4 months. Straight gasoline can be best stored by filling the tank to the top. This avoids condensation and rust. Ethanol on the other hand is highly corrosive and ***should not be left in-older cars, lawn equipment,*** or other small engines for long periods of time.

Based on the average Corvair usage the ethanol problem could be a bigger worry than cam wear.

editor

The Preventive Maintenance Series

by Mike Dawson

1966-1969 4 Speed Transmission Tips

Along with normal hand tools, you will need snap ring pliers (snap rings are different sizes but one pliers will fit them all), and a press with large clamshell and suitable pipes, sockets, etc. to remove and install the synchronizer hubs and the rear bearing.

Be aware of the following:

- ❑ The main shaft clutch gear bearing is available locally, such as NAPA, but the snap ring that fits on the bearing is larger than the original; it will interfere with the retainer (cover). Transfer the old snap ring to the new bearing.
- ❑ The rear main shaft bearing is harder to find, so plan ahead. Parts stores will order what is supposed to be an exact replacement but it will be missing the shield. How important the shield is may be up for discussion, but I would try to get the correct part if at all possible. CCP carries it.
- ❑ To fabricate a dummy shaft for the counter gear, I cut a section from a spare Powerglide turbine shaft, which is the perfect size. Chamfer the cut ends slightly. Or you could stop by Metal By The Foot and pick up a 15/16 solid metal dowel or even use a wooden dowel since once you start the counter shaft moving, a wooden dowel would complete the job without significant effort. The length needed is 8 3/8".
- ❑ Be sure and start to remove the counter shaft by driving it towards the differential end. The hole at the opposite end is deformed to prevent movement out of the case, making damage to the shaft possible if you drive it out the wrong way.
- ❑ As you check all parts for wear and damage, pay particular attention to the spur gear teeth on the sliding gears, the small teeth on the synchronizer sleeves, the internal splines and key holes on the blocker rings and the spring washer adjacent to first gear. These seem to be more frequent problem areas.
- ❑ This is my method of assembling the side cover back on the case: Shift both synchronizers to neutral, set the shifter shaft to neutral, and attach the gasket to the cover with your favorite stuff. Use some Vaseline in the shift fork holes to help reduce fork rotation. Next, set the case opening facing you and slightly elevated. Set the cover bottom in towards the case leaving a wider opening at the top where you can use a long thin screwdriver to align the forks on to the synchronizer sleeves and then close the cover over the alignment pin. Screw in two bolts and check your shifter operation.



Dashboard Warning Lights Revisited

The Temp Press light is connected on one side to positive battery and on the other side to two switches which go to ground, but for different reasons.

1. The oil pressure sending unit (left of the fuel pump except '60 and some '61's) will ground the light anytime the engine is not running or if you have low oil pressure. When the engine starts, the switch goes open due to oil pressure and the light goes out. These switches can fail and stick in the open position, and they can leak oil.
2. The temperature switch (underside of the right head at the rear) is a snap switch; it is always open except for an overheat situation when it goes to ground and turns the light on. The temperature switch does not affect the light except for overheat.

The Gen Fan light is connected on one side to positive battery and the other side to the voltage regulator which is grounded until charging begins. When the engine starts and charging begins, both sides of the light have positive battery and the light is out. If you throw a belt, the charging stops and again the light is grounded on one side and comes on.

Check your system operation every time you run the engine – simply turn the key to on without starting. Both lights should be on and then go out when the engine starts.

Corvaic engines do not overheat waiting in a parade. If your Temp Press light flickers, it is due to low oil pressure, not temperature. The faster you drive a Corvaic, the hotter the engine – coming back to idle cools it down; just the opposite of water coolers.

There are a lot of oil pressure sending units that will fit a Corvaic, and they will vary within the same part number as to what pressure turns the light out. Use an ohm meter, pressure gage and metered air supply to test switches. Most operate between 6-10 pounds.

Reprinted from the VAIRCOR March, 2011 Newsletter

TIRE LIFE

by: Bob Helt
2/6/2011

Clark's says, "Don't take chances on the road with old tires." In their January 2011 catalog supplement, Clark's Corvair Parts again recommends that tires be replaced after they are 6-years old, as tire manufacturers are suggesting. And that, "after 10 years you are really risking your car and/or your life" by continuing to use them.

Clark's mentions tire deterioration that occurs and possible tire failure by having the tread come off. And of course, Clark's is entirely correct that this is a possibility. But unfortunately, Clark's fails to mention a critical tire failure mode that is even more common and most likely to occur.

THE PROBLEM

The problem is that tires are made of rubber and unfortunately, rubber ages. Ageing can be somewhat slowed by cold storage or manufacturing processes but is accelerated by heat, sunlight and even rain. When tires are new, the rubber is flexible, tough with a high coefficient of friction. But ageing tends to reduce all of these attributes. The rubber hardens as it ages. It loses flexibility and its traction. And the loss of traction can be critical...the worst problem ever.

Here is what happens, as the tires age and the rubber hardens, the amount of tread is still almost like new. And the tires still look great. So why replace them? It is so very easy to convince yourself that they are still in great shape and don't need to be replaced. You tell yourself that they are almost like new. But there is the rub. The rubber that contacts the road is hardening right before your eyes and you can't see it. And hard rubber has little traction.

So the car handles and brakes just like always in normal driving. But just wait until you need to stop quickly or need to make a quick steering maneuver to avoid a problem when the streets are wet or snowy. Then, the traction that

you have been counting on won't be there and the car will slip, slide, skid or just keep on moving ahead when you don't want it to. And maybe crash? Old tires just do not have the traction of new tires.

So be safe and replace any tires that are 6-years old or older. And, as Clark's points out it is fairly easy to tell the age of tires by reading the code embossed on the sidewall. Unfortunately this code is located on only one side of the tire and some tire outfits mount the tires so that the code is on the inside. So that you have to remove the tire from the car to read the code.

THE TIRE CODE

Most tires manufactured since the year 2000 will be embossed on the sidewall with the U.S. Department of Transportation (DOT) nomenclature indicating when the tire was manufactured and who the manufacturer was. This will help you determine just how old your tires actually are, since they may have been sitting in a dealer's inventory for several years before you purchased them.

Just look for the "DOT" followed by a series of numbers and letters *ending with either three or four digits*.

If the tire was manufactured before 2000 there will be three digits.

If the tire was manufactured during, or after 2000, there will be four digits.

The code can be read as follows: The first two digits will be the week number followed by the year.

For example, 416 will be week 41 of 1996.

And 3705 will be week 37 of 2005.

Reprint from the Vegas Vair's Newsletter

**AN INVITATION TO OUR 36TH
RECALL!**

I would like to take this time to invite all Corvair owners and lovers to the 36th Recall. Our first Recall was 1975 a dream of the founder of CNYCC, Bob Waters and we proudly carry on the tradition.

This year's Recall will take place on June 10 -12th 2011 at the Hilton Garden Inn, 6004 Fair Lakes Road, East Syracuse, NY 13057. You can call (315) 431-4800 for room reservations and mention the Corvair Club for a special rate of \$95 / night.

Friday night we will attend a cruise-in at Bella Domani, 5988 E. Taft Rd. They will have food that you may purchase on site. A delicious BBQ for only \$6.00 will be available.

Our Recall will, of course, include our famous hospitality room with munchies available all the time and a lunch Saturday at noon. Lunch will have sandwiches, chips, cold vegetable platters, and fruits. And to top it off the ladies always surprise us with some great desserts. This is available for all Registered Recall attendees. A food vender is located on the Concours site if you want to buy a hot meal.

Saturday morning will start off with Concours and Car display Judging until noon. Just across the road autocross will start after lunch. Come prepared for a technical drive. The Funkhana and model car display will finish the afternoon.

The Awards Banquet is scheduled Saturday night, with a buffet feast fit for a king. And, for what everyone will be vying for, we'll have 18 trophies that will be awarded.

The valve cover race is scheduled for after breakfast on Sunday morning as we wish all a safe journey home after a fun weekend.

For those that want to go shopping, Syracuse has a large shopping mall. A garden nursery to die for is just a short drive away and the Erie Canal Museum is located nearby in down town Syracuse for all interested in the very interesting canal history of this area.

NORWICH MUSEUM

Pete Koehler is at it again. He has made arrangements for a 1 year Corvair display at the Norwich Museum. (Norwich is south of Syracuse near Morrisville in our own beloved N.Y.S.) The display so far will consist of the cutaway engine we used for our Buffalo display and road show and one of Pete's early 60's. I have suggested we could add our Turbo display engine except for the week its going to Flint. The museum would like a nice Spyder to add to the display. Any thoughts on anyone who might own a really clean Spyder that they would be interested in putting in a Museum for a year?

Change Your Brake Fluid

By Fran Schmit, Technical Advisor 2/92 Page 10 "Brakes" of the 1996 Supplement of the Corvair Technical Guide

I had a problem with my brakes which was not a serious one, but bothered me for several years. The pedal was always hard with practically no free play, yet the brakes worked fine and I drove the car many thousands of miles with no problems. They just were not like all of the others.

One day I happened to be at a lecture by the famous Professor Larry Claypool from Chicago. He suggested that there may be a problem inside of my master cylinder which prevents the plunger from totally returning and uncovering the vent hole, thus leaving some small amount of residual pressure on the shoes. He was right. The

plunger that pushes on the main cup inside the master cylinder has a cup of its own that forms an internal seal but holds no pressure. This allows fluid to be on both sides of the main cup so that it can always be lubed and making a good seal. Well, this master cylinder may actually be the 27 year old original, and there was a lot of dried up brake fluid around the real end of the plunger. I find it fascinating to see old brake fluid that has turned to jelly or even hard white crystals; very interesting. Anyway, these crystals had formed under the place where the rear cup sits on the plunger and had pushed the cup tightly out to the side of the cylinder bore. It couldn't get all the way back! Although cleaning was all that was required. It is interesting to speculate if an annual bleeding/ flush, which is now mandated by new car manufacturers, would have prevented those crystals from forming. I suspect that the answer is yes, proper maintenance would have prevented it, and an annual flush is "proper maintenance."



FOR SALE & MARKET PLACE

P185/80R 13 RADIALS

A limited supply of hard to find tires in stock. We can strap 4 tires together for shipping. Now in stock, they are Maxxis brand. C12601 AT \$89.00 ea Clarks Corvair Parts 400 Mohawk Trail Shelburne Falls, Ma 01370413-625-9776 www.corvair.com

There is a fairly solid **'62 Monza sedan** for sale just down the road from me. It has PG, working AC, 100% complete, running and driving. Car was originally Adobe Beige now a candy apple red with redone black interior. It's a very early production 62, still has the 60-61 style Monza crosses. Owner rarely drives it. He's asking \$2000.00 (firm). I think this would make a nice little family car for someone. I already am up to my limit of 3 so I'm spreading the word.

I'm located in Dade City Florida about 60 miles north of Tampa. Contact me off this list and I'll give you the details. ebittman@tampabay.rr.com

Parts located in Ky.

Call Steve with questions or prices.
606-465-8907

180 Turbo Motor, complete and runs
2- 66 saginaw posi trans axles
complete 66 telescopic column and wood wheel
13" Mag (CORSA??) wheel covers
66 Remote mirror
bumper guards
trunk and hood mercury lights
66 am/fm radio
Title and frame section w/vin plate for 66 Corsa
2- late power conv top mechanisms, one works
complete judson supercharger set-up
NIB Mallory Distributor
set of 69 Monza bucket seats
set of black cloth R1 racing seats
early model A/C set-up (under dash)
65 140 hp motor

Tom Nasman for good used parts:

585-293-7083

1965 Corsa Convertible, 4 speed resto mod. I have spent \$28,000 on this car in the last five years. This includes \$15,000+ with Cotofelds in the last two years. Every system was replaced and updated on the car. This car looks original to non Corvair people but here is the list of things that you will notice. Color is 1961 Chevy Corvair ROMAN red. The interior is Clarks custom two tone bright red and bright white. Wheels are real knockoffs with 14" up front and 15" in the rear. Much custom chrome and billet work on the motor including a custom air cleaner package that I just spent \$500 on 9 months ago. Recent job loss (seven months ago) and lack of a new job are forcing me to make the hard choice of selling. Please feel free to email me with any questions. Price is \$17,500 OBO by 4/15/11.

Jim Scheibe
(770) 926-5057
jim.scheibe@comcast.net



Steve up in KY has been buying parts for a project (66CORSA Conv) he was planning on building and now has them for sale or trade. Please call him with questions or prices.
606-465-8907

180 Turbo Motor, complete and runs
2- 66 saginaw posi trans axles
complete 66 telescopic column and wood wheel
13" Mag (CORSA??) wheel covers
66 Remote mirror
bumper guards
trunk and hood mercury lights
66 am/fm radio
Title and frame section w/vin plate for 66 Corsa
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early model A/C set-up (under dash)
65 140 hp motor