



See page #8

ACORNNEWS

ASSOCIATION OF CORVAIR NUTS

Rochester, New York

CORSA Chapter 148



August 2011

Prez Sez

August 2011

Hi ACORNS

Are you enjoying the very hot and dry summer? Thinking about the last snowy winter and soggy spring helps me not to complain. We are rather spoiled with our air conditioned water pumpers but you can get a lot of airflow through a Corvair. It's just that 90 plus degrees is too hot to put the top down on the convertible.

As I write this Dave and I are waiting to find out if the Watkins Glen event on the 31st will be a go or not. I confess that due to a communication problem, we did not RSVP until the 24th. Hopefully people just forgot to respond and that will be rectified by the time you receive this. Jeff puts a lot into the planning and it will be great time with lots of Corvair fun and fellowship.

Included in this news letter is info on the sale at Tom's and the debut of the joint effort turbo. Please take time to check out those articles as well as any and all upcoming events

Remember, we will have a formal meeting at the breakfast on the 31st. If that does not take place for any reason, then I guess our next meeting will be at the Annual Picnic in August.

Stay safe and keep those cars greasy side down!

Edie



This is stock photo and not Ron's

Interesting, But Incorrect Comments Overheard at the Fairport Village Cruise Night:

- Yenko never made a Corvair
- What is a Yenko?
- What is this anyway?

In-fact the car at the Cruise Night was a "Real Yenko Corvair" owned by Ron Butera. The most valuable car in the lot!

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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

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	

New Member Welcome to

Clare J. Willett



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	Completed
April 30th	Sat.	Tech Session at George Conboy's Super Garage 9:30 a.m.	George Conboy	Completed
May 14th	Sat.	MCC Tech Session Jay's Diner West Henrietta Rd. @ 8:00 am, MCC Auto Tech. @ 9:00 am	Paul Masters	Completed
May 15th	Sun.	Car Collection Tour Fairport	CNYCC	Completed
June 5th	Sun	Auto Festival, Farmington, NY	Club Event	Completed
June 10,11,12	Fri. Sat. Sun.	Central NY Corvair Club Recall Corvair Event	Club Event	Completed
July 10th	Sun.	Genesee Valley Antique Car Society Car Show Rochester Institute of Technology	Club Event	Completed
July 31st	Sun.	Wine Event and Watkins Glen Tour Track	J. Clark	Completed
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

ACORN Annual Picnic
 August 7th.
 12:00 to 4:00 P.M.
 Gypsum Community Center
 Victor, NY
 See Page #5 for Complete Details

**2011 ACORNS ANNUAL PICNIC
AND WHITE ELEPHANT SALE**

WHEN: AUGUST 7, 2011

TIME: 12:00 NOON TILL 4:00

WHERE: GYPSUM MILLS COMMUNITY CENTER

6392 PLASTERMILL RD. VICTOR, NY 14564

Please RSVP to Pat Dietrick (585) 742-8579.

Please bring a dish to pass and let Pat know what you will be bringing.

.. Pat will be providing Hamburgs, hot's, Italian Sausage, Buns, Condiments, and Potato Salad.

This event will be held outdoors...Should the weather be to HOT, or the clouds open up, we can move inside the community center where there are kitchen facilitys for our use.

There is plenty of safe parking.....so bring your Corvair's

Brock Yates Original Cannon Ball Run '72 Dodge Challenger
Brock Yates and Jim Cleveland
(Brock on his Motorized Bar Stool)



Ken Willard and other Donated Stuff Available... Authored by Dave Ellis

Over the years previous club members like Armond Payne, Ray Bishop, Ralph Durbin,, and most recently a Corvair acquaintance Ken Willard, have donated Corvair components to be used by ACORN club members.... and a whole bunch of it has accumulated in Dave Ellis basement....

There has accumulated sufficient stuff to now communicate to the members what is available.... elsewhere in this ACORNEWS the club has documented pricing policy for this stuff...the goal is to make members available this stuff is available, at a bargain, and to honor the original intent of the donators....

Not only do I want to see folks get this stuff who can use it....I need to make some room down there....So give me a hand and come get some of this stuff...PLEASE.... dme out...

Ken Willard, and other donated "Stuff"
available to ACORNS, stored at Dave Ellis's

Suspension Components

NOS Series I, Delco Pleasurizer Shocks, front, 2 sets
NOS Series I, Rear Springs, for Spyder Convertible
Nice used, 64,assy, inner and outer tie rod ends, with sleeve and hardware(1)

Engine Components

Used, Nice clean valve covers, 2 sets
Rebuilt 1960 Starter,,Unique,,,61-69 are all the same, but different than 1960
Good used Series I Generator
Good for parts, 3 Series II alternators...
Good Used, Camshaft, from 1961 Rampside Motor, Manual trans
Engine Block,,,bare, stud-less,,, Coded "ZH", 61-3,80 or 84 hp,Monza PG, NON wagon
Engine Block,,,bare, with studs,,,Coded "RB", Corsa 140 block
Used, Turbo Air cleaners,,,two black, one chrome
Used, Turbo mounting brkts,,,the one that bolts to the top of the block
Used, Turbo chrome inlet pipe,,,goes to the heads from the turbo,,,10?
Used, PG, Bell-housing
Used, Manual, Bell-housing
Used, Oil pump casting from the "front" of the block...
Series I, regular duty, Pressure plate,,looks good

DriveTrain Components

Used, 61-3&5, Manual Differential....3.27 Gears, looks good

Go INSIDE the Car....

Nice USED, chrome trim that goes on the outside of Monza Buckets 3
Door Handles and Window Cranks,,,Series I...a whole passle of em...
Series I, Radio Housings,,, (2)
Series I, early 61/2?, Red steering wheel

Go On OUTSIDE the Car....

Nice set of 13 " 2 bar spinners..(4)
Series I hub caps...7 or 8???

CNYCC "Recall"
Trophy Winners
CONCOURS

From the ACORN's

Early open 1st.
Dave Shoemaker

Late Open 2nd.
Jeff Clark

Congratulations

A great gathering of wonderful people from Syracuse, Rochester and beyond.

Thanks to the CNYCC

See page #8 for more photo's

Genesee Valley Antique Car Society Car Show
Rochester Institute of Technology

About 150 cars participated in this event, down by about 100 cars from last year. The Corvair was excellently represented by the Shoemakers and the Dietricks. The question is why were they the only ACORN Representatives?



Shoemaker First Place

Dietrick Third Place

George Conboy was the shows fantastic host once again.

Ethanol

More people are getting concerned about E15 and other ethanol blends and the damage these blends could do to engines. More ethanol also means less gas mileage and possible engine problems. What I have heard is that the EPA is working on the approval of so called blender pumps for ethanol. The blender pumps would allow varying amounts of ethanol fuel such as E10, E15 and E85 to be dispensed. These pumps would be similar to the old Sunoco pumps that would dispense economy, regular, super, premium and super premium gasolines all from the same pump. The problem the EPA will have is making sure people don't make a mistake in fuel selection. The EPA recently releases a picture of an orange and black label that will go on E15 pumps. The problem is many people will just ignore the sticker just like they ignored warnings about putting leaded gasoline into unleaded cars until the government mandated a nozzle and gas filler size change. Car hobbyists are not at all happy with ethanol. There is an abundance of information on the internet about ethanol and older vehicles. Ethanol is a solvent and can dissolve rubber and other materials causing problems. The EPA says E15 and greater ethanol blends should not be used in vehicles made before 2001 and should not be used in any air-cooled engines.

(Reprinted from "[VAIRifiable News](#)", a publication of the Central Virginia Corvair Club)

Ethanol and Your Small Engines

During a recent visit to my local lawn equipment dealer, I found a notice regarding the use of gasoline containing **any** ethanol.

This is a quote from the notice; "Small engine manufacturers are now recommending the use of high octane gas in small engines. We highly recommend USING ONLY 91/93 OCTANE OR 89 WITH STARRON FUEL TREATMENT!!!"

The notice went on to say "Do not use regular Stabilizer, it no longer works due to the 10% ethanol in all fuel today." They recommend storing gas containing ethanol for only 30 days.

The dealer claims that small engine manufacturers will not pay warranty for anything fuel related.

Editor

IMPORTANT

When running ethanol-blended gas in your older car or small engine equipment, most technical sources recommend completely running it out of gas before storing it for an extended period.

HAGERTY Old Cars web-site reprint:

Ethanol's effects on older cars are many and varied. Depending on the exact make, model and year of your vehicle, as well as the percentage of ethanol in your fuel, you may experience any of the following:

- **Galvanic Corrosion**
Corrosion caused by contact between two dissimilar metals when the metals are in contact with an electrolyte, like ethanol.
- **Deterioration or swelling and hardening of rubber components**
Rubber components like fuel hoses, carburetor seals and gaskets, and fuel pump seals may be hardened, dissolved or distorted by contact with ethanol. This may lead to fuel leaks.
- **Oxidization Caused by Water**
Ethanol holds water very readily and can expose fuel system components and steel gas tanks to rust. This is especially prevalent in boats.
- **Fiberglass Fuel Tank Damage**
Even low concentrations of ethanol have been shown to damage fiberglass fuel tanks. Ethanol dissolves the lining of fiberglass fuel tanks, often depositing a dark "sludge" inside marine engines causing costly damage. Eventually, fiberglass tanks dissolve until they fail, leaking fuel.
- **General Corrosion, Pitting and Rust on Metal parts**
Metal parts, such as in-tank fuel pumps and carburetor floats, may be subject to pitting, rust or corrosion when in contact with ethanol blends.

TRANSAXLE LUBRICANTS REVISITED By Bob Helt (Reprinted from the "Vegas Vairs Vision" Newsletter)

With a constantly changing technology and industry, it's sometimes hard to know what to do. Yet we have to make decisions based on current understandings and limited data. For all of these reasons, this seems like now is a good time to review just what lubricants we should be putting in our Corvair transmissions and differentials. Unfortunately, neither the Corvair Owner's Manuals nor the Shop Manuals provide us with much usable information due to the significant changes that have occurred over the last 40-50 years.

So let's review just what the latest thinking and recommendations are for selecting lubricants for our Corvair transmissions and differentials. Chevrolet called these differentials rear axles but we will refer to them as differentials.

POWERGLIDE TRANSAXLES

In the Powerglide transmission, one should use the latest Automatic Transmission Fluid (ATF) version of Dexron available, that currently is designated as either Dexron III or Dexron III-H. In the Powerglide differential, also the latest gear lubricant designated as GL-5 is recommended in either the conventional oil viscosity of 80W-90 or the synthetic oil viscosity designated as 75W-90. Note that GL-5 is recommended only for the Powerglide differential and higher viscosities are also not recommended.

MANUAL TRANSMISSION CORVAIR TRANSAXLES

Since all Corvair manual transmission transaxles have a lubricant recirculation system that transfers the lubricating oil between the transmission and differential (and back) our choice of lubricating oil must satisfy the requirements both the transmission and differentials.

Let's take a look at what these requirements are. In the transmission, the key concern is that of having the gear synchronizers work correctly and provide long life to these. Here is the problem. These synchronizers are made of brass and must be able to force the two mating gears, in either an upshift or down shift, to reach the same speed for a clashless shift to occur. This is done by allowing the sharp edges of these brass rings to "cut thru" the lubricating film and make contact with the mating parts causing enough friction to force the two gears to reach the same speed. Thus, film strength must be within certain specs and the sharp edges of the syncho rings must be maintained. So the lubricant must not attack the soft brass. Things are different in the differential. Here, the main concern is for the hypoid ring and pinion gears, where there a potential for excessive wear exists since the teeth contact surfaces move against each other in a sliding action with of course significant power being transmitted via these gears. So protection against gear wear is a major concern in the differential. So here is the problem. The sulfur/phosphorus additives that are used in the differential to protect against gear wear tend to increase the lubricant film strength in the transmission making it more difficult for the synchronizers to cut thru this film and do their job. This increases the wear on these brass rings. In addition, the differential additives tend to attack brass, so neutralizing components must be added to the transmission oil to prevent any corrosion.

In order to establish and maintain the correct balance between both the transmission and differential requirements, the use of the correct lubricant is a must. Therefore it is highly recommended that you look for and use only a gear lubricant designated as GL-4 (either conventional lube or synthetic). You don't want any other designations shown on the container such as GL-5 or MT-1. You want just GL-4 by itself. GL-5 gear lube contains about twice the sulfur/phosphorus ingredients of GL-4 and thus is likely to increase the wear of the brass synchronizer rings. According to lube expert, Richard Witman, the SAE says GL-5 should not be used in synchronized transmissions. And MT-1 is not wanted either since it is designated for non-synchromesh transmissions. And for the Manual Transmission and differential, viscosities are recommended in either the conventional oil of 80W-90 or the synthetic oil viscosity designated as 75W-90. Note that higher viscosities are also not recommended.

Nasman's "CLEAR THE BUILDINGS OUT" EVENTS!!!!

August Dates...The focus for these dates are the NFCC and CNYCC Folks...

Saturday August 20th,,,9 AM until 3 PM
Sunday August 21st,,,12 Noon until 4 PM

September Dates...The focus for these dates are the ONTARIO Corsa Folks.
the Erie PA, and Pittsburg area Folks..and anyone else that is interested...

Saturday September 17th,,,9 AM until 3 PM
Sunday September 18th,,,12 Noon until 4 PM...

1005 Churchville Riga Road, Churchville, New York, 14428

I can be reached at email...dellis1@rochester.rr.com home phone...585-227-2439

Status Report...

"Clear the Buildings Out" First Event... submitted by Dave Ellis...

Saturday the 23rd and Sunday the 24th we had the first event. We had a great turnout from the Toronto gang....they were very pleased with what they saw...took as much as their vehicle could carry....and emailed the next day they want to come back the following week with pickup trucks and trailers...YEAH...

From the ACORN crew we had Dave Shaffer, Mark Morrell, Dave McIntyre, Steve and Pat Dietrick, and Paul Abel to root through the "stash"..Moved a reasonable amount of volume, but there is at least the remaining 90%left to remove from the back red barn.... Next month we will also have access to the Q hut.

So..if you have an interest in stocking up on some spares.....this is the summer to do so!!...Next scheduled weekend is Saturday August 20...9am to 3 pm, and Sunday August 21st noon to 3 pm.....

TURBO DISPLAY MOTOR ,,,,,STATUS REPORT...submitted by Dave Ellis...

Yep...the TURBO DISPLAY MOTOR is complete!!!!Yahoo!!!

Much kudos to Chuck Facklam for the lions share of the parts prepping and painting and final assy....Thanks to Steve Dietrick, Sam Andolino, Jim Bartasevich, and Dave Ellis for the initial engine disassembly... Thanks to the Ken Willard, Tom Nasman, and Dave Ellis stashes for providing components and any and all who helped whom I neglected to mention...

Attached below is a note from Chuck Facklam regarding the initial unveiling event for the Turbo Display Motor...

Our Turbo display engine was in a main meeting room and received more than its fair share of attention. I had a good time talking to many people about Corvairs; after the Turbo Engine sparked their curiosity.

Thanks for every ones help.

Chuck Facklam

**Interesting Cars (and Truck) from the
CNYCC "Recall" Event. Thanks to Dave
Shoemaker**



V8 with Square Headlights



**FOR SALE &
MARKET PLACE**

**Clark's
Corvair Parts®**

1965 Corvair Monza, Excellent condition, inside and out. No rust - runs very well. Car is a Multiple Show Winner (over 30 trophies). Re-chromed bumpers, new battery, both carbs rebuilt. Beautiful Condition all the way around.

Paul Masters

pmasters20@gmail.com

585-334-9333

First Place in Class at the June 2011 Auto Festival

