



ACORNNEWS

ASSOCIATION OF CORVAIR NUTS

Rochester, New York

CORSA Chapter 148



February 2011

Prez Sez

Hi ACORNS

We had a great planning meeting on January 16th with many interesting events now scheduled for this year including several tech sessions so everyone can keep their cars running smoothly. As always, we had more than enough food to share and our heartfelt thanks to Jeff for opening up his home and to each of those who brought all that great food. You will find a list of attendees as well as the new calendar in the pages of this newsletter. There is still time to add more events with a few open dates available. If you have any suggestions or something you feel would be fun and interesting to do as a club, please bring those ideas to our February Valentine's dinner.

There seems to be a desire to reestablish a good relationship with the Central New York club. I will support that effort but do not have the time to get personally involved. We need a volunteer or two to follow up with this endeavor. This can be discussed at our next meeting.

I hope to see many of you at our February dinner as well as all the events throughout this year. Remember, it's only a club if the members get involved and take part.

Stay safe and keep those cars greasy side down!

Edie

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Notice:

The Club will publish, to its members, the complete membership roster in March. Should you not want your name, address, etc. sent to all active club members please contact Dave Shoemaker.

585.393.1912 or Dshoemaker001@rochester.rr.com

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

Date	Day	Event	Host	Status
Jan 16th	Sun	2010 Planning Meeting	Jeff and Dave	Completed
Feb 13th	Sun	Valentine's Day Dinner	Betsy Fling	
April		Simply Crepes in Canandaigua	Edie Ellis	Date TBD
April 9th	Sat	Tech Session Powerglide Diagnosis and repair	Jerry Fling	
May		MCC Tech Session	Paul Masters	TBD
June 5th	Sun	Auto Festival, Farmington, NY	Club Event	
June 10, 11, 12	Fri. Sat Sun	Central NY Corvair Club Recall Corvair Event	Open	
July 17th	Sun	Genesee Valley Antique Car Society Car Show	Open	
July	Sun	Watkins Glen Tour and Track	J. Clark	TBD
Aug. 7th	Sun	ACORN Annual Picnic	S. Dietrick	
Oct 22nd	Sun	Fall Color & Cheese Tour	J. Bartasevich	
Nov 13th	Sun	Annual Christmas Dinner Steamboat Landing	D. Shoemaker	

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					

2011 - March						
		1	2	3	4	5
6	7	8	9	10	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

Note:

The 2011 Calendar is a work in progress. The Valentine's Day Dinner is firm. Please submit confirmed dates and information to Jim Cleveland, 585.223.3968 or jclevela@rochester.rr.com.



Valentine Dinner Sunday, February 13th.

Keenan's Restaurant 1010 E. Ridge Road (Georgetown Plaza)

Cocktails: 3:30 pm

Dinner: 4:00 pm (order from Menu)

RSVP by 2/10 to Jerry & Betsy Fling 585-594-0608

Enfling@hotmail.com

See page #7 for directions

ACORN

Planning Meeting

Jim Cleveland, Paul Masters, Jim Bartasevich, Dave and Sandy Shoemaker, Jeff Clark, Dave and Edie Ellis, Jerry and Betsy Fling, Steve and Pat Dietrick, Sam and Marissa Andolion, Lew Gurley

Hope I did not leave anyone out!
editor



Special thanks to our host, Jeff Clark. Dave Doran was in Florida checking to see if Florida in January was really warmer than January in New York. It is.

Treasury Report: Dave Shoemaker reported that we have \$1714.02 in the treasury with about 1/2 of the members renewing so far. He passed the ledger around for everyone to examine. Those who saw it said, "Yep. That's the ledger." No concerns or other comments. Thanks to Dave for his detailed records.

MCC Automotive Scholarships: Paul Masters reported that he will be meeting with the auto shop director to determine a date for our spring Saturday tech session in their facility. It was in early April last year. Some of us would like to have it a little later in the spring, but we don't have much choice. It will depend on when they have a day available for us. It was voted to continue to offer two, \$200 scholarships for two students as determined by the standards set by MCC. Paul read the scholarship requirements. The date will be published in the *ACORN* News as soon as it's available, so start planning your project now.

Rosters: Dave Shoemaker will send rosters to members in March after the membership renewals are completed. It will be only for our members and not circulated elsewhere or provided to businesses. It's a handy thing to have in your Corvaire in case you're out and about and it develops a problem. Call one of us, and we'll try to get you back on the road.

Tom Nasman's FINAL Parts Clearance [Really]: Tom has had clearance sales in the past, but this one *will* be it. He's selling the house, so EVERYTHING has to be cleared out of the Quonset hut and the barns by this summer. Dave Ellis will be coordinating. This will be your final chance to get parts from someone you know and someone you can understand. Once Tom is out of the parts business, you'll have to deal with Charlie in Phoenix. Good luck with trying to figure out what *he's* selling!

First Tech Session: Jerry Fling's on April 9. We need to sort out the PG on his car. He has only 50% of the gears, which means that it has only one speed, which isn't much on a 2-speed transmission. Start thinking about what you need/want to do on your Corvaire this year and reserve the open tech session dates on the calendar. By the way, we *still* need a Tech Session Coordinator. We've been begging for someone to volunteer for the position for the past several years. I guess it's time to try blackmail.

Jim B.
VP & Occasional Secretary

1969 Corvair Group

For those of you interested in 1969 Corvairs we want to share some important announcements! The 1969 Corvair Group is a special interest group of CORSA and had fallen dormant for some 2 years.

On behalf of Steve Brown, newsletter editor **Jim Bartasevich**, and my fellow '69 Group officers, we are pleased to announce that Volume 8 Number 1 of The Sixty-Niner Newsletter is now available!

As a special re-launch offer, I'll forward a copy of Sixty-Niner V8N1 via email to anyone who asks, regardless of if you own a '69 or not. All you have to do is forward your contact information back to me along with your '69 VIN (if you happen to be so fortunate). No salesman will call and we will not re-sell your email!

If you would like to sign up for the '69 interest group, and get updates to the '69 rosters and future quarterly newsletters, please check out the group and contact details on the Chapter web site at: <http://www.corvair.org/chapters/69corvair/> Dues are only \$5 and may be paid via PayPal to vairguy64@yahoo.com. To pay by mail, contact the group Treasurer. The benefits of chapter membership are quarterly Sixty-Niner newsletters, The 1969 Corvair Vehicle Roster - a complimentary updated vehicle roster available soon to all members in good standing, and the updated 1969 Corvair Group Member Roster.

Regards, Dave Leonard (#2470)
dave@arborlea.com

MCC Scholarships for 2011

The two people we have chosen to receive the Acorn Scholarships are, Hunter Fiegel and Adam E. Kress. The selection recommendations are made by the MCC Automotive Technology School. The club will be invited to use the MCC Auto Tech facility during the summer. The date is currently being determined.

A volunteer Needed

Coordinator of Tech Sessions

Responsibilities include contacting attendees and making sure enough people, tools and parts are available. Please contact Edie Ellis at 585-227-2439 or ewe@rochester.rr.com if interested.



What a Tech Session looks like



Inside a Tech Session



Sam teaches Paul how to rebuild a pair of Reebok's

CARS WE REMEMBER

Memories of the Corvair Monza



GREG ZYLA

Q: Greg, I enjoyed your column ... on the Chevy Corvair. My dad bought a Corvair Monza Spyder that I then drove 100 miles per day back and forth to work (when he gave it to me). It was a fun car with a four-speed manual transmission, and it could also run with all but the most powerful cars back then on an equal basis. Our Monza Spyder handled great, whether it was a hot summer day or a typical New England winter.

Except for the new-at-the-time serpentine fan belt that broke on my way to work one morning, that Corvair Monza was a great car. I thoroughly enjoyed it!

Later, I bought a 1968 easily red mustang convertible, and the Monza was passed to my younger brother. Unfortunately, he fell asleep at the wheel and had a horrific head-on crash with a 1968 bullet-nosed T-Bird. Everyone survived (my brother barely), and today he is still doing OK. It wasn't the Monza's fault, but what a sad end for it.

Anyway, our Corvair Monza was great, and Ralph Nader be damned. I really enjoyed your col-



WIKIMEDIA COMMONS

A 1969 Corvair Monza convertible, which was the final year the vehicle was produced. Only 6,000 Corvairs came off the assembly line in its final year.

umn. I'm 68 years old. — Richard Wright, Norwich, Conn.

A: Richard, first I'm glad everyone survived that bad accident back then and your brother recovered. As I mentioned in the recent column, the Corvairs I've driven during my days have all been very road-worthy, and they handled great.

Corvairs also did well in road-racing competition, as there were some high-performance Don Yenko Corvairs available in the '60s called the Yenko Stinger.

Based on the Corsa and Monza lines, Yenko Stinger Corvairs were very popular in SCCA racing, and they won the D/Production central region title in 1966. Available in four stages of dress, Yenko Stingers came in 160-, 190-, 220- and 240-horsepower versions, all derived from Corvair's base 164-cubic-inch flat-six cylinder. A total of 185 Stingers were built in 1966 and 1967.

Yenko hailed from Pennsylvania and also built the awesome 427 Yenko Camaros with COPO

(central office production order) nomenclature. COPO means Yenko took delivery of the 427 engines from GM and then installed them at his dealership in those 1967-69 Camaros with GM's blessing.

Thanks for your letter and happy holidays.

Greg Zyla writes weekly for GateHouse News Service and welcomes readers questions on collector cars at extravale_2000@yahoo.com or 303 Roosevelt St., Sayre, PA 18840.

Don't Sweat the Details

By Steve Silvia

Since it is far too cold to think about doing anything outside on the Corvair, I decided I would try to restore an extra set of tail lights and see if I can make them look better than the set I have on the car now. I pulled out a decent set of large ring 66 tail lights and washed them off in the sink, and before my wife saw them I had them back in the basement to dry off. Before you wash them make sure to remove the retaining gaskets from the as they often stick to the lenses and should not be washed as they are fragile. Some astute Corvair nuts will note that the 66-69 lenses came in different styles. The very early production 66 lenses have small bands and the later ones have the more common wide bands. The set I was working on are the wide band ones, and matched what came on my car originally as my car is a later production unit.

After many years of exposure to the elements, these lenses can get very faded and dull. An easy fix is to use Brasso Metal Polish and a soft terry cloth towel to polish them to a like new luster. I have had success with Mothers Mag wheel polish as well since it is a very soft rubbing compound, however, I think the Brasso works better on plastic. After I had achieved a nice shine to them, I then polished the metal rings with some 0000 steel wool. The lenses cleaned up like new and I was very happy with the results.

Next, I washed the chrome retaining rings in the sink, and with an SOS Pad they too cleaned up very nice. This is a great time to also make sure the retaining ring screws are cleaned as often times they are packed with wax and debris. When I assembled the car last year, I had removed the light housings themselves and repainted them. If you want, you can mask and spray them on the car, but I suggest removal to do a nice job. Eastwood sells a nice cadmium spray that will duplicate the factory coating and while it will never be seen, the finish is very similar to the original one used by GM. This is a cheap and easy detail job that makes a difference in the car and only takes an hour or so to perform I stashed mine away for a warm day when I can install them.

Reprinted from "VAIRFORCE" The Bay State Corvair Club in MA. www.baystatecorvairs.org

Corvair in The February 2011 Hot Rod magazine

The article, "Hottest Engine in America" highlighting Hot Rod's pick of the Top 25 cars, detailing engine swaps and how the cars are powered. The Corvair is included by featuring Mike Myers two Corvairs and a brief history of how the cars were built up and their performance. The article begins on page 34 and the Corvair reference is on page 40 and 41.

Did you see the write up on John Fitch and the Fitch Sprint in the **February Hemmings Classic Car magazine**? The article mentioned that maybe 1200 Fitch Sprints, in whole or in part may have been made. The key word is may as no real record was kept. Rick Loving does keep a register of Sprints with about 60 on his list.

1936 STANDARD CHEVROLET and 1960 CORVAIR
(Corvaire in dotted line)

1936 STANDARD CHEVROLET		1960 CORVAIR
189 inches	Wheelbase	106 inches
182.4 inches	Overall Length	130 inches
47.4 inches	Height	51.2 inches
73.3 inches	Width	56.4 inches
3775 lbs.	Weight	2380 lbs.



Thanks to Gary Swiatowcy - editor

Valentine Dinner

Directions:

From rte 104 take Carter-Hudson exit--go North on Carter to Ridge Road--Turn right on to Ridge--At the first light turn left into plaza. Keenan's is on left end of plaza.

1010 East Ridge Road





FOR SALE & MARKET PLACE

Demo Motor Build needs:

We need an additional 4,,,as I already have 2,,,or a complete set of 6 for that matter.... 145 cu in,,,ie EARLY Jugs to put this motor together...most importantly to match the heads that we have,,,which are from a 145 cu in motor.....

If anyone has a set that they would like to donate... Your assistance would be greatly appreciated...

Please contact myself or Chuck Facklam if you have what is required and would like to give those jugs a new, special home...

If they are located at this end of Western New York,,,,I would gladly come pick them up!!!

dme out... Contact Dave Ellis 227-2439 or Dellis@rochester.rr.com

WANTED

Larry Hendershott, 585-538-6429 is looking for a SERIES I windshield,,, prefer tinted, but will take clear, as long as it is clear of chips and wiper wear.... he also can be reached at email edielar40@netscape.com

Larry is gathering components to build a street rod based upon a Series I coupe.... He is located in Leroy New York...

From Dave Ellis

Nasman Clean-Out

Word on the street is that Tom is really ready to clean out his remaining Corvaire parts stock. The event co-chair will be Dave Ellis, please stay tuned for further details.

FOR SALE

110 HP HEADS WITH 4 CARB KIT INSTALLED (welded) . HEADS HAVE BEEN MACHINED AND ADAPTERS WELDED ON AT A PRO CORVAIR SHOP. THIS INCLUDES THE KIT FROM CLARKS. 4 WOLF PRO REBUILT CARBS ARE ALSO AVAILABLE AT HIS COST. THIS IS THE WAY TO GO FOR A REAL PERFORMER STREET CAR! CALL PHIL ABOUT THEM NOW.

(315)527-4021

From Gary Swiatowy



For Sale: 61 El Cormeno (Lakewood converted to a truck)

It's a driver with a 65 110 motor and powerglide trans. Has headers and glass packs, believe motor to be enhanced cause it's really scoots for a 110. I drive as it is but could be restored. Picture is on back cover of the July 2010 CORSA Communique, Asking \$6,000. Al Hilderbrand 770-974-3283 or hilderbrandal@aol.com

From the Heart of Georgia Corvaire Club