



MCC Tech Session 2011

# ACORNNEWS

ASSOCIATION OF CORVAIR NUTS

Rochester, New York

CORSA Chapter 148



June 2011

## Prez Sez

June 2011

Hi ACORNS

Summer has finally begun (I think). We ran into Dave Doran at the mall and asked why he did not bring the good weather up from Florida. He stated that he had and it will arrive next week.

By now most of us have our cars out of storage if not on the road. One of the Ellis' vehicles has an engine in many pieces and one of George Conboy's is in the process of reassembly. The Fling mobile should be on good to go so let's keep a good though for Jerry and Betsy.

As always there are many events scheduled or available to take part in during the "good" months so please check out the calendar in this newsletter. Our next meeting will be at the June 5<sup>th</sup> car show in Canandaigua (providing we can get the cars on the field w/o them sinking in the mud). Dave and I hope to see many of you there.

On a final note, I have only had one response for the parade in the town of Penfield. That would be July 2<sup>nd</sup> at 10AM. I will need a definite commitment of at least 4 more cars by June 1<sup>st</sup> if I am to inform the town that the ACORNS will participate.

Stay safe and keep those cars greasy side down!

*Eddie*

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8. For Sale and Market Place

See page #5 for  
*Recall*  
information.

**Recall  
the  
Corvair**

June 10-12, 2011

Come and see these classic cars in action, or be part of the fun with your Corvair!  
Free admission for spectators on Saturday June 11 10am-4pm  
Events located across from Hilton Garden Inn  
6904 Fair Lakes Rd East Syracuse NY 13057

Call Dave 315-454-9439 or Pam 315-352-8185 P08E54@mta.com for more info  
Visit or register for events at our website [cnycorvair.com](http://cnycorvair.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

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	24
26	27	28	29	30		

July						
S	M	T	W	T	F	S
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19	20	21	22	23	24	25
26	27	28	29	30		

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		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	
June 10,11,12	Fri. Sat Sun	Central NY Corvair Club Recall Corvair Event	Club Event	
July 10th	Sun	Genesee Valley Antique Car Society Car Show Rochester Institute of Technology	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

**Auto Festival @ Farmington, New York**

June 5th

**Central NY Corvair Club's "Recall"**

June 10, 11 and 12 See page #5

**Team ACORN starts the differential swap on George Conboy's early convertible.**



Looking for any trace of gear lube.



**The ACORN Tech Session** team showed up in force on April 30th to support the differential swap on George Conboy's '64 Monza convertible. Like many of us who notice a small weep of oil on the power train George just wiped it off. Over the rapidly passing years the source of that oil weep dries up. That is what happened to George, no oil to weep anymore and nothing to lubricate those gears!

Tech Session attendees included: Paul Masters, Dave Shoemaker, George Conboy, Jim Bartasevich, Jim Cleveland, Lew Gurley, Dave Ellis, Dave Shaffer, Tom Nasman, Steve Dietrick, and Dave Macintyre

### **Syracuse, NY - 12th Annual Syracuse Nationals:**

Street Rods, Customs, Classics and Trucks **thru 1980** 7,323 vehicles registered for 2010, sponsored by the Car Club Association of Central New York and to be Held at the New York State Fairgrounds, be a part of what is the largest car happening on the East Coast, automobile enthusiasts from across the US and Canada will meet at the picturesque, shady, tree-lined fairgrounds to kick back and reminisce about those great cruise' days of the last century and the better ones which are still to come, hot evening cruise-ins, live bands, swap meet, shuttle-bus service, kid's fun hunt, fantastic prize drawings and enthusiastic spectators, Registration can also be done on line at: <http://www.rightcoastcars.com/syracuse-nationals.php>



## MCC Tech Session



Doctor's Dave and Jim confirm the engine is in the rear.



Maybe we should put the top down, this is the only place it's not raining!



Which one to pick for the engine swap?



Paul Meyer, Professor of Auto Technology

Thanks once again to the **Monroe County Auto Technology Center** for a fun and productive Tech Session. Our hosts were Kristy Mooney Graves, Randy Pearl and Paul Meyers. We started the morning off with breakfast near buy and then motored over to the Tech Center in the rain. The bays were spotless as usual with lifts for all. We even had a pair of funny looking non-Corvair's of Korean origin on a lift and one in a bay. Bill Boudway readied his early coupe for a trip to Maine and discovered a rear tire with fresh cord showing through. Good thing for this readiness check! Kristy again drove in her muscle car, the Pontiac G8. This year the G8 is a real classic. The Pontiac brand is gone but the G8 is actually an Australian Holden with a Corvette engine. The G8 is sporting a pair of new high flow performance mufflers since we last saw it.



1961-'62 Chevrolet  
Corvair Lakewood

**SIX-CYLINDER POWER IN A COMPACT BODY**, clothed in a stylish design, backed by a well-appointed interior makes the six-passenger Lakewood a must-have car—not only for Corvair fans, but for anyone who likes to drive something out of the ordinary. Nearly every part is available and inexpensive, which makes maintaining or restoring one an easy task. And the air-cooled engine will never overheat. With 20,451 built for 1961 (which drastically dropped to 3,716 for '62, the final year), finding a '61 model shouldn't be too difficult, especially if you join CORSA, the national Corvair club.

### 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*

*Cal and Joan Clark will be attending our Recall and will be set up in the hospitality room to take orders. We've also arranged for an expanded hospitality room so we'll have plenty of room for everyone to enjoy*

For more information, please call Pam O'Kussick at 315-252-8105 or Gloria Fear at 315-492-9553.

#### Interesting Web-sites:

Old Car Manual Project:

<http://www.tocmp.com/>

### Powerglide Ramblings...the Infamous E-Clip story. submitted by Dave Ellis...

After spending several hours wandering around inside the bowels of the Flingmobile's powerglide tranny the past couple days, it crossed my mind that there were several ah-ha moments that I could pass along to those who might have to delve into this arena themselves one day, and have never done so before...

The cause of this effort was very inconsistent shifting, or even non shifting in the forward gears... SO...research said,,check the vacuum advance module first (it was ok) and then go inside the valve body inside the tranny pan to see if this infamous E-Clip is missing ....

First....thoroughly reading/studying the factory shop manual before starting is a good thing to do... Because there were a couple surprises that would have caused me great pain, if I had just blasted ahead and not read the manual. Getting the tranny pan off is pretty straight forward,,no special words of wisdom to pass along regarding draining and removing the pan....However ...once you have the pan off...it would serve you well to carefully observe how the lever mechanisms to which the shift cable are connected function,,as that knowledge will help greatly during re-assy..... Oh, a thick layer of gray sludge inside the pan is not a good thing....Next step is removing the shift cable from the tranny case,,again pretty straight forward,,only trick to pass along is that you need to rotate the cable's bracket a bit, upwards, to assist in the cable's removal...

The major ah-ha moment that shop manual provided is that a special tool is required...HOWEVER do not panic,,it is a really simple tool that you can make yourself!!! The tool is simply a piece of thin metal stock...maybe 8 inches long, and no wider than 1 to 1 ¼ inches....the picture in the manual shows you how it is to be positioned, requiring two holes be drilled at the proper distance apart, to allow you to span a particular corner of the surface onto which the pan bolts.....position this strap with a pan bolt at one end, and then swinging it over when the valve body is about 1/16 of an inch or so loosened, this strap allows you to keep a major piston assy from falling out on you....recovery from that situation sounds reallly nasty,,so do not let it happen in the first place.....there are 20!!!! bolts that hold the valve body to the tranny..Great news..they are all the same length, so no need to worry about what bolt went into which hole....once initially broken free, I used my cordless electric drill with the appropriate socket to remove them completely.. *Continued on page 6:*

## **Powerglide Ramblings continued from page 5**

OH...be sure to have a nice large drip pan underneath the valve body when you loosen it up...a really good flow of Dexron will occur...Total removed was 4 quarts....3 or so when the pan was drained,,and another good quart when the valve body was dropped...once the valve body is down,,,quickly look at the tranny case surface you just made available...in the middle there is a small round piston,,,maybe 5/8 inch in diameter that will fall out shortly if you do not grab it quickly....make sure you notice the orientation,,,replacing it in backwards is sure to cause major headaches!!!

Next....the bolts that hold the valve body to a heavy gauge steel plate have a funky “butterfly” style recess in them.. I found that a new sharp edged ViseGrip was able to grab the heads, and a slight tap got them moving....rather than attempting to use a blade screwdriver in the recess...

The piston inside the valve body that the infamous E-Ring is located on is just inboard from the piston that the shift cable activates....the diagram in the shop manual is pretty good in showing you where the E-Ring goes....Yep...it was missing on the FlingMobile....it was relatively simple to put the ring on with a pair of small needle nose pliers....the worst part of the job was the task of removing the old paper gaskets from both sides of the metal plate....I used two grades of rotary wire brushes with my biggest electric drill... still took better part of an hour to accomplish....The two paper gaskets are not cheap..but yas gotta replace them.... the gasket between the plate and the valve body is a piece of cake... the one that goes between the valve body and the underside of the tranny is a bit more problematic... In retrospect...next time I would use some Copper Spray Gasket adhesive to secure the paper gasket to the bottom of the tranny case...and then lift up and position the valve-body/plate assy in position... The knowledge you gained earlier on how the levers work in that one corner will be critical in getting the valve body and those linkages properly “sync’d” together....A hint...get a couple of the bolts started a few threads to carry the weight of the valve body whilst you get the linkages figured out...it takes two hands to do that,,,and attempting to hold up the valve body simultaneous requires a third hand that was not available to me!!! Once you have the linkage interface correct...you can install the balance of the 20 bolts run them up to within 1/8 inch of tight....NOW...remove the first of the two “strap tool” pan bolts....swing the strap clear...remove the second bolt....then you can tighten all 20 of the bolts....I neglected to bring my torque wrench..... so I had to go by “feel” to snug them up.. Next time I would have my torque wrench available.....

Another AH-HA item....BEFORE you put the tranny pan back on, hook up the cable!!! you can see up in there and assure you get the ball on the end of the cable “captured” in the slot in the bracket in which it operates.....Now you can put the tranny pan back on..OH,,,yeah,,,if the pan bolts have ever been overtightened...you will need to use a large enough socket and a hammer to remove the bulges that were created....I know alllll the pros laugh at me,,,BUT,,,I do use a bit of Gasket adhesive.... first to adhere the gasket to the pan,,,and then some on the bottom of the tranny case.... DO NOT over tighten the bolts.....I always let the adhesive cure for a day,,,come back and put a last 1/8 of a turn of the bolts,,,and THEN start to put in the Dexron.....we initially put 4 quarts back into the tranny...and the stick showed “full” .. we thought we let the car fulllly warm up...put the selector in D and R repeatedly...only to have our initial test drive some no improvement...BOOOOO.....upon arriving home and rechecking the stick.. no red on the stick....an additional ½ a quart or so...back out again...and this time... after another 5 minutes of driving..the shifting began to act as expected.....at the end of our test drive,, the tranny shifted properly every time a dozen times in a row....I guess it really takes a long time for a fulllly drained tranny to bleed out alllll of the air pockets and get everything back up to appropriate pressures, etc,,,I hope to hear back from Jerry that the test drives he takes during the next week are successful!!!

SO that’s the story, and I’m sticking to it!!! dme out...





**Central NY Corvair Club** invites the **ACORN's** to tour an exciting automotive collection in our own back yard, Fairport.

More than 30 people braved the rainy cold weather for a tour of one of the most interesting and comprehensive private collections in the Central/Western New York area. Our gracious host and hostess opened their home, garages and barn for all to enjoy. The entire collection of antique motorcycles, cars, snowmobiles, gasoline pumps and other memorabilia are all in running and working condition. Several of the vintage race cars are internationally recognized as are the driver and navigator. We were some of the very few to view this testament to life during the last 100+ years. Our Corvair caravan consisted of a pair of pristine Ramp-sides, a station wagon set-up for towing, three Spyder's, Corsa's and Monza's. The famous Watkins Glen Racing Town Car was present attended to by the ACORN head mechanic in the Rondo equipment car. The CNYCC out numbered the ACORN members.

Thanks to Phil Domser of the CNYCC for setting this up and making sure our two clubs had an enjoyable time, one of many to come.







## 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](http://www.corvair.com)

### **Phil Domser (CNYCC) has an 80HP engine**

I removed from a Arizona Load-side for sale. I took this motor apart and checked it out and rebuilt the carbs, distrib, blower bearing, etc. Ran it on my test stand for an hour or more, with an oil gauge on it. I do not remember if lower shrouds are on it , but all others are, including the "flap boxes". it runs very good. The motor is in Utica NY. It has a flywheel and clutch on it. I put a 95 hp pulley on it. new seals on both ends of the crank etc. It should make someone a darn good motor. I cleaned it up. I have pictures here , but please call HIM for details and dealing. (315) 527-4021 he can deliver for costs involved. Prefer pickup in Utica a short distance from the thruway exit. ASKING \$1200 (a bargain) FOB UTICA NY.  
regards, Tim Colson

Four Corsa 13" original equipment steel wheels free to a good home.

[Jcleva@rochester.rr.com](mailto:Jcleva@rochester.rr.com)

***Tom Nasman for good used parts:***

***585-293-7083***

**1965 Corvair Monza**, two door hardtop. 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. Really nice condition all the way around.

Paul Masters

[pmasters20@gmail.com](mailto:pmasters20@gmail.com)

585-334-9333

