

ACORNNEWS

ASSOCIATION OF CORVAIR NUTS

Rochester, New York

CORSA Chapter 148

November 2011



Prez Sez

November, 2011

Hi ACORNS

The 2011 Holiday season is very rapidly approaching and time to put our hobby cars in a safe place for the winter.

Dave and I regretfully were not able to attend the October cheese factory tour. We have been told it was wonderful tour, enjoyed by all who took part. Much thanks to Jim and Marlene for planning and heading up this event.

Our Holiday dinner will be held on Sunday, November 13th, a great way to start the season. In addition to the election of officers that takes place at that meeting, there are a couple of very important issues that need to be discussed. Make every effort to attend so that the decisions made are a good representation of the entire club.

Please be sure to RSVP as early as possible for the November meeting. Dave and Sande put a lot of effort into making this a really nice time for all who attend. An important reminder, if you make a reservation and then do not attend the club will have to pay for your dinner. It will be much appreciated and an expectation that you would reimburse the club.

I will be looking for a volunteer to host the January planning meeting so please give that some consideration. I have enjoyed serving as your president this year and look forward to a great year in 2012.

Hoping to see all of you at the Holiday Dinner Meeting and until then, stay safe and keep those cars greasy side down!

Eddie



Fingerlakes
Cheese Tour

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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

November						
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			

December						
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

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	



NEXTEVENT

ACORN Annual Christmas Party Steamboat Landing

Canandaigua, NY
 November 13, 2011
 Cocktail Hour - 4 p.m. To 5 p.m.
 Dinner at 5 p.m.

R.S.V.P. By Oct. 27, 2011 to Dave Shoemaker

The ACORN Finger Lakes Fall Cheese Tour was a great success as can be seen in the photo's Thanks to Jim and Marlene Bartasevich for the planning, organization and leadership.



So, you want a little extra power for your '64!



Items below will be discussed at the ACORN Meeting on November 13, 2011 during our annual Christmas Party at the Steamboat Landing in Canandaigua, NY

Hello,

My name is Craig and I work for www.StreetSideAuto.com, an online retailer of performance auto parts and truck accessories.

I recently discovered your site, corvair.org/chapters/chapter148, and really liked what I saw. As a business focused on automotive enthusiasts, I am very interested in engaging with sites like yours to ensure we are doing everything we can to support interest in Corvairs... and that is why I am contacting you today.

We are open to work with you as little or as much as you like...some of our partners simply link to our site, while others work with us on more significant promotions that involve outreach to membership with special offers and support for your local events. I would be pleased to send you a couple of \$25 gift certificates and t-shirts (our shirts are awesome) just for linking to our site, but would also be interested in setting up an ongoing discount for members of your organization if you would like. Either way, we are very interested helping support ACORNS and getting to know your members.

If you think we can help each other, let's get together and work out the specifics. I have included a link with additional details regarding ways we can work together. Please click here for more information: <http://www.streetsideauto.com/nobots/sponsorships.asp>.

Feel free to e-mail or call me for more information. I look forward to hearing from you!

Sincerely, Craig Schmutzler General Manager StreetSideAuto.com 877-787-8989 x9805

New chapter plan policy

For years we have had a Chapter plan outlining what a chapter needed to do to become and stay a CORSA chapter. Part of the policy to stay a chapter is to provide a current list of the chapter's officers, the name and address of the chapter's CORSA contact and a list of all the chapter's members and their addresses, CORSA and non-CORSA members alike. The policy to remain a chapter is going to stay the same with the exception of including the name of the chapter's newsletter and a current website address of the chapter if applicable, plus the addition of a \$3 fee for each non-CORSA member. As always there will be no fee for chapters that are made up of 100% CORSA members. The members of the board will try to contact all the chapters in the next few months to make sure the chapter is active and alert them to the new policy.

The most important reason for the change is to have every CORSA chapter member pay their portion of CORSA's \$1,000,000 umbrella policy. Contrary to popular belief the insurance does not cover individual members or their cars. It does however protect CORSA, all CORSA sanctioned chapters and the venues where they hold meetings or events at. In other words, every meeting or event that your chapter holds, and every home owner, business or race track where you have meetings or moving events at, is protected from legal action. In this day and age, that is very important! CORSA members already pay their portion of the insurance fee as part of their yearly CORSA dues. The \$3 yearly fee paid by each chapter's non-CORSA members will help cover their portion of CORSA's liability umbrella policy that protects their chartered CORSA chapter from legal action. It will also help pay for the small fee that CORSA will incur for administration of the chapter report. This fee also puts an end to the old argument that non-CORSA members don't pay their portion of expenses. Of course CORSA would like chapters to continue promoting the benefits of being a CORSA member, but CORSA and the board members realize times are tough and we feel this is the best compromise for everyone.

The chartered CORSA chapter can add the \$3 fee to each non-CORSA member's chapter dues or pay it out of the chapter's general fund. It is totally up to the chapter how to raise the money. The total monies collected for the non-CORSA members and the chapter report will be due to the CORSA Secretary by March 1st of 2012 and every March 1st thereafter. If the report and fees are not received by March 1st a reminder notice will be sent and a one month grace period will be granted for the chapter to send the required information and fees in. If the requirements are not fulfilled after the one month grace period, the chapter will be removed as a chartered CORSA chapter and lose their insurance coverage until the requirements to remain a chartered CORSA chapter are fulfilled. The CORSA board would like to thank-you for your compliance with this policy and your continued support of your CORSA organization!

Maintenance Series

By Mike Dawson

Reprinted from the "Heart of America Corvair Association Newsletter"

A stuck rotor could have caused a previous mechanic to pry up on it for removal. This bends the retainer underneath and allows the advance weights to fly out into the housing. The advance no longer works and the weights eat up the aluminum. You can usually see aluminum dust on top of the breaker plate.

1. Original distributor breaker plates have a pivot that can wear out and allow the points to float back and forth, changing ignition timing every time the vacuum advance moves the plate. Replacements generally have a bushing.
2. Replacement vacuum modulators currently sold by vendors may cause a minor slip during the up shift. Apparently caused by the age of the transmission seals.
3. Anytime you have an upper crankcase stud out, be aware that the stud threads are special; you cannot use a thread chaser on them. You must use anti seize when you put them back in or you risk the threads galling in the aluminum – in some cases you can't get them to go in *or* out.
4. Late model front shocks can lose the squeeze fit at the lower mounting bolt and make noises every time you hit a bump. Look for rusty dust around the bolts – the nuts have run out of threads and cannot be tightened any further. An easy cure is to add a 1/2" flat washer and retighten.
5. Hot restart problems are usually caused by vapor build up in the carburetor bases. The 64-69 carburetors have vapor vents that must be adjusted only after all other balancing and idle adjustment have been made because raising the idle speed will cause the vent to be non-functioning. Prior to '64, there was a service bulletin fix, which locates a 1/8" hole in the side of the base, above and left of the mixture screw. I tried this on early models and it does work.
6. A creaking noise heard at low speed during turning is usually a frozen idler arm joint. By the time it creaks, it may be too late, but installing grease fittings where none exist is highly recommended.
7. A very sharp metallic knock when going over a bump with one wheel only is usually a missing or split outer sway bar bushing (if your car has one). If both bushings are bad, you get twice the noise. The upper bushings can also cause the problem, but not as common.
8. A quick squeak when hitting small bumps at low speed is usually a worn out pitman arm bushing. It will be accompanied by play in the steering wheel. Cars only and replacement is the cure.
10. At this point in time, it appears that the best mechanical fuel pump is the Airtex pump manufactured after June 2011. This pump has well staked valves, good material in the diaphragm, an elevated boss in the center to keep leaks out of the oil and it has a good record of service in the KC area. If you do not have this pump, it would be wise to install it. It can be identified by hex head screws, no tag on the top and the part and lot number stamped on the underside.



Valves on current pump (left) are fully seated and staked. Improved diaphragm material. Lot number stamped on bottom.

SNAP GOES THE CABLE

by: Steve Silvia from the "VairForce"
Newsletter

First step, get the car high enough in the air to ensure adequate room to work. Making certain the jack stands are placed properly, crawled underneath and begin.

With all the tunnel pans off, this is a great time to paint the floor of the car to freshen it up. Also replace all of the tunnel hardware with stainless steel screws. You can replaced the cable boot at the rear . All in all this was a very easy job with the hard part being the removal of the toe pan under the car. Here are the steps:

1. Jack up car and secure it on jack stands, and disconnect battery.
2. Remove the passenger sidekick pad and doorsill plate to allow carpet to be rolled back.
3. Roll carpet away from the front starting at the passenger side.
4. Remove the cover under the heater ducts (attached with 6 1/4" bolts) and are careful not to cut fingers.
5. Remove both sections of the tunnel pans from under car.
6. Remove rear linkage at the swivel by taking the cotter pin out-- take note of the approximate location to aid in adjusting the clutch.
7. Pull broken cable out towards the rear of the car.
8. At the front a pulley will be seen, there is a 1/4" bolt that needs to be removed and a small guide bracket, which then can be removed. This is pretty self-explanatory, as the cable cannot be fed up with it in place.
9. Install the new cable into the retaining clips/guides inside the tunnel area and replace the anti rattle bushing which slides over the cable and stops it from slapping around inside the tunnel.
10. Thread the cable up to the pedal assembly and attach it.
11. Lubricate all pulleys and linkage with white lube/lithium grease.
12. Reconnect the rear linkage to the clutch linkage at the swivel. Try to place the swivel in the same location to aid in adjustment.
13. Replace the tunnel pans.
14. Lower car, reconnect battery and test for proper clutch activation. All set and good for another 40 years!

Activity Status from Dave Ellis

Howdy!!!

It has been a very productive couple of months!!!

Much thanks to the folks who have donated all the components that we have gathered so far for this project...!!!

With much assistance from the Nasman Stash, the Ellis Stash,,,the Cleveland Stash, the Zimmerman stash, the Andolino stash, and probably a couple others I have failed to remember..... the list of items needed to complete the 140 HP Museum Display Motor is getting pretty short....

At this point the list of the items yet needed includes the following....

-Set of decent looking set of spark plug wires....

-Secondary Carbs...

-Carb linkage,,,either 65 or 66 will do,,,I know one is preferred over the other in real life.....(Do not recall at the moment which is the preferred one....) But we would be happy to have a set from the less preferred year!!!

The cleaning and painting and reassembly process will probably begin in the spring of 2012...so we have the winter to lay our hands on the last of the missing components.....

Delivery is not required on your part,,,I will gladly come and pick stuff up...

Hope to see lots of folks at the November Dinner meeting...and if you want to bring stuff to that event...the trunk in the Accord can carry anything that arrives...

dme out...

**Almost time to put
the snow tires on!**



FOR SALE & MARKET PLACE



1966 Corvair Monza Convertible for sale. I will be moving to Florida by the end of the year and am not going to take the car with me. If you think that you know someone who is interested, please email me and I will be happy to get in touch with them. Pricing is very reasonable.

Thank you Mary Petrocci mpetrocc@twcny.rr.com

'63 Monza 2-Dr. Coupe, 91000 miles.

102 HP ? Maroon/burgundy exterior, black interior. Automatic . **[Motor frozen)** Not much rust kept in a garage-but not cranked in years. Exterior paint is fair. Windows are not cracked, good condition. All the trim and logos are still on the car. Replaced front headlight. New front trunk latch. Black interior seam on the driver's seat that has come loose-not a tear, otherwise the seats are intact. Black Carpet still looks good and clean. Door panels intact. Needs a headliner. Dash looks good-all parts present. Body and interior in overall good condition.

Additional comments:

set of original early style wire wheel covers that look like all they need is cleaning. Glass may be tinted. Originally white and repainted a color that is close to the Palomar red. The engine will not turn by hand. He claims his wife drove it for several years, and it was running when he put it in the garage to restore at a later date. It looks like it was last driven in 1979. The underside of the floors has some rust, but I didn't see any rust thru. The trunk floor and the battery tray looks like they have been repaired. They are asking \$1200.00 OBO. The car is located in Powder Springs, GA. If interested, please contact me. If you are interested, I can email more. Dan Terry Corvair Atlanta DTerry8123@aol.com