

# ACORNNNews



**November  
2012**



## PREZ SEZ

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 regrettably 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 13<sup>th</sup>, 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!

*Edie*

### ACORNNEWS

Publication of the Rochester, NY  
**"Association of Corvair Nuts"**  
 CORSA Chapter 148  
 Contact  
[jclevela@rochester.rr.com](mailto:jclevela@rochester.rr.com)

### ACORN OFFICERS

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

Appointed Positions:  
 Newsletter Editor - Jim Cleveland  
 Web Master - Marissa Andolino  
 Membership - Dave Shoemaker  
 Historian - Dave Ellis  
 Tech Session Coordinator - Steve Dietrick



Date	Day	Events	Coordination
Nov. 11	Sun.	ACORN Christmas Dinner (see page #2 for details)	Edie Ellis



# ACORNS

## Annual Holiday Luncheon

**When:** Sunday, November 18th. 1:30 till 4:30

**Where:**



770 South Main Street  
Canandaigua, NY 14424  
(585)384-7800

**Luncheon:** Please select one of the following meals

**Stuffed Pork Tenderloin**

**Pasta Primavera**

**Chicken French**

**\$19 - \$5 = \$14 for each meal includes soup, beverage, dessert,  
tax and tip.**

**You must **RSVP** with Luncheon choice by Sunday, November 11th to:  
Dave & Edie Ellis @ 227-2439**

## ACORN Fall Tour Report

By Jim Bartasevich

Marlene did the planning and research on the wineries and places to stop during the tour. Originally, we were going to visit several larger wineries on the northeast side of Seneca Lake, but she found that they were expecting a lot of visitors and we would have had to reserve our tastings. A change in strategy moved us to the western side of the lake and smaller wineries. We started at Red Jacket Orchards in Geneva for cider and juice samples as well as apples and a large selection of made in New York products and cheeses.

The next stop was Shaw Vineyards, a small, newly-opened winery that had some very good wines. A bit farther down NY 14 was a new one, Magnus Ridge Winery, another new winery in an impressive building with a cafe and multiple, private tasting rooms and outdoor patio. They did not have much of a wine selection yet since they were just getting started.

Taking a few county and state highways [The Finger Lakes region is the perfect driving country for a Corvair!], we crossed over between Seneca and Keuka Lakes and visited Ravines, a stop we made on a wine tour several years before. From there, we were to stop at Esperanza Mansion for dinner, but our timing was between when they stopped serving lunch but before they started serving dinner. Plan B was then to Nolan's in Canandaigua which was enjoyed by everyone.

At several of the wineries, we had a number of admirers looking at the Corvairs. I overheard a father telling his young son that when he was a kid, his parents used to have him sleep on the back floor behind the seats because there was no drive shaft hump! As he was taking photos of our cars, another man told me that he had his first accident in a Corvair when he was 16 [although he was rear-ended and it wasn't his fault]. The trees also put on a pretty nice color show.

Those attending:

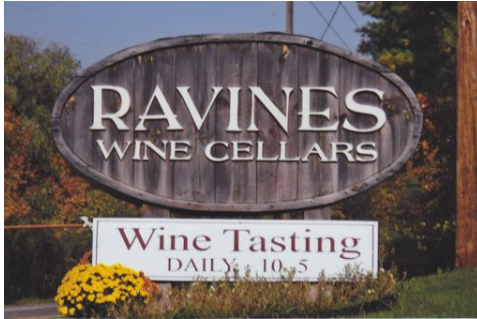
- Dave & Edie Ellis - '64 Monza convertible
- Dave & Sande Shoemaker - '63 Monza convertible
- Steve & Pat Dietrick - '63 Monza convertible
- Paul Able - '66 Monza coupe
- Jim Bartasevich - '69 500
- Mark & Pam Morrell - Mini Cooper S [Their Corsa leaks in the rain, so they decided not to chance it.]
- Marlene Bartasevich - Acura RSX [she had to leave after Ravines because of our puppy.]

I lead the tour with the earlies sandwiched between me and Paul. Even though the day started out iffy with some light rain, the skies became partly sunny with the temperature rising to the low 70s. However, the convertible contingent did not want to lower their tops because they thought it might bring on the rain again!

Everyone's cars ran flawlessly, although Steve said the TEMP light came on during one of the longer uphill climbs [Time for a tech session?], but it didn't cause any problems. I measured the gas mileage for my '69 and got 21.4 mpg over the 150 miles I drove [Probably not too bad for a PG smog engine when compared to other cars of the day].

Dave Shoemaker suggested that we could simply make it a fall driving tour next year. We could pick a place in the Southern Tier for a late lunch midway through the drive. Think about it.

See you at the holiday dinner!  
Jim B.



## ACORN Fall Tour

*Pictures by Dave Shoemaker*



Great Fall Color and the road through Penn Yan



Parking lot discussion at SHAW WINERY

Dinner at Nolans

Notice how these guys dressed the alike!

## **Fuel Pressure Regulation**

The numerous stories about the failure-modes of the CORVAIR mechanical Fuel Pump are well documented. We won't go into them here. Let's assume you have seen the light and have switched over to some form of Electric.

You now can start your engine in the spring without getting out the gas can and pouring liquid down into your air cleaner..... and several of the other advantages of the "switch". I just noticed an additional variation on the 'electric' theme that I'd like to pass on.

Some carbs are sensitive to the fuel pressure delivered to them, especially over 5 PSI. If you have trouble with flooding when driving slowly but no problems at speed, you may have fuel pressure that is too high for your needle valves. There are lots of ways to fix that.....I have just happened upon an additional-easy way that I didn't know about before.

Electric-vane type fuel pumps are prone to failure when driving in "parade mode". The reason is that the fuel flowing through the pump is what keeps the pump cool, and the 'parading' fuel pump is running steadily while the 'parading' fuel flow is held amazingly low! The pump's innards get too hot and the plastic brush holder fails, killing the pump. To keep fuel flowing through the pump, at all times, a return line is added to send some of the pressurized fuel back to the tank (All Turbos had this return line built in at the factory). This keeps the fuel flowing and the pump intact...and....and.... it also drops the delivered pressure to the carb/s.....which is why I started this note. The size of the return line determines how much of a drop you will get, but a 1 - 3 PSI drop is typical. The actual pressure drop can be fine-tuned with a vise-grip. The most successful return systems put the excess fuel back into the tank, for maximum cooling effect.....FC's have a nice fitting on the top of the tank for that return line when a gas heater is installed and the cars use a tee fitting in the gas-tank's vent tube. Now we can add yet another advantage to changing over to an electric fuel pump.

*Reprinted from: Corvair Minnesota October 2012 Newsletter*



Look Closely, this is Three Wheel Corvair!

# FOR SALE




“66 Turbo Corsa Coupe, complete restoration. CORSA Concours d’Elegance winner. Ready to show and most importantly ready to drive and enjoy!

Sam & Marissa Andolino  
[<mandolin@rochester.rr.com>](mailto:mandolin@rochester.rr.com)

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 Cell 24/7: 585-738-1415  
 Home: 585-425-1189  
 Email: dougie49@frontiernet.net



**1966 Chevrolet Corvair Monza** **\$7,500**




Share Like

**Price:** \$7,500

**Financing:** Pre-Qualify Online & Save  
 Don't pay too much for an auto loan. Check your Score.

**Insurance:** Want to save money on auto insurance?

**Summary:** Used 1966 Chevrolet Corvair 40,457 miles

**Location:** Webster, NY

**Description:**  
 All original car. 140 horsepower engine, 4 gear manual trans. marina blue exterior, black interior, Am-fm stereo, three prong wire wheel spinners hubcaps, AACA and VCCA National winners Call Norm 585-787-2918 \$7,500 Call 585-767-2918 Listing originally posted at <http://musthaveautos.com/addetails.php?sino=4975>

**For sale by:** Private Party

**Posted:** September 18

*This Webster, NY car was spotted on the web. The status of the sale is unknown at this time. editor*