

# ACORNNNews

**October 2012**  
 Rochester, New York  
 CORSA Chapter 148



## ACORNNEWS

Publication of the Rochester, NY  
 "Association of Corvair Nuts"  
 CORSA Chapter 148  
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## 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

## PREZ SEZ

Hi ACORNS

Our picnic and white elephant sale was great with wonderful food and terrific weather. Many thanks to Steve and Pat (probably mostly Pat) for all the hard work they put in to make this event so successful. Check out the meeting minutes for details.

Fall has arrived and they say the fall color should be awesome this year. Be sure to join us for the October driving event as it will be the perfect opportunity to enjoy that color. As always, details for the event, the Batavia Downs event and the November dinner meeting can be found in the pages of this news letter

Not sure if candidates for each office will be listed in this newsletter but they should be presented at the October meeting. There is still time for anyone interested in serving to step forward (that was just a bit of sarcasm of course). Officers will be voted in at the November meeting. Thanks again to Dave Shoemaker for taking on the nominating committee chair and his team member Bill Boudway. Thanks also to Steve Dietrick for volunteering to be the Newsletter Editor. Yea Steve!!!!

Please RSVP early to the last three events for 2012. It's not a club if you do not precipitate.

Always stay safe and keep those cars greasy side down!

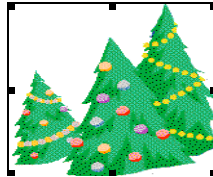
*Edie*



Date	Day	Events	Coordination
Oct. 14	Sun.	Fall Color Tour (see page #2)	Jim & Marlene Bartasevich
Nov. 11	Sun.	ACORN Christmas Dinner (see page #2 for details)	Edie Ellis

**The ACORN fall tour** will be on Sunday, October 14. It's not finalized yet, but will include visits to several wineries, including the NYS "winery of the year." The tour will take place in the northern part of Seneca Lake and possibly on Keuka Lake, if time permits. If there's interest, we can end the tour in Canandaigua at a restaurant. The details will be sent to everyone in a separate e-mail.

As usual, we'll depart from Eastview Mall, probably in the morning, but it will depend on what time the wineries open. Jim Bartasevich



# 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 Picnic  
2012 Held in  
Victor, NY**



**Thanks to Pat  
and Steve  
Dietrick**



## **ACORNS Club Picnic**

The picnic was held at the Gypsum Mills Community Center in Victor on Sunday September 16. The event was attended by about 20 members with 10 Corvairs lining the front of the building. There were many people from the community who stopped by the facility to admire the cars and tell their stories about owning a Corvair back in the day. The food was great with all types of goodies brought by members.

A big Thank You goes out to all.

Dave Ellis was the Auctioneer for the White Elephant Sale, The club raised more than a hundred dollars for future events. Again a big Thank You goes out to all.

***Pat and Steve Dietrick***

**Meeting Minutes for 9/16 ACORN Club Meeting****Respectfully submitted by Dave Ellis...**

Meeting was called to order by Prez Edie Ellis....

-Previous Meeting Minutes were given one correction...Treasurers report was supposed to be \$727.89, the value in the published notes was in error....with that correction Previous Meeting Minutes were accepted.

-Current months Treasurers report...After spending the \$100 deposit for the November Dinner meeting Room at the Inn on the Lake in Canandaigua..the current balance is 393.35

OLD Business....Calendar issues first to be covered....

Next Event...Saturday Eve, Sept 22<sup>nd</sup> at Batavia Downs at 6:00 pm....great meal, fellowship, and a chance to see how well you can handicap the horses....RSVP to Jeff Clark ASAP! So he can get headcount sent to the Track in a timely fashion...

October event.....Consolidated version....after discussion on a couple options the following was agreed to be an acceptable plan...Date is Sunday October 14..it will be a Driving tour, hitting a couple venues,,maybe a Winery etc, followed by a nice meal...will meet in Eastview Mall...more details will be included inside the next ACORNNEWS.....please RSVP to Jim Bartasevich.....November Dinner Event... Discussion concurred that the Dinner Menu was too pricey for us,,and the packaged lunch menu at \$19 a head would be much more acceptable....Timing is to start at NOON and run to around 4 pm.....details on menu choices will be including inside the next issue of the ACORNNEWS. It was noted that the club will be subsidizing the members meals to the tune of \$5 per person,,,and it was confirmed that the Newsletter Editor and his spouse would have their meals covered by the club as a small thank you for the major task of putting out the ACORNNEWS monthly!!! RSVP's to Edie Ellis no later than October 11<sup>th</sup>....as she must confirm headcount and meal selections with the INN....

-Vito Amorse barn...Dave Ellis informed us that there is still a window of opportunity to gather some goodies from this facility....no one offered to take the entire stash...however our contact has accepted the situation where we show up....each person chips in \$60 a head,,,and we cart off everything VAIR that we would like in the next few hours.....there are a lot of unbolted parts laying around in piles...like starters and alternators.....DME recalls 4 motors on a shelf...if you bring enough "horses" to carry them off with you,,,go for it...a series 1 coupe in the basement and a series II convertible on the first floor can offer a few salvaging opportunities...DME recalls a row of radios on the second floor....As soon and Dave Ellis gets confirmation on when we can make this event happen...he will communicate it to the ACORN membership so that if you want to join in on the effort you can....The owner does not want to see the bulk of the VAIR stuff end up going to the scrap yard in a dumpster....

NEW BUSINESS..We welcomed some new folks to our group!!....George and wife Laurie, and son Sam Spragins, welcome to the ACORN Family....

-Nominating Committee...since the last meeting,,Dave Shoemaker volunteer to chair the Nominating Committee, and Bill Boudway is assisting him....so far they have successfully located a candidate for Newsletter Editor,,Steve Dietrick has come forward and stated he would like to take on that challenge,,,,,Dave S and Bill B have confidence that they will have a full slate of candidates to present at the October meeting,,,to be voted upon at the November Dinner meeting...Edie Ellis noted that we are still missing a candidate for PREZ...so someone out there needs to step up the plate!

National Convention Report,,,,,Dave Shoemaker had photos and stories to relate about the great time at the 2012 CORSA NATIONAL CONVENTION at Sturbridge Mass....ACORNS were represented by the Shoemakers, Marshes, and the Dietricks.....Specific cudos the Shoemakers achieving SILVER level of recognition in the CONCOURS,,,and if you have had a chance to read the latest COMMUNIQUE you will note that the MARSH's got good press coverage regarding their Rampside!

Meeting was adjourned so that folks could enjoy the wonderful meal....MUCHAS GRACIAS to Steve and Pat Dietrick for their efforts in establishing this event and carrying out the specifics to make it a great venue...

A postscript...the WHITE ELEPHANT auction had a pretty good supply of Vair related and household related goodies..a total of \$117 or so was raised for the treasury....

## **WINTER CAR STORAGE TIPS**

As most of you probably pack your favorite Corvair away for the winter, the following winter car storage tips can be used to maintain the integrity of your car and minimize any damage from improper storage.

1. Store your car with a full tank of fresh gas to minimize condensation of water. But before you fill the fuel tank up, add some gas stabilizer to the tank prior to the fill up. Drive the car for a few minutes to ensure that the gas stabilizer is through the entire fuel system. Change the engine oil and filter. This will help assure internal rust and corrosion protection and reduce sludge buildup.
2. If you have not flushed the brake system in the past two years, now is a good time to flush and refill the brake fluid. Get another person to help out and work from the farthest to the closest wheel from the master brake cylinder.
3. Top off the transmission and differentials with appropriate lubricants.
4. Spray WD40 on all hinges (hood, doors, trunk, etc). It is also a good time to lubricate door latches, handles and key cylinders.
5. Wash (and wax) prior to storage.
6. Clean the interior, and dress all vinyl and rubber with appropriate treatments.
7. For soft top cars, put the top up. For all cars that are being stored inside, leave a window or two down to allow air to circulate into the interior.
8. Jack up the car and place jack stands so as to relieve weight from the springs and prevent flat spots on the tires (more common on older bias ply tires).
9. If a cover is used, use only soft cotton or comparable material that breathes and allows air circulation.
10. To absorb excess moisture, place a couple bags of desiccant in the interior of the car and one or two in the trunk. This will help minimize condensation, rust and mildew damage to interior materials.
11. Disconnect the battery while the car is in storage. To prolong the life of the battery, attach and plug in a battery trickle charger. Letting a battery sit too long and discharge is a quick way to ruin it in a short time.
12. Cover the exhaust and air intakes to the motor to keep moisture and small animals out of these areas.
13. For manual transmissions leave the car in neutral and the hand/emergency brake off. For automatics, leave the car in park and leave the hand/emergency brake off. Block the wheels as necessary.
14. Place a vapor barrier (poly film) on the floor under your car when stored in a garage. This helps keep ground moisture away from the undercarriage of the car.
15. If you store your car outdoors, exercise caution when using heavy tarps. Tarps can trap moisture underneath next to car, which can induce corrosion and bleached spots in the paint. Also, wind whipping the tarp can abrade the paint surface leaving it dull. Dust can also get rapped underneath and can act as a fine abrasive material on the paint surface.
16. Keep your comprehensive insurance on the vehicle in the event there is a mishap in the garage or storage area. Discounts may be available from your insurance company when the vehicle is being stored. Make sure you have all your normal coverage reactivated when you are ready to put it back on the road.

The above tips were borrowed from the Finger Lake Region Club newsletter. Depending on your situation, and experience, some other storage measures may be considered and/or necessary.

## **GM Corvair Activity**

by Bob Helt

*(Reprinted from the Vegas Vairs Newsletter)*

In April 1965, Chevrolet management decided to terminate all Corvair production at the end of the 1966 model year and issued an order to immediately stop all development work on Corvairs, except for safety, legal, and forthcoming government mandated changes. Thus it was that any Corvair engine cooling problems caused by the AIR option would die with the Corvair itself. However for whatever reasons that Chevrolet might have had, the termination order was rescinded and Corvair production was extended for three additional years thru most of 1969. Some say that this decision was due to Nader's book and the following need to show confidence in the car itself by Chevrolet.

But when the order came down to continue Corvair production after the 1966 model year, panic must have hit the Chevrolet Engineering Department since the heating effects of the Corvair AIR system were not thoroughly known or tested, and the lead time to 1967 production was much too short to make any major changes to the cars.

As a result, Chevrolet engineers embarked on a shakedown test during the summer of 1966 in order to test all their cars with AIR systems in high ambient temperatures. This was a 4762 mile long test with a fleet of Corvairs, Chevy IIs, Chevelles and full size Chevrolets. The trip was intended to be a general evaluation of the AIR systems under desert, high altitude, and other strenuous driving conditions. All of the cars being tested were equipped with the AIR systems.

There were two 1967 prototype Corvairs that made the complete trip: a 95 HP, 3-speed, and a 110 HP Powerglide with air conditioning. For the desert testing, a third Corvair with a 95 HP engine and air conditioning was also included.

The results of these tests showed conclusively that the Corvairs exhibited excessive operating temperatures during the desert test sequences. These excessive temperatures manifested themselves in several ways. Severe part throttle and high speed Wide Open Throttle (WOT) detonation was encountered using premium gas. Serious vapor lock problems developed with the two air conditioned Corvairs during the tests. Once vapor lock occurred, it became impossible to start the engines normally. Vapor lock problems also caused surging and speed loss when the engines were running. The critical soak period appeared to be 30 to 60 minutes. On shut down, some dieseling also occurred.

Recommendations were made to management to delete the air conditioning option on the AIR equipped Corvairs and to use the 12 plate oil cooler with the AIR option. (Air conditioned cars already used the 12 plate cooler.) These changes would take effect for the 1968 model year. An aluminized muffler was already standard on the AIR cars due to the high exhaust temperatures.

Unfortunately no further development programs were initiated on the Corvair to resolve the excessive temperature problem, due to its negative status with Chevrolet management by late 1966.

The Corvair's excessive temperature problems had no easy solutions. A really large oil cooler would have reduced the oil temperatures significantly, but considerable design effort would probably have been required to lower the head temperatures. A larger capacity cooling fan might have been a partial solution but this would have sapped considerable horsepower and possibly caused fan belt problems.

So the last three years of Corvair production occurred with apparently known and uncorrected potential heating problems. No wonder Chevrolet was anxious to terminate the Corvair and supplant it with its replacement, the Camaro, which it did in 1967.

## **How Tight is Your Fan Belt?**

By Mark Edmonds (reprinted from the Bay State Corvairs newsletter "VAIRFORCE")

Recently there was a discussion regarding fan belt tension on the Virtual Vairs or Fast Vairs forum. There was much discussion and a variety of opinions.

As this lengthy discussion was winding down I was preparing for an autocross event. While checking the car over I noticed the belt was very loose, so I tightened it. Now it was difficult to turn with one finger. The day of the race came and again I noted that the belt seemed tight. After a couple of runs I checked it and it was even tighter (I guess they do get tighter as they heat up) but I thought it would be okay. During the third run I suddenly had engine problems, it ran okay at medium throttle but if I tried to accelerate the engine ran very rough. I ran most of the course at medium throttle and at the end of the run I pulled in by my truck and trailer instead of back into the starting lineup for the next run. As I looked for throttle linkage problems I noticed a large black thing jammed into the left side throttle linkage – a broken belt. I was shocked, I have never had a broken belt on this car and I had not seen my big yellow warning light on the dash in the bright sunlight. I missed a couple of runs while installing a new belt but was soon back in business.

Before the National Corvair Convention the belt seemed too loose. Did I tighten it? No. The car made it through the autocross and the Rally and it still seems too loose. I am leaving it that way. My opinion now is that the alternator pulley should turn very easily with one finger and if the belt slips a bit that is okay as long as it continues to turn the fan and alternator. Other people's experiences may vary, but 'that's my story and I am

## **Corvair Starters**

By Mike Dawson (Reprinted from the VAIRCOR Newsletter, Belton, Mo.)

- All Corvair starters are visually and mechanically identical (see next paragraph) with the exception of the 1960 model which has a different nose cone; it mounts the solenoid farther clockwise on the starter (viewed from the back). All of the other Corvair starters and rebuild parts are the same. If you are looking for a starter drive assembly, you will have to get one specifically for a Corvair; the standard GM drive assembly is shorter. O'Reilly lists one for Corvairs but it is a standard GM and it is too short.
- The Corvair starter for the Powerglide model has a rubber seal installed in the nose cone to protect the armature and brushes from unfiltered air that is forced around the torque converter for cooling. Nobody but a fanatical Corvair rebuilder will recognize this and I don't know of any vendor that offers that item (good used seals are possible). I assume most rebuilders don't think it is necessary since they never offer it. A minor item (?) but part of Corvair history.
- Replacement solenoids (made in China) are lighter in weight than original units and come with a shorter and lighter spring to compensate. If you use the new solenoid with the original spring, the solenoid may not be strong enough to pull in the starter drive. I found this out in the usual way. Used as a matched pair, the replacement solenoids and springs seem to work fine.

The 1960-1961 shop manual shows an "assist spring" behind the starter drive assembly but if you check the 1965 manual you will notice the spring has disappeared from the exploded view. The spring is not necessary and if you install one it could very well cause the drive teeth to ding on the ring gear while the engine is running. The '60 & '61 manuals used an exploded view graphic from full size GM products which included the wrong nose cone as well as use of the spring. Some other pictures included the wrong drive assembly. Even in the '65 manual there is a picture with the wrong nose cone. Again, use no spring.



The 2013 Corvair that



Is this the Ellis 4-Door?

**Ethanol-free Gasoline**

Still available in the Rochester and surrounding areas. Check ([pure-gas.org](http://pure-gas.org))

Examples: Pittsford Automotive, 58 Monroe Ave, Fastrac 4200 W. Henrietta Rd., Fastrac 291 Jefferson Rd., Dobbs Family Auto Service, 115 West Ave. Canandaigua.

At Fastrac stations ethanol free is high test 91 octane. Just right for your Corvair and older small engines.

**FOR SALE**

**For Sale:**

**Marina Blue 1966 Turbo Corvair Coupe - \$19,000**

Full Concours restoration. CORSA Concours d'Elegance winner. This head turning car is turn key and just needs to be loved and driven.

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

**For Sale:**

Pair of rear floor mats for early series Corvair, 4-door. New in original box from Clark's. Best offer, or will trade for early Packard Twin Six parts.

Bill Boudway [gmboudway@msn.com](mailto:gmboudway@msn.com) (585) 394-6172

