

ACORNNews

August 2012

Rochester, New York
CORSA Chapter 148



PREZ SEZ

July/August 2012

Hi ACORNS

WOW!! Summer has been very hot. It is hard for me to enjoy riding in one of our Corvair(s) when the temperature is 90+. At my age, I really need the air conditioning.

Watkins Glen has been cancelled so our next event will be the GVACSS show at Robert Wesleyan College. I probably will not be able to make that one but do plan on attending the Seneca Lake boat ride. That will be our next official meeting (hopefully).

In this newsletter, you will find dates for Tom Nasman's last attempt to sell cheap or give away all his Corvair parts. Be sure you get your fair share.

Sorry this is a very short Prez Sez, way too much going on in our family right now.

Stay safe and keep those cars greasy side down!

Edie

ACORN Members, it is not too early to be thinking about club positions for 2013! Remember that both the President and Newsletter Editor positions will be open in January.

SEE THE IMPORTANT RADIAL TIRE TIP ON PAGE #3

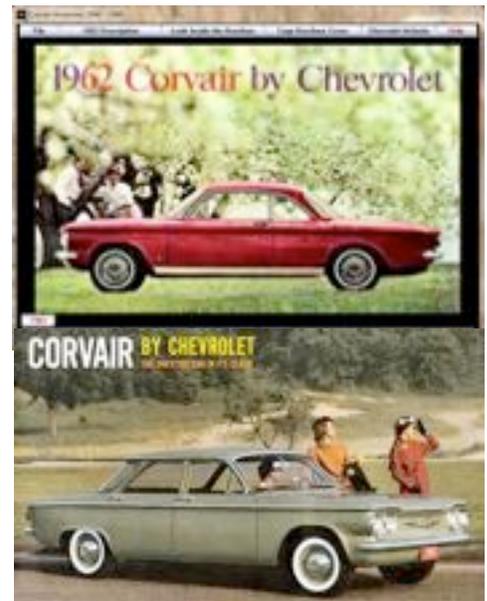
ACORN OFFICERS

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

ACORNNEWS

Publication of the Rochester, NY
"Association of Corvair Nuts"
Contact
jclevela@rochester.rr.com



EVENTS FOR August 2012

GVACS Car Show, Sunday, August 5th, See Below

Boat Ride on Seneca Lake August, 12th. See note below

Toy Town Car Show, East Aurora, NY, Aug. 26th. Contact Chuck Flacklam

Date	Day	Event	Coordination
June 2	Sat.	Tech Session 140 Engine Build	Dave Ellis
June 8-10	T,F,S	Central NY "Recall" Syracuse, NY	CNYCC
June 28	Thru.	Great American Race comes to Fairport, Noon	J. Cleveland
June 28	Thru.	Great American Race/Buffalo Transportation	Chuck Flacklam
July 8	Sun.	Shiners Car Show, Webster, NY	Sam Andolino
July 14	Sat.	Tech Session TBD Cancelled	Steve Dietrick
July 22/23	TBD	Watkins Glen Annual Track Tour Cancelled	Jeff Clark
Aug. 5	Sun.	GVACSS Show at Roberts Wesleyan College	Club Event
Aug. 12	Sun.	Seneca Lake Boat Ride	Dave Shoemaker
Aug. 26	Sun.	Toy Town Car Show, E. Aurora, NY	Chuck Flacklam
Sept. 9	Sun.	ACORN Picnic, Victor, NY	Pat Dietrick
Sept. 22	Sat.	Batavia Downs Race Day	Jeff Clark
Oct. 7	Sun.	Fall Color and Cheese Tour of the Finger Lakes	Jim & Marlene Bartasevich
Nov. 11	Sun.	ACORN Christmas Dinner	Edie Ellis

ACORN August, 12, Boat Ride and Picnic

Boat ride and picnic is \$20 per person. Boat departure is 2:00 p.m. sharp (1½ hr cruise).

As usual, when you make a reservation, you are responsible for payment if you can't come. I need to have a number of participants by August 5, 2012.

Stiver's Seneca Marine in Waterloo, located on Route 96A. Best directions are Geneva 5&20 east out of Geneva, turn on Rte 96A south. Booty Hill Rd is your first right hand turn of 96A. Sign there for Crow's Nest restaurant and the marina.

Regards, Dave Shoemaker 393-1912
Dshoemaker001@rochester.rr.com

**Genesee Valley Antique Car Society
 52nd Annual Car Show
 Sunday August 5, 2012**

**New location: 2301 Westside Drive, Rochester, NY
 at Roberts Wesleyan College, North Chili Campus**

Rain or shine 9 am to 3 pm

Must have approved fire extinguisher. Cars will be judged win their classes on the show field. Tops must be up to be judged.

To be eligible for an award, vehicles must arrive by 11 am. No cars for sale on show field. Dash Plaques to first 250 entries. Trophy presentation at 3 pm.

Corvair Tire Tip...submitted by Dee Charest Written by Dan Brizendine, Circle City Corvair Club of Indianapolis

Your tires deserve close attention before you take your Corvair out for a drive, since we all know air pressure is important. Your tires deserve close attention before you take your Corvair out for a drive, since we all know air pressure is important. I am sure 99% of us are using steel-belted radials on our cars and FCs, but if you are following the air pressure specs in your original manuals you may not be putting enough air in your tires. Modern radial tires have very thin sidewalls compared to tires designed in the 60's, which is why they have that characteristic "bulge" where the tire meets the road. However, the bulge is often more than it should be because the pressure is too low. My experience has shown that many Corvair drivers (other cars too) aren't inflating their tires enough. In my opinion (and I am not a tire expert) you should maintain around 40 psi in the rear tires and about 30 psi in the front tires on Corvairs and 40-45 psi all around on FCs. The problem is, if the air pressure is too low and your car turns or makes a sudden swerve, the tires tend to "roll" sideways on the rim. On our Corvairs, with the engine and transaxle weight in the rear and the steering in the front, this rolling motion from under inflated tires can produce a unique form of what race car drivers call "over steer". For example, you are driving along and suddenly see a concrete block in the middle of you lane. Your brain says, "Major Damage Likely"—you instinctively jerk the steering wheel left, then back right. But then, when you think your split-second evasive maneuver is complete, you get a strange sensation that the rear end of your car is steering itself left again! This is a reaction motion caused by the soft radial tires being forced to roll sideways, then springing back. Remember, this all happens in less than a second and the lower the pressure, the stronger the reaction. Just a quick lane change can cause this and it can be startling. This has also been compared to the feeling you get when making direction changes while pulling a trailer and its weight pulls the rear of the car from side to side. Also, you rarely see tires wear out in the center. They are usually bald on the edges from being under inflated. So, keep plenty of air in those tires and your Corvair will feel more stable, steer more accurately and your tires will last longer.

Submitted by, Queen City Corvair Club, Charlotte N.C.

Replace Worn rubber Brake Hose

With the warm weather now on us, our thoughts turn to getting out and having some fun with our Corvairs. A look around the club tells us that most of the major components that make the cars move down the road, such as engines, transmissions, tires and the electrical system are generally in decent shape. And most people have had a brake job done recently. So we're ready, right? After all it was a good brake job. We even had the wheel cylinders rebuilt and the drums turned, so nothing is left except a quick shine and topping off the tank.

WRONG! Stop a minute, if you can stop and think. (1) Most of the `Vairs we're driving are over 43 years old (the original article said over 12 years old. Which was correct for the time that it was written. I changed the number of years to go with the year 2012. So you can see how old this article is) (2) Most of these cars being the pre-67 models, do not have the dual master cylinder braking system so if anything causes a brake to fail they all fail (3) Each wheel has a flexible rubber brake hose connecting the wheel cylinder to the brake system. These hoses are most likely original, badly weathered, cracked, maybe even partially worn through and flex every time you turn the wheels or the suspension moves.

If a check of the hoses on your car shows they match the above description, which they will unless you have replaced them in the last few years. I urge you to immediately replace them with new hoses. Don't just get one or two, get them all. There is a possibility you might have to order the hoses as few places stock very many Corvair parts such as these. It will cost about \$25 for the hoses. (Keep in mind this article was written in 1979, so I don't know what the cost would be now in 2012) This is cheap insurance!

This is one item you don't want to wait until it fails to replace. Remember, if one goes the entire brake system is out. The emergency brake, if you think to use it in an emergency, probably will not be able to stop you in time. (It's really intended to be a parking brake.) Putting on new hoses now will last about 12 years or so, which is probably as long as we will be driving our Corvairs anyway. After all, how many people drive 40+ year old cars as their everyday transportation?

The hoses are not particularly hard to change. The most important thing to remember is to keep everything clean, especially the ends where they screw together. The clips that hold the hoses to the body brackets can be removed using channel lock pliers or vise grips. It is best to use flare-nut wrenches the special box wrenches with the slot cut in them to allow them to fit over the tubing, to prevent rounding the corners on the brake line nuts. The brake lines on the `Vair takes a 3/8 size wrench. Sears has these, either separately or in a set of three wrenches. As a bonus the other end of the 3/8's is a 7/16's, which will fit most Corvair gas lines. The nuts tend to be fairly tight and the corners round easily.

Continued on Page #4

***Replace Worn Rubber Brake Hose
continued:***

Unscrew the nut on the steel brake line half a dozen turns before removing the clip holding the hose. This will help hold the hose while loosening the nut. Blow the loose dirt away from the fitting before completely unscrewing the nut.

You will also need at least a pint of brake fluid. Silicon fluid is the best, although expensive and hard to find. It does not absorb moisture, so you will not get the sludge and rust that develops in a system that uses regular brake fluid. Also the system will need to be flushed if you switch to silicone fluid. Do not try to flush the wheel cylinders, the regular brake fluid will come out by pumping a couple of reservoirs full of Isopropyl Alcohol through. Do this before putting the new hoses on, but after removing the old ones. Then blow out the lines if you have a source of air, or let them dry out a bit. You can also push out any remaining alcohol by pumping a little of your precious silicon fluid through the master cylinder.

If you don't want to pay the price of silicon, perhaps the next best is Castrol GT brake fluid. It is rated DOT 4 while the other brands are DOT 3 (silicone is DOT 5.) This should give it higher temperature limits and Castrol claims to absorb less moisture.

If this hasn't given you serious doubts about your hoses, then I've got some hoses for you to look at and these came off a car with "good brakes". They might have lasted for years more or gone out the next time I hit the brakes. There's no way of being sure until you replace them. I don't like to take that chance. If you're still not convinced, please don't follow me on our next outing, because I had a hard time finding a good rear bumper!

Queen City Corvair Club, Charlotte N.C.



**Nasman's "Come and
get it so it does not
go to the dumpster"
Corvair Parts Events...**

Yep...these two dates are it.....anything left in the barns after this is gonna go into the dumpster, so if you would like anything,,,yas better get to one of these two dates.....There is both a Saturday and a Sunday date, as we discovered that are plenty of folks working 6 day weeks...

Stuff is not totally free,,,but "giving it away prices" are the concept of the day...

Two dates and times are as follows....

Sunday August 19th ,,,,1pm to 6 pm

Saturday Sept 8th, 10 am to 4pm

There are lots of axles and trannys left, both Series I and II, lots of engine sheetmetal, suspension components are mostly SII, gallon jugs of "smalls",,,,ie dash switchces, door locks,handles, etc....there are only a couple motors left...only really complete one is a 62/3? 102 hp A/C Power-train, complete with axle and transmission....which is manual,,,,I think it is a 4 speed.....lots of arm rests, SII kick-panel air vents, sun visors, fuel lines, vacuum balancers, throttle linkages, brake drums almost all SII, a dozen or more torque converters, a stack of bell housings, boxes of stainless trim etc, etc....

PLEASE bring multiple large capacity vehicles/trailers and bodies to load them up, so that you can take home everything that you would like to!!

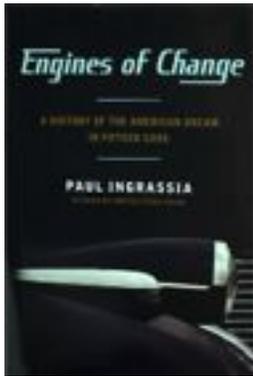
Dave Ellis will be co-ordinating and collecting coin,,,CASH is the preferred payment approach,,,,

Checks will only be accepted with pre-approval...
585-227-2439,dellis1@rochester.rr.com

Planning on having a couple VERY BUSY DAYS,,,,dme out...

FOR SALE & MARKET PLACE

Without question, Paul Ingrassia's *Engines of Change* is THE car book of 2012. Ingrassia is both a car guy and a serious writer, having been the Detroit bureau chief for the *Wall Street Journal*, where he won the Pulitzer in 1993 for his investigations into General Motors management problems. But this is not a scholarly book, nor is it a dry one. In looking at how specific cars—Corvette, VW Beetle, Model T and others—relate to America then and now, he's funny and full of very interesting observations. Even "regular" readers love it, but car people will love it that much more.



Fifty Cars is a completely different, design-oriented book. From London's Design Museum, these are essentially bite-sized entries that talk very briefly about not only why, but how specific cars came to be made. As an English book, the cars are from all over the world, which could make it a nice, easy to digest introduction to models some Americans might not know much about.

First time offer:

At Sturbridge, a 70+ page colour scrapbook of 1960 Corvairs. 8 1/2" x 11" soft-bound, acid free paper (no fading) 4 colour photos. Trade binding is called "Perfect". Covers are laminated on extra thick stock.

Inside:

4 horn slot cars, 3 last week of production cars, 500, 700, Monza. World's oldest Corvair, Willow Run, World's oldest Oshawa built Corvair, Unique 1960 features. Pages are numbered using "VIN's", Super Monza, And more...

Corvair Preservation Foundation price on this LIMITED EDITION is \$25.00. Mail orders will cost extra for postage. If any are leftover they will be sold at Detroit Homecoming.

Look for a table next or near to the Corsa Merchandise..
Jim Diell, Corsa Ontario, author

'64 Coupe, street or track
Roll cage, 140 mild-build engine, 4-speed
As seen on ebay motors for \$9,500



Jim B., there is still time to upgrade your wagon to a "Surf Wagon" like this one seen on ebay, what a beauty!

