

VAIRious Matters



Queen City Corvair Club



Charlotte, North Carolina

Chapter 281 of CORSA, Corvair Society of America

VAIRious Thoughts for This Month... submitted by President Dick Charest



As I write this, the CORSA International Convention in Tacoma, Washington is being held. Richard and Sara Jenkins are there so we should get a report of the event at a future QCCC meeting. Next year's convention will be held in Knoxville, TN so it will be a lot easier for all of us to attend.

It's hard to believe but we are already half way through 2014. Dee and I just returned from visiting our grandchild and she turned 6 months old during our visit. We must be having fun because time sure is flying by.

Things were pretty quiet on the Corvair activities agenda for the past month. The next local event is the Fall AutoFair at Charlotte Motor Speedway in mid-September. As we get closer to this event, Spence and Clare will update us on the details of our club's participation.

As noted during the last QCCC meeting, Dee and I will be giving up being the editors of the QCCC newsletter (VAIRious Matters) effective October 1st. We have been compiling and editing the club newsletter for 10 and ½ years and it is time for someone else in the club to take over this function. We will compile and edit the August and September newsletters to give the club time to find a replacement editor. Although the September 2015 QCCC newsletter will be our last, we will provide the newsletter information we have (birthdays, anniversaries, mailing list, etc.) to whoever takes over this club function. We have enjoyed doing the newsletter but after 10 and 1/2 years, we are simply burned out. We are not going anywhere and will continue to be heavily involved with the QCCC, especially since my term as President runs through May 2015 and Dee's term as Secretary also runs through May 2015. Dee will also continue as the club's web site contact person and the Merchandise Chairperson for the club.

As we enjoy the warm summer weather, remember to take your Corvair out and drive it. There are a number of Cruise-Ins that we can attend and show off our unique and special cars. Be safe and enjoy the ride.

Deepest Sympathy to Al and Kathi Rich

It is with much sorrow that we convey the passing of Al Rich's Mother-In-Law, Lamer Hatley Reynolds at the age of 96. Mrs. Reynolds was from Tarrymore Lane, Concord, NC and passed away on Sunday, June 29th at the North East medical Center. She was born in Stanley County, NC.

Mrs. Reynolds graduated from Ridgecrest High School and was a lifelong member of Mission Baptist Church in Locust, NC. During WWII she worked in a defense plant in Winston Salam, NC where she installed radios on airplanes. She moved to NY City with her job and there she lived for many years and later took a job with Western Union. After some time she moved to Charlotte, NC where she took a job with Bell South, where she remained until she retired.

August Birthdays

Clare Shepard---August 5
Jerry Brown-----August 7

Linda Nelson---August 11
Ray Shafer-----August 14

Wedding Anniversaries for

Carl & Christel Klump-----August 21, 1957---57 years
Dick & Dee Charest-----August 7, 1999-----15 years
Robert & Bonnie Bowman---August 11, 2001---13 years
Joe & Dawn Hewitt-----August 22, 2009----5 years

Up Coming Events

August 18th-----**QCCC meeting** at the Golden Corral located at 9430 South Blvd. Dinner is at 6PM, meeting begins at 7PM. All members and interested guests are welcomed to join us. You do not have to have a Corvair to attend, but if you do own one, drive it. You just might win a prize.

September 15th--**QCCC meeting** at the Golden Corral located at 9430 South Blvd. Dinner is at 6PM, meeting begins at 7PM. All members and interested guests are welcomed to join us. You do not have to have a Corvair to attend, but if you do own one, drive it. You just might win a prize.

Classified Section

Chrome Wheels. Four 13 inch, 4 hole Chrome wheels. Not perfect, but pretty nice. Asking \$100. For more info contact Ray Schafer, in Bostic, NC at 828-245-9724.

Price Reduced Special:

A 99% complete A/C system from a 1966 Corvair Monza coupe includes compressor, condenser, brackets, wiring harness and several pages of drawings and measurements. I think the only thing missing is the vent grille that goes over the radio. Price has been *reduced to \$475* or possible trade. Call Rod Kennen at 704-315-4378 or e-mail carguy2303@aol.com.



Minutes from the QCCC July Meeting...submitted by Dee Charest

Call to Order: President Dick Charest called the meeting to order at 7:00PM

Roll Call: Secretary Dee Charest did the roll call and we had 15 members present.

Treasurer's Report: Al Rich gave the financial report and it was accepted as read.

Monthly Drawing: This month's drawing was for \$10. Danielle Barr's name was drawn and she was not present, so next month's drawing will be for \$20.

Who Drove a Corvair: Ronnie Jenkins was the only member who drove a Corvair to the meeting and he received a Battery Tender.

Sick Members: Al Rich's Mother-In-Law passed away on June 29th. See page 1.

Old Business:

- A. Reminder to everyone that QCCC dues are way past due.

Car Shows:

- A. Ronnie Jenkins told about going to the "Watermelon Festival" in Pageland, SC. There were 12 misc cars. No Corvairs. He said due to the rain they had a pretty poor showing.
- B. Glenn Simmons told about he and Doris going to the Cruise-In down in Monroe, NC. There were cars and motorcycles there. It starts around 6 or 6:30, but if you do not arrive around 4:00, he said you are just out of luck. He and Doris arrived around 6:00 and could not get close, so they went to a restaurant that they had been wanting to try for a while now, called the Fork & Knife. He said they had heard this place had very good food and since they couldn't attend the Cruise-In this would be a great time to sample the food. As Glenn's luck would have it, when they went over to the restaurant, it was closed! They said they did see Marvin Crook and Dick Worley at the show.

Up Coming Events

- A. CORSA International Convention just started on same day as our meeting.
- B. Cruise-In in Oakboro, NC. Al Rich told about it, stating that it is a big Cruise-In of about 300 cars. The Cruise-In is on Friday, July 25th. The time for this Cruise-In is from 5-9PM. The location is 109 N. Main Street, Oakboro, NC.
- C. Choo-Choo Corvair Show in Chattanooga, TN. On August 15-17th
- D. AutoFair at Charlotte Motor Speedway is September 20-21st.
- E. Vairs at the Fair in Perry, GA is October 3-4th
- F. Vairs in the Valley in Maggie Valley, NC is October 10-11th
- G. Hilton Head Island Jamboree is November 1-2nd

New Business:

- A. Dick made the announcement that after 10½ years of being the QCCC newsletter editors, he and Dee will be stepping down as the QCCC newsletter editors, effective October 1, 2014. We will be doing the August and September newsletter and in the mean time the club will need to be thinking about who will be doing the newsletter after this date.

From Our Vice President, Glenn Simmons:

- A. The meeting was turned over to Vice President Glenn Simmons to conduct the "Show & Tell" part of the meeting. He reminded everyone that we would like to have different ones in the club to get up every month and tell about something Corvair related. It could be a car part, a procedure on how to install a part or what every they wanted to talk about.
- B. Ronnie Jenkins had volunteered at the June meeting to tell about a tool his dad had copied from one that one of our former members, WC Groves, (who is now deceased) had made. It is a tool used to tension the fan belt by pulling back the fan belt idler pulley.
- C. Ronnie said he would be glad to show everyone after the meeting exactly how it works out in the parking lot.

.50/50 Drawing: We didn't do a drawing this month, due to low attendance.

Members Cars:

Jerry Lopez, Spence Shepard, Ronnie Jenkins and Bob Elskin talked at length about different belts for Corvairs and the best place to get them. Spence said not to use belts that are too wide. He said a Gates 15-560 belt is a good one to use. Another good belt is a NAPA 3BX 560.

Closing prayer: Monty closed our meeting with prayer about 7:50

Rob Fields Attends Car Show Honoring Veterans

ews-Mint Hill WEEKLY

COMMUNITY. FOR THE COMMUNITY.
1000 Cedar Drive, Suite 154
Charlotte, NC 28210
49-2261 • Fax: 704-849-2504
thewsminthillweekly.com

EDITORIAL

Managing Editor
Mike Parks

Features Editor
Josh Whitener

Sports Writer
Hannah Dockery

Graphic Designer
Maria Hernandez

Contributing Writer
Morgan Smith

ADVERTISING

Charlotte Conway
Adrian Garson
Laura Smith

DISTRIBUTION

Manager
Mike Kochy

PUBLISHER

Associate Publisher
Randi Trojan

Founder
Alain Lillie

Advertising:
rollinaweeklynewspapers.com



Mint Hill Weekly is published by the Weekly Newspaper Group. All rights reproduction without permission is strictly prohibited.

Carolina
WEEKLY
newspaper group

MATTHEWS-MINT HILL WEEKLY

News Briefs

Home sales list to return in June 11 issue

The list of every home sold each month in the Matthews-Mint Hill area will be printed in the June 11 issue and include data from April and May sales. Home sales for April were not printed last month due to an update of the home sales listing website, www.sales.carolinahome.com.



(Above) Veterans attended the recent classic car cruise in at Matthews North End. (Photo courtesy of Thom Outer)

Veterans honored at cruise in

MATTHEWS – The Matthews Gateway community and Jet's Pizza recently teamed up to honor veterans during a classic car cruise-in.

The veterans checked out the vehicles and received a free lunch from Jet's Pizza during the Memorial Day weekend event. The group of car enthusiasts meet from 1 to 5 p.m. on the second and fourth Sunday of the month through September in Matthews North End. Families are encouraged to bring chairs and sit and watch the show.

News

Call 704-845-1015 for more information. The next show is Sunday, June 8.

Local students create scrapbooks for Plantation Estates residents

MATTHEWS – More than 100 students, teachers, parents and community members involved with St. Gabriel Catholic School recently created scrapbooks for around 30 residents of Plantation Estates.

The students sang at the senior community last year, then returned in March to interview residents and learn their life stories, according to a news release. Students then created scrapbooks for the seniors, and presented those scrapbooks to the residents on Thursday, May 29, in a special ceremony.

Plantation Estates is located at 733 Plantation Estates Drive.

Food drive to benefit Matthews HELP Center

MATTHEWS – Students at Elizabeth Lane Elementary School are collecting food for people in need this week that will be donated to the Matthews HELP Center.

The drive is being coordinated by Olivia Brinkley and Rachael Cail, two Elizabeth Lane students working to earn their Girl Scouts Silver Award. They hope to collect 3,000 food items this week, and people can bring donations to the school until Friday, June 6. The school is located at 121 Elizabeth Lane.

The Matthews HELP Center, at 119 N. Ames St., runs a food pantry that helped provide a week's worth

(see News Briefs on page 10)

MATTHEWS-MINT HILL

Restaur Scores

The Mecklenburg County Health reported the following sanitati restaurants and dining locations in and Mint Hill area between M

WORST SCORES

28105

• Texas Roundhouse mobile food Independence Blvd., 28105 – 90.5
Violations included: No certified manager on duty; employee had health policy; sanitizer not at correct cheese, pre-cooked pork and shreds at safe temperature; no thermo numerous flies in unit; general clea

• Showmars, 9704 E. Independence – 93

Violations included: No certified manager on duty; employee hair patties and changed gloves without in between; cooler not working; food not cooled properly.

ALL SCORES

28105

• Domenico's Market, 131 E. Joh Road N. – 97

• Hibachi Buffet Sushi & Grill, 5 dence Blvd. – 96.5

• Qdoba Mexican Grill, 3321 Sola

• Showmars, 9704 E. Independence

• Texas Roundhouse mobile food Independence Blvd. – 90.5

28227

• Buffalo Wild Wings Grill & Road N. – 97

• Chili's, 2521 Sardis Road N. – 97

• Food Lion deli, 8100 Idlewild R

• Perry's Deli and Pizzeria, 672 Hill Road – 98.5

About the grades...Restaurants of A for scoring at least 90; B for for 70 to 79. The state revokes permits that score below 70. Restaur per eligible for two bonus points has completed a food service sta within three years. Find more det burg County restaurants at the he website, www.mecklenburg.de ment.com.

**5th Annual
Mint Hill BI-LO Car Show**
Proceeds benefit
Mint Hill Lions Club

June 07, 2014
Location: 9108 Lawyers Road
Time: 2pm - 5pm

Find the perfect
gift for
Grads & Dads

**25% OFF
Watches**

Hours:
10-6 Tuesday-Friday
10-5 Saturday
Closed Sunday

This is a car show in Matthews that Rob Fields attended. The show was to honor all of the Veterans. Rob is in the center of the front row. A big thank you goes out to Rob and all of our other Vets that served our country.

Late Model Shifter Improvement...submitted by Dee Charest

Written by Seth Emerson

copied from the 1988 Communiqué

To anyone who has driven a conventional American car equipped with a Hurst shifter, the Corvair manual shifter, in almost any state of tune, is vague at best and unusable at worst. There are several things that can be done to improve the situation. The shifter on the Corvair is (or should be) tightly restrained to the transmission cross member. This takes place via a longitudinal link from the shift tube to a bracket on the underside of the cross member. Rubber grommets, similar to those used at the top mount of the shock absorbers; remove some of the vibration before it reaches the shifter. The reason for locating to the transmission, rather than mounting it tight to the floor, is the movement of the powertrain during operation. If mounted tight to the floor, movement of the engine can either pull the transmission out of gear or create a gate misalignment causing an incorrect gear selection. At Laguna Seca once, I shifted out of the top of third gear straight back into second. The first time just the fan belt suffered, the second time, all the intake valves and the cam shaft drive gear were wounded as well. The tight mounted shifter was removed and the problem disappeared. Most of the quick shift kits on the market mandate a solid mount to the floor. I would avoid them entirely. Clark's Corvair Parts offers a selection of gasket/spacers which should be used to remove excess clearance where the shifter bolts through the floor. Their catalog also shows the method of assembly.

Sloppiness in the shifter tube bushings or the absence of them causes many of the problems on Corvairs. The Clark's bronze bushing kit is cheap and effective. I use it on all of my cars

Another item for stiffening the shifter is the shift coupler. This is a complex isolator, used to keep the shifter from buzzing along with engine vibrations. It is made up of several parts. The shaft, machined with a keyway to ensure correct installation, is cross drilled for a fail safe location pin. The yoke is installed over the rear of the shaft with a pin running through corresponding holes in the yoke and the shaft. Two small roll pins hold the assembly together while rubber is molded inside the yoke around the shaft. This rubber is invariably shot on an old coupler due to oil contamination. This allows the shaft to rotate until the pin contacts the hole in the yoke. This is another reason for side play in the shifter and can be remedied by welding these solid.

The final loose spot is the rear pin/yoke interface. The yoke extends over the shifter input shaft in the transaxle. A hole in the shaft allows the pin to go through. The pin, the shaft and the yoke are all hardened. The transmission shaft is, thank goodness, the hardest one and never seems to wear. Both the pin and the yoke are equally hard and both do wear. The holes in the yoke are not exactly rough. They are slotted longitudinally for easier alignment during installation. When you remove your coupler, they may appear round due to wear. The pin is about 7/32" in diameter and still available from several sources. The yoke can be modified for stiffer response and still use the stock pin. After removing the yoke, you need to soften the tips around the holes so you can drill them round 5/16". An air cooling after heating with a torch will work, but be careful of setting the rubber insert on fire. There are flanged bushings which will help to more tightly control the shifting shaft. The available Boston Bronze bushing still needs rework to fit correctly. The flange is OK and the outside diameter is OK, the center hole is slightly too small and the length must be trimmed. A series of small drills (keep trial fitting onto the engaging pin) and a hacksaw (leave a shoulder long enough to engage the whole yoke). And you are done. Remember to make two of them. When all this is done, you can still reassemble the items and use a stock pin, washer, and cotter key to tighten the assembly. If you do all of this, your shifter is sure to feel much better than the old worn out "guess-a-gear" shifter

One last note: If you are running a competition Corvair where some weight removal is allowed, you are probably running without a belly pan (cover under the shifter). I know I did. I just fished out about twenty or thirty small rocks all stuck in or onto the shifter parts, getting ready to gum up the works. The stock belly pan can be cut down to about 24 inches in length. This will cover the shifter area and allow enough mounting screws for a firm attachment.

Relay for High Volume Heater...submitted by Dee Charest

Written by Larry Claypool

Copied from the 1988 Communiqué

One of the more popular additions to the Corvair has been the so-called "high volume" heater blower motor. The motors are actually stock for other '63-'76 GM cars with air conditioning. They turn faster, thus providing a higher air flow rate.

The only real disadvantage of these motors is their appetite for greater current. In the short run, this leaves the marginal charging reserve, especially on generator cars. In the long run, however, deterioration of various electrical connectors and switches has been observed. The problem is especially noticed on the early model ignition switches and main harness connectors. The deterioration is caused by the high current flow required to operate the blower, lights, ignition and other accessories. The single feed wire becomes hot, melting the connector.

A look at any of the cars on which the high volume blower was supplied shows that all of them used a relay to feed the blower on high speed. This provides power directly from battery to blower, removing the extra load from the fan switch, ignition switch and all the various power connectors. A further advantage is increased blower speed (and thus volume) since the voltage drop through the system is reduced to a minimum.

It is relatively easy task to install and wire a power relay in the Corvair. You will need the following:

- Relay, continuous duty, 12 volt coil, 25 amp contacts: I used NAPA #AR107 because it is simple and inexpensive, but any of numerous factory or after market relays will do.
- In-line fuse holder with fuse, 30 amp.
- Wire, #18 gauge, approximately 15 feet.
- Wire, # 10 gauge, approximately 6 feet.
- Electrical terminals, assorted.

Begin with the heater fan speed switch. You will find four terminals: power in, low, medium and high speed. The wire from the high speed terminal goes directly to the blower motor. On early models, output from the resistor (low to medium) is also joined to the high speed terminal at the connector. Remove the high speed wire terminal from the fan switch connector. On earlies, leave the two wires joined. Tape the wire (s) to the harness so the terminal is insulated. Now use the length of #18 gauge wire with a female spade terminal; connect it to the high output blade of the fan switch. Run this wire back through the car to the heater motor. (Do it right! Pull all the tunnel covers and run it next to the main wiring harness!)

For simplicity, I mounted the relay to the blower by one of the screws that hold the motor to the heater mixing box. The power feed wire for the relay can be tapped in at the starter solenoid (to the battery cable), the plastic junction block near the battery on late models, or the battery terminal of the voltage regulator on earlies and FC's. Be sure to install the in-line fuse somewhere in the wire between the power source and the relay. Connect the fused battery feed wire to relay power "in" (terminal 1 of the AR107). Connect the newly run wire from the fan "high" terminal to relay "on" (terminal 3 of AR107). Use a short piece of #10 gauge wire to go from relay "out" (terminal 4 of AR107) to the blower motor. Also connect the original heater blower motor wire to the relay "out". This now completes the modification.

The addition of such a system makes a noticeable improvement in air flow, and in the interest of longevity should be considered on any Corvair where the heater is used more than occasionally.

You will note that I excluded late models with air conditioning from this conversion. The reason is that the two separate blowers are controlled by one switch. If the relay was hooked up as described, the heater fan relay would energize on heat or A/C modes. If you hooked up the relay to the output of the heat-A/C selector switch, you'd lose low and medium speed function. While installation of a high speed relay on a late A/C car isn't impossible, it would certainly be more complex and I'll leave that one to someone else.

Volume Perfect Serving Size Meatloaf Cupcakes

Submitted by Dee Charest



Meatloaf

1 teaspoon olive oil
1 cup finely chopped onion
1/2 cup finely chopped carrot
1 teaspoon dried oregano
2 garlic cloves, minced
1 cup ketchup, divided
1 1/2 pounds ground beef, extra lean (raw)
1 cup bread crumbs
2 tablespoons prepared mustard
1 teaspoon Worcestershire sauce
1/4 teaspoon freshly ground black pepper
2 large eggs
Cooking spray

Mashed Potatoes

4 cups cubed peeled Yukon gold potato (about 2 pounds)
1/4 cup 2% reduced-fat milk
1/4 cup low-fat sour cream
3 tablespoons butter
1/2 teaspoon salt
1/4 teaspoon freshly ground black pepper

Garnish

3 tablespoons chopped chives
4 pieces of bacon cooked and them chopped

Baked Squash...Submitted by Dee Charest



2 Yellow Squash
Extra Virgin Olive Oil
Garlic Powder
Onion Powder
Sea Salt
Pepper
Parsley
Parmesan Cheese

Slice the 2 squash and put them on a baking sheet that has been covered with foil. Only make one layer on your pan. Then pour a little Olive Oil on the tops of all the squash. Next sprinkle on a little of each of the following: garlic powder, onion powder, sea salt, pepper, parsley, and parmesan cheese. Bake at 375 degrees for 20 to 25 min. And you're done! You can also do this to Zucchini, onions and other veggies.

Queen City Corvair Club

Dick & Dee Charest
683 Carson Road
York, SC 29745
dickndee99@gmail.com

~In God We Trust~

First Class Mail



National



Chapter 281

“CORVAIR” The Car That Has Proven To Be Safe At Any Speed Since 1960

Queen City Corvair Club

www.queencitycorvairclub.com

August 2014

CLUB OFFICERS

President-----Dick Charest-----803-493-2099
Vice Pres. -----Glenn Simmons-----704-787-9301
Secretary-----Dee Charest-----803-493-2081
Treasurer-----Al Rich-----704-545-5639

COMMITTEE CHAIRMEN

Club Library----Monty Beaver-----803-285-0285
AutoFair-----Clare & Spence Shepard-----704-554-6769
Merchandise---Dee Charest-----803-493-2081

Web Master: Carson Taylor

Send website info to: Dee Charest-----dee@queencitycorvairclub.com
or 683 Carson Road, York, SC 29745

Newsletter Editors

Dick & Dee Charest
dickndee99@gmail.com
803-493-2081

Meetings

QCCC meetings are held every third Monday of the month at the Golden Corral located at 9430 South Blvd. in Charlotte, N.C. All members and interested guest are welcome to join us for dinner at 6:00pm, prior to the meeting at 7:00pm. You do not have to own a Corvair to attend or to join our club. Everyone is welcome.