

The Dryspot

619 Round Oak Rd
Towson, Maryland 21204

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A Chapter of *The Corvair Society of America, Inc*

Events

Sunday May 22nd

Caravan to the Corvair
Ranch

May 13-14th 2010

725 Woodlake Drive,
Chesapeake, VA 23320

[John Gilliland](mailto:John.Gilliland@corva3liter@aol.com)

(757)471-4278

April 30th 2011

Cobra Lacrosse
Car Show

Harford Technical High
School, 200 Thomas Run
Road, Bel Air Md 21015

Mark Lubawski

443-512-8209

techcarshow@live.com

www.harfordtechcarshow.com

July 26th-30th 2011

2011 CORSA
International
Convention

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The next meeting will be on Sunday May 22nd at the Corvair Ranch. You can meet the or we will caravan from the Westminster at Cactus Willies. See details below.

Saturday June 4th

22nd annual Orphan Car Tour for "orphan"
Starts at Jefferson Ruritan Center, Rte. 340 at Lander Rd. exit

www.orphancartour.org

Jon Battle

540-364-1770

TourDirector@orphancartour.org

October 23 – 30th 2011

First CORSA C Cruise
Allure of the Seas
7-Night Western Caribbean

<http://www.corvair.org/pdf/cruiseone.pdf>

800-344-9283

Electronic Dryspot

If you would like an electronic version (PDF). Email me.

TheDryspot@verizon.net

If you have an email address please send it to

TheDryspot@verizon.net

The Dryspot Needs Articles.

I'm at the bottom of my archived articles, so if you have anything that would be of interest to the club send it.

Caravan to the Corvair Ranch Sunday May 22nd 2011

The May meeting will be a caravan to the Corvair Ranch open house.

1079 Bon-Ox Road
Gettysburg, PA 17325
717-624-2805

We will meet in Westminster at Cactus Willies at 11:00 AM. That would give more time for those coming from a longer distance to arrive.

The meeting place is the 140 Village Shopping Center located at the intersection of Maryland routes 140 & 97 in Westminster, MD. The shopping center is in the south west quadrant of this intersection.

If you are arriving via 140 west you will need to turn south onto MD 97 (Malcolm Drive). Go to the first traffic light and turn right

(West) into the shopping center. Don't run a traffic light at either of these intersections, both have traffic light cameras! Cactus Willies is at the far end of the shopping center, near the Dunkin' Donuts.

Email or call Tom Hughes corvairdad@gmail.com
410-947-1402 so we know how many people to expect.

Preventive Maintenance

Mike Dawson
October, 2009 Vaircor

Cold Starting, Except Turbo, 1962-1969 Corvair carburetors should be adjusted so that the car will start as per the Owners Guide instructions. When the car is cold, you should depress the accelerator about one half to allow the choke valves to shut and pull the fast idle linkage into position. Then turn the key to start and the engine should run on a fast idle until warmed up. The two choke pull-off assemblies are actuated by engine vacuum as soon as the car starts and they will pull the chokes open a prescribed amount; an important step in the process otherwise the engine would soon flood. If you have a failed pull-off, flooding will occur. The engine should run on a fast idle when cold and come down from the fast idle in stages as the choke coils warm up and open the choke valves further.

Tuning and trouble-shooting the choke system would include checking the rods that come through the heads; they should spring up and down freely

and should be adjusted so that when the choke valve is shut, the rod end is unscrewed a couple of turns from free entry. Make sure the rods do not bind going up and down because that is a common problem. Check the choke pull-off by holding in on the metal arm, put your finger over the vacuum line nipple and let go of the arm. It should not move out. Replace if defective, otherwise flooding and poor cold running will result. Check the choke pull-off adjustment, it should open the closed choke valve about 3/16" – check with a drill bit. The fast idle is adjusted by bending two different tabs on the linkage – check the shop manual for the method.

For cold starting in extremely cold conditions, you will need to make sure that your accelerator pumps are working at their max – look down the carburetor throats, quickly flip the cross shaft and you should see two squirts of gas enter the venture area. This is easier to see with the engine off. If everything works correctly, every time you pump the accelerator these two squirts of gas will enrich the mixture headed to the cylinders. Liquid gas will not ignite in the cylinders, it must be vaporized so pumping the pedal to help starting should only be done while cranking. Otherwise you risk flooding, which is simply liquid gas that has fouled the plugs.

Hot Starting Except Turbo Push the accelerator down half way with out pumping, hold it, and turn the key. In the early years, hot restarting became a problem and Chevrolet Division issued Technical Service Bulletin (TSB) 885, May1, 1963 to address the issue. If you have a 60-63 with a hot start delay, the TSB recommended drilling a 1/8" hole in the side of the carburetors to vent the vapors that collect above the throttle valve when the engine is off. Looking at the side of the carburetor with the idle mixture screw, measure 3/8" left of the screw and 3/8" above the flange area where the hold down nut rests. This should only be done after making sure all the other carburetor adjustments are correct. This includes float level, jetting, idle mixture etc. I have applied this to two of my early models and it does work. On request I can email you a picture from the TSB showing the hole location.

In 1964 the hot restart issue was corrected with the addition of a "vapor vent" on the base of the carburetor. It should be closed with the accelerator depressed and will open only when the accelerator returns to idle after warm up. When you turn the engine off, the vent is open and helps eliminate fuel vapor build up. The key to the valves' success is correct adjustment, which is difficult. Any change in NVCC Hot Air Mail 4 January 2010 the idle speed screws will change the vent opening: less idle

speed screw means move valve opening, more idle speed screw means little or no valve opening. The trick is to use a mirror and check the adjustment only after all other engine idle adjustments have been made and the chokes are open. If you take the time to do it correctly, you will find a significant improvement in hot restarting. Again, this is assuming that all of the other carburetor and tuning items are correct.

Pilot Bushing Alert

GM has discontinued the original pilot bushings for the Corvair, which are an integral part of a clutch/flywheel job. Fortunately, the Corvair vendors have secured reproductions and they are available. In the last year or so, several replacement pilot bushings in our area have begun to make the occasional screech, which indicates either old age or lack of lubrication.

After consulting with Clark's Corvair Parts, Larry Claypool, Mike McGowan and Craig Nicol, we have come to the conclusion that the reproduction bushings are made of the correct sintered bronze material but they may not have been oiled properly during the manufacturing process. Soaking the bushings in oil is not adequate. When you install a reproduction bushing (and even a NOS bushing), first place the bushing on your fingertip, fill it with oil, and use a second finger to compress the oil. It should leach out through the side of the bushing, looking like it is sweating oil. If you achieve this result, it should be satisfactory for service. Again, here is the information on the new Chevy magazine available: Chevy Enthusiast. The editor is a Corvair owner. You can register for a free online subscription and three free print additions at

<http://www.tinyurl.com/CEOffer/>

Also try:

<http://amosautomotive.com/members/ChevyRegister.aspx>

How the Corvair Fuel Gauge Works

Jack O'Shea

April, 2011 Vegas Vairs Vision.

All 1960-1969 Corvair fuel gauges work the same way. There are two major parts to the fuel gauge system. There's the gauge with the needle you see in the dashboard and there's a float with a sender inside the fuel tank. The gauge and the sender are connected by electrical wiring.

Anybody can see what the gas gauge in the dashboard does, but what about the float and sender inside the fuel tank? The float rides up and down inside the tank depending on how much gasoline is in there.

The float is connected to the sender which allows a weak electrical current to pass through the gauge when the tank is full and a strong electrical current to pass through the gauge when the tank is empty. The sender is what's known as a variable resistor. In 60 - 64 cars the sender resistance is 0 to 30 ohms. In 65 - 69 cars the sender resistance is 0 to 90 ohms. This is a picture of the float and sender that is inside the fuel tank.



1. Float and arm connected to the sender.
2. Fuel pickup tube. There is a cloth filter on this tube not shown in the picture.
3. Fuel sender - the variable resistor.
4. Flange, gasket and lock ring that seals the sending unit inside the tank.
5. Fuel supply tube outside the tank to the engine fuel pump.

Not shown are the ground wire attached to the flange and the connector on the flange for the wire from the sender to the fuel gauge. The fuel gauge needle is mounted between two magnetic coils. One coil is on the "F" side of the gauge and the other is on the "E" side of the gauge. Both coils are wired to the ignition circuit and receive battery voltage whenever the ignition switch is on. The magnetic coil that pulls the needle toward F

(Let's call this the F coil) is grounded at the instrument panel and applies a constant magnetic force to the needle. The magnetic coil that pulls the needle toward E (Let's call this the E coil) has more windings for greater magnetic strength and is grounded through the variable resistor in the sender attached to the fuel tank float.

When the fuel tank is full the resistance in the sender is high (30 or 90 ohms) which reduces electrical current and magnetic strength in the fuel gauge E coil allowing the F coil to pull the gauge needle to F. When the fuel tank is nearly empty and the float is near the bottom of the tank the resistance in the sender is at 0 ohms. The fuel gauge E coil receives full current, has enough magnetic strength to overcome the strength of the F coil and pulls the gauge needle to E.

When the ignition switch is turned off both fuel gauge coils lose power, magnetic force drops, and the needle remains where it is. If there is a break in the tank sender wiring or a failure of the tank sender that creates an open circuit, the fuel gauge F coil will not be balanced by any magnetic force from the E coil and the needle will be pulled to the right beyond the F mark on the gauge when the ignition switch is on.

If there is a break in the wiring to the F coil or a poor electrical ground on the dash, the needle will be pulled to the left beyond the E mark on the gauge when the ignition switch is on, or the needle may move erratically when the dash lights, turn indicators, or other electrical systems are operated.

Credit for most of the information in this article goes to Dale Dewald who is a regular contributor to the Virtual Vairs Internet email list.

Crankcase Selection and Preparation

Bryan Blackwell

At the February meeting I did some prep work on a FC crankcase for our '64 Greenbrier. As with a lot of things on our Corvairs, there are two general categories of items to check for - first, is the part still useable after almost 50 years, and second, are there any manufacturing defects.

We think of a crankcase as a non-wear item, but there are two areas I want to check before use. First, are the cylinder head studs intact? It's possible to put them back or replace with oversize studs, but if the factory studs are there and useable that's one less thing to worry about. The ends being rusty is normal, as long as the nuts have no more than one thread that doesn't engage they will hold the torque.

Next is the cam bearing journals. These don't see a lot of wear, but given that so many engines are on their third or fourth rebuild, we do see it nowadays, especially the journal next to the drive gear. Spec is no more than .003" of clearance, and really we would like it to be .002". You can check this either with snap gauges or use Plastigauge with a cam.

If the case passes these two checks, then we can see if it has good bearing oil feeds. Basically you want to check that the oil feed holes align with the holes in the bearings, and the oil grooves in the block align where the two halves meet. Problems with either can be fixed through judicious modification of the passages (note - don't enlarge them, just match everything). Further details can be found in Bob Helt's *The Classic Corvair* and other references. Finally, it's much nicer to assemble the engine if the inside is de-burred. Those little bits of aluminum will be in close quarters with your hands when the rod nuts go on, so a little time here can save some skin later.

Steering Column Restoration

By Steve Silvia

NVCC Hot Air Mail December 2010

The last time I drove my Corvair with the top down, I noticed how bad the steering column looked in the sun. Time to make it look better! This is an easy project, but does require the removal of the steering wheel to do a nice job, as it is hard to get in close enough to repaint it well.

My car originally had a gold dash and column, but when I replaced the interior I went with semi gloss black as the dash pad I had was black and I wanted to match it. This being the case, I was able to use spray paint for mine. If your car is another color, you will need to either have some mixed at the local auto paint store or try one of the vendors to see if they have an aerosol can of your color.

Once the wheel was pulled, I simply removed the two bolts under the dash and let the column drop down. This made it much easier to sand and prime the column as it does fit very close to the dash on a late model. I used some sandpaper and took the surface to the bare metal in no time. Once done, I primed it and let it dry. While waiting, I took the time to polish the directional light lever as I had already removed it when I took the wheel off. This

is a small detail, but you will be amazed at the grime accumulated on them over time.

With the primer ready for a topcoat, I applied two coats of Krlyon semigloss black and let this dry before I replaced the directional lever. Make sure the screw is tightened; you will have to pull the wheel to get back at it. At this point I replaced the two lower bolts and set the column back into its position against the cluster. To replace the wheel, make sure you have it in the correct position which you should have noted when you removed it. My car has the wood grain wheel and while the hub had a few nicks, I left it that way rather than repaint it, as I was able to use a paper matchstick and dab a smidgen of paint into the scratch. This job took about two hours and for a total investment of about 15 dollars I made a big improvement in my interior.

Changes to the CORSA Communique

From the CORSA Chapters List

Jamie Reinhart

All, For some time now I have been talking about some of the challenges that CORSA is facing in these mchanging times. Today I am announcing one of the changes the CORSA Board has made to help with these issues. Starting in January of 2011 CORSA will publish (9) 32 page issues of the Communique.

The production schedule will be as follows: January-February, March, April, May, June, July-August, September, October, November-December. This is an exciting and innovative approach to how we communicate in this organization, and it will not only save CORSA a significant amount of money in 2011, but will present us with the opportunity to include more content in each magazine.

In addition to the new production schedule, CORSA has a new Feature Editor. Terry Kalp has stepped forward and volunteered to take on the position and will add a fresh, new perspective to the look and feel of the Communique.

Also, the CORSA Board members, along with the website committee and other individuals, are at this time alpha testing the new website. The site looks and feels completely different than the old site and I know you will be very happy with the end results. I am hoping that sometime in early 2011 we will be able to go live with the new site. I will keep you posted.

Please feel free to post this message on your websites, put it in your newsletters, and send it via e-mail to your fellow members.

A note from the new Feature Editor

Becoming the CORSA Communique Feature Editor is an exciting challenge for me. There will be a biography, photo and introduction in the January Communique. To perform this job well, I will need a lot of help from you. Corvair owners are a very diverse group and have found a multitude of ways to enjoy our favorite car. If you have ideas for stories or tech tips please let me know.

If you are a decent writer and/or photographer, put the information together and submit it. If you want some help, give me a name or contact information and I can interview and find someone to take photos. Terry Kalp Wichita, KS

Classified

Cars for Sale

1966 Corvair Convertible

110 HP, Auto

Some rust, but no sag in the doors

Runs Well

Includes complete new (unknown manufacturer) black conv top.

\$2,500

Chuck Linzey

410-296-5147

'65 NOS Tail Light Assemblies

\$35.00 each

Tail Light Lenses (Glow Brite)

\$3.00 to \$8.00 depending on year

Chuck Linzey

(410) 296-5147

Larry's Corvair Parts

13224 S. Prarie Ave.

Hawthorne, CA 90250

(310) 970-9233

Corvair Ranch

1079 Bon-Ox Road

Gettysburg, PA 17325

(717) 624-2805

Southwest Corvair Salvage

32 E. Raymond Street

Phoenix, AZ 85040

(602) 268-5968

X-Purt Mechanic™

by Rob Szymanski

"So how much you asking?"



"\$1200 asis ora \$4500 with a tank of gas!"

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1964 Spyder coupe

Nice, good-looking street car. I purchased this car from the original owner in 1982. It has been garaged most of the past 23 years. Miata Red with black interior. Body and paint look great, but there is some underlying rust. Galvanized front crossmember, Tinted glass all around. Currently running a 62 102HP engine. I have the original engine complete, but in pieces, including 1960 cylinders rebored to 3 7/16, new forged pistons, new cam, new crank and rod bearings, etc. Asking \$4,000 complete with original turbo engine, \$3,200 without engine.

Gary Segal 410-461-5131

Virtual Vairs Corvair Discussion Group

Join our group! Membership is free, and you'll be part of one of the most knowledgeable and active groups of Corvair fans on the planet! Whether you're new to Corvairs or a veteran enthusiast, as a Virtual 'Vairs member, you are sure have fun, make new friends, and stir your Corvair passion to a fever pitch!

To join simply go to this link and fill out the form.

<http://www.vv.corvair.org/registration/index.html#registration>

Membership rates are \$12.00 per year.

CORSA dues are \$45 per year.

Your membership expiration date, both local and national, is printed below the return address on the front of the Dryspot.

Send dues to:

Corsa of Baltimore

c/o Bill Teachman

1321 Burleigh Rd

Lutherville, MD 21093-5531

The Dryspot

619 Round Oak Rd
Towson, MD 21204-3867

First Class



CORVAIR PARTS!

Since 1974 Corvair Under-ground has been selling parts and services to the Corvair community!

We offer new, used, rebuilt, NOS and reproduced parts as well as toy cars and collectibles.

Corvair Underground sells to every state in the Union plus all over Canada and the rest of the world. We accept all major credit cards and you can call, fax, mail or e mail your order.



Our giant 300 page mail order catalog, The Corvair Book, is just \$6.00 postpaid (USA). You can also get a subscription to our newsletter, The Corvair News, free. All we need is your name and address. Also, don't forget our online website www.corvairunderground.com. There you'll find our newsletter online, our GoVair performance and custom site and a whole lot more!

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2007 - 2012 Clark Catalog

This will be **THE Catalog** until 2013

Includes All our **NEW** parts, **KITS**, improvements and updates.

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solid months
in the making!

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updates
on **80%** of
the pages!

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670 pages
1900 photos
1100 sketches

Over
500 exploded diagrams
15,000 parts listed
11,000 index entries

M - O - R - E
Clark Multi Kit choices,



3 volume set



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