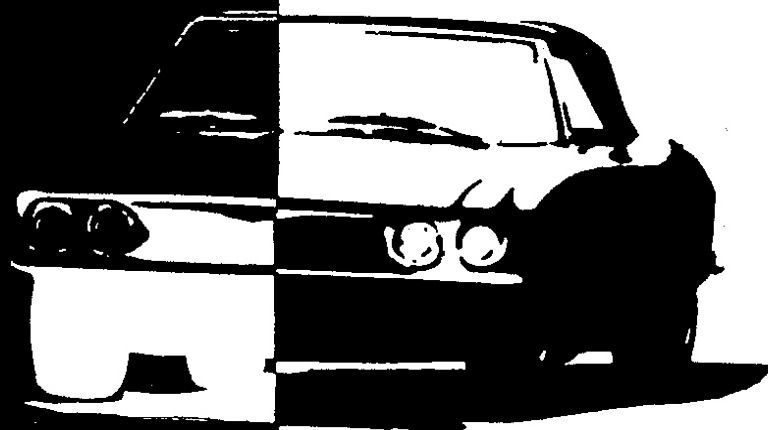


**NEGATIVE
CAMBER**



corvair club
of cincinnati

CORVAIR CLUB OF CINCINNATI 2011 OFFICERS

President:	Joe VonDerHaar	(937) 392-3101
Vice President:	Spencer Duffey	(513) 726-5100
Secretary:	Ralph Gubser	(513) 741-8247
Treasurer:	Mike Demeter	(513) 737-7981

Services and Advisors

Club Store:	Brian Heller	(513) 931-9503
Club Library:	Ralph Gubser	(513) 741-8247

Meetings

Monthly meetings of the Corvaire Club of Cincinnati, unless otherwise specified in this Newsletter, are held on the second Friday of each month starting at 8:00 PM. Currently, the meeting place is the Mount Healthy Community Center near the pool.

Newsletter

The *Negative Camber* is the monthly newsletter of the Corvaire Club of Cincinnati and is received free by all members. Ads and items for inclusion should be sent to the Editors:

Doug & Cindy Simon
678 East Rahn Road
Dayton, Ohio 45429
(937) 433-6725
corvairdoug@aol.com

Deadline for material to be included in the Newsletter is the third Monday of each month for publication in the following month's Newsletter.

CLUB WEBSITE: <http://mysite.verizon.net/resp0hvw/>

The Prez Sez . . .



October 2011

I sit here at the end of September and wonder where the summer has gone. They are forecasting 30/40 degree nights this weekend. I'm hoping for an Indian summer, but it looks bleak at this point. Let's get a few more rides in before we put things away for the winter. I hope everyone has their winter projects picked out.

We had a large turnout at the September meeting, lots of good conversation. Lowell and Diana Miller updated the group that they will be moving to Florida soon. Lowell is taking his Corvair and staying in the hobby. We will miss their participation. The good news is we now have a place in Florida where we can take a Corvair trip and arrive unannounced. We wish them well in their next adventure (Keep in touch and send pictures of southern finds).

Club member (and Subaru extraordinaire) Anthony Johnson got married this month and showed up to his reception in typical "car guy" style. Our own Wesley Greiwe as chauffeur behind the wheel of Wes' dad's '56 Chevy. Not a Corvair, but it counts just the same. Join me in congratulating Anthony and Kelly to married life; they are a great couple! They have great taste in cars and car clubs also, don't you think?

We set the Christmas party this year for Saturday, December 3rd. It is at Vincenzo's, same place as last year. We had a great time and expect the same thing this year. Come and join us.

Our winter swap meet is set for Saturday, February 4th. This is our major fundraiser for the Club. Let's all get involved and have a good and productive meet!!!!

On a sad note, Ralph Gubser's mom passed away this month. Ralph & Sandy have been long-time and very active members of our Club. Keep them in your prayers.

See you at the next meeting . . . Vairs Rule!!!

A handwritten signature in black ink, appearing to be the initials 'JG' or similar, written in a cursive style.



Just-A-Minute

September 9, 2011

Meeting called to order by Joe at 8:09 p.m.

Mike reported a balance of \$3,601.34 in the Club treasury.

Karl reported that the Club's donation to the City of Mt. Healthy was used to help purchase the identification sign that can be seen at the entrance to the parking lot at the pool and playground area.

OLD BUSINESS

The Christmas dinner is slated to be held at Vincenzo's on Saturday, December 3rd. "Stealing" gifts at the dinner will be permitted again this year.

Joe and others who attended reported that Corvairs on the River was a success. Photos of the event can be seen on Facebook and the Corvair Center forum.

NEW BUSINESS

Mike is checking into possible dates for the Winter Swap Meet.

Lowell and Diana Miller informed us that they will be moving to a new home near Tampa, Florida. Best wishes to them in their relocation to the sunny south.

Mike and Patty Demeter shared photos they had taken at this year's CORSA convention.

Meeting adjourned at 8:45 p.m.

Respectfully submitted,
Ralph Gubser, Secretary

Editor's Corner

Club website: <http://mysite.ncnetwork.net/resp0hvw/>

Nominations for your 2012 CCC officers will be made at the November meeting. Please start thinking about whether you would like to nominate someone else, or even yourself. The direction and future of our Club has everything to do with your participation!

December is fast-approaching and will be here before we know it. Please mark the Christmas party on your calendar, Saturday, December 3rd at Vincenzo's. Things generally get underway around 6:30 PM. We will have the gift exchange again this year. Each member or couple that wishes to participate should bring a nice gift not to exceed \$20. A description of the gift exchange will be in next month's *Camber*.

Thanks, Doug

**Happy Birthday & Happy Anniversary
to All Celebrating During the
Month of October!**



Congratulations Anthony & Kelly Johnson!



Why bother Doctor Goodwrench?

Give your engine a paperclip checkup

By Orville Eliason

No! I am not making jokes. Six paper clips can help give you a lot of information on your patient's health if you know how to read the signs. Let us say your little beauty has little power, idles rough, starts hard, and dies if not idled fast. The first thing that an average 'Vair owner with some mechanical knowledge thinks of is an improperly operating cylinder. Since cylinders firing in proper sequence is what makes engines go, it is a good starting point. A cylinder may be completely dead, operate only part of the time, or maybe only at higher speeds. There are many things that could be wrong, but the most common is an inoperative spark plug. This is a common occurrence with a high mileage oil guzzling engine but a small flake of carbon lodged in the plug electrodes will make a dog out of a perfect engine.

In the earlier years of the automobile, the engines were very straight forward with lots of room all around. The spark plugs usually sat in a straight row across the top, and the leads were attached with small nuts. As things became more sophisticated the plugs were moved down on each side of the engine. Late years the plugs have completely disappeared from sight; covered with layers of smog hoses, air-conditioners, power steering and so on. The Corvair plugs are not the hardest in the world to work on, but they are down in a hole in the shroud, covered by leads with rubber boots affixed, and lots of carburetors in the way.

Trouble shooting for non-firing plugs on the early engines was simple. Just start the engine and short out each plug in turn with a screwdriver. If the handle wasn't insulated good you would find out in a hurry whether the spark was strong or not. When you shorted a good plug the engine would slow down and shake. When you shorted out a non-firing cylinder, there was no change at all. This test is as valid today as it was in the early days, but how do you apply it to the Corvair engine? You can pull the leads off the plugs one at a time but some are hard to get, and you usually get a shock for your trouble. Also, the high voltage may arc through the removed lead in its quest for a ground, making it more likely to leak in the future. Well! What about removing the wires one at a time from the distributor cap? Yes! This is much easier but you still have high voltage trapped inside the distributor cap which may cross fire to another cylinder. This will really confuse your test effort.

Here is the point where the handy little paper clips do their thing. Grasp your clip at each end and twist in opposite directions until it opens up and again lays flat (180 degrees). The outside part of the clip is now an open wire hook. Remove the plug leads one at a time from the distributor cap

and insert the hook end of the ex-paper clip into the lead hole. Press the lead back into the hole but don't force it to the bottom, the clip wire will insure a good connection. You now have the remainder of the clip loop protruding from under the leads rubber cap. Continue around the distributor cap until all six leads have the clips installed. In lieu of paper clips, small diameter wire hooks can be fashioned or even shortened hair pins will work nicely.

Next you will need a short piece of insulated wire. Ground one end solidly on a good grounding point. Make sure it won't slip off or you will be liable to get shocked. A small vice grip can be an aid to secure the grounded wire.

You are now ready to make a check of each cylinder's operation. Start the engine and allow it to warm up. With the engine operating at idle speed, touch each wire in turn with the tip of your grounding wire. Grounding a cylinder that is operating strongly will cause a noticeable drop in RPM. Grounding a weaker cylinder will show a smaller RPM drop. Grounding a dead cylinder will show no change at all. Now you know which cylinder to investigate. In most cases it will be a fouled plug. However, if a good plug does not solve the problem, consider the other less likely causes. First, be sure to note how much spark is available at each lead check wire. The longer the spark will jump to get to your grounding wire, the higher the compression is inside your cylinder. This is assuming a **good ignition system** and evenly gapped plugs. Shorter jumping sparks indicate lower compression, a plug gapped too tight, or a partially fouled plug. A low compression cylinder may not fire at idle but may come in as the engine is speeded up. This is because the piston is moving faster than the pressure can leak out.

If no spark jump was indicated and the plug was good, the next suspect should be the plug lead. Space the lead away from the other leads and away from all metal. If you now get a spark jump at your test point it would indicate that the lead was bad and shorting out. If you still get no sparking indication, remove the lead wire from the distributor cap and insert your grounding wire in the hole. Start the engine and slowly withdraw the grounding wire from the hole. If you still get no spark indication, your problem lies inside the cap.

Remove the cap and check for a dirty or oily interior. Check the points for gap, for wear, burning, etc. Check the breaker plate pivot point for excessive movement, and finally, see how much distributor shaft wear or side movement you can feel. All these things can cause some sparks to flow while others may get little or none. If you are getting good spark indication on some leads and not others you can eliminate the coil or condenser being bad. Of course, burned points would indicate a faulty condenser or inoperative resistance circuit to the coil.

If you still get no spark from the lead that is dead, I would suspect a cracked distributor cap. This is the sneakiest ignition problem you can have. It usually is brought on by washing the engine, damp weather, temperature changes, etc. The crack is already there waiting for the dirt and moisture to enter it. Once the voltage has found its way into a crack and arced through it, it will follow that crack forever. Sometimes the crack will be between two electrodes. This is the worst situation of all. You could get a good indication of sparks from all lead holes and yet your engine will barely run at all because of the cross firing. Don't waste time checking a cap extensively. A new cap is inexpensive.

Cross firing sometimes occurs from leaky ignition wires leaking back and forth into each other. Shift the wires slightly and see if this makes a change. Leakage can be viewed at night with the engine operating. There is no substitute for good ignition wires.

No amount of ignition will fire a cylinder that contains nothing to burn. If the rocker ceases to open the valve, the cylinder becomes inoperative. Compression could still indicate good. The only way to find out is to pull the cover. Check for loose rocker arm nuts, loose rocker arm studs, bent or broken pushrods, broken rocker arms, or broken valve springs.

A hole burned into the top of the piston will give some strange indications also. Of course, the compression will be low or zero, depending on the size of the hole. Excessive blow-by is sure to exist with ring or piston trouble.

Burned or misadjusted valves will also give low compression readings, but without the blow-by. A dropped valve seat will have similar symptoms.

As you can see, six paper clips and a length of wire is an easy and inexpensive way to spot a dead cylinder. Once you know that, you are on your way to making a fix. Doctor Goodwrench is probably not a 'Vair specialist anyway. Why take a chance on malpractice?

34th Annual Winter Swap

Saturday, February 4, 2012

7 AM – 1 PM

Ohio National Guard Armory

3000 Symmes Road

Hamilton, Ohio 45015

**ALL KINDS OF AUTOMOBILIA: Manuals, Special Interest & Antique
Parts and Accessories, Literature, Collectibles, Models, Toys . . .**

VENDOR SPACES AVAILABLE

Make Checks Payable to: CCC
c/o Mike Demeter
2440 Brenda Drive
Hamilton, OH 45013

Any Questions, Call Mike and Patty Demeter, 513-737-7981

DIRECTIONS:

Follow I-275 East or West and take Exit 41 to the North.

Follow Route 4 (Dixie Highway) 2.2 miles and turn right on By-Pass Route 4.

By-Pass Route 4 to Symmes Road, 1.5 miles.

Turn Left on Symmes Road.

It is 0.9 miles to the Armory, and it will be on your right.

SPONSOR: Corvair Club of Cincinnati

Upcoming Events

September 29-October 1, 2011

Heart of America Corvair Owners Association, Great Plains Roundup,
Excelsior Springs, MO

Scott Allison, 816-847-8677 or beaminscott@yahoo.com

October 14-16, 2011

North Texas Corvair Association Corvair Heritage Days, Dallas, TX
Geary Grimes, 817-703-4588; Dan Lupton, 800-344-9283

October 23-30, 2011

Corvair Society of America Ocean Cruise, Caribbean Sea
Sail on *Allure of the Seas* with your Corvair friends from Fort
Lauderdale, FL to Haiti, Jamaica & Cozumel, Mexico

November 4-6, 2011

Central Florida Corvair Corvair Affair, Saint Augustine, FL
Sarah Beltrami, 386-256-0399

November 11, 2011

8:00 PM: Monthly CCC Meeting, Mt. Healthy Community Center

December 3, 2011

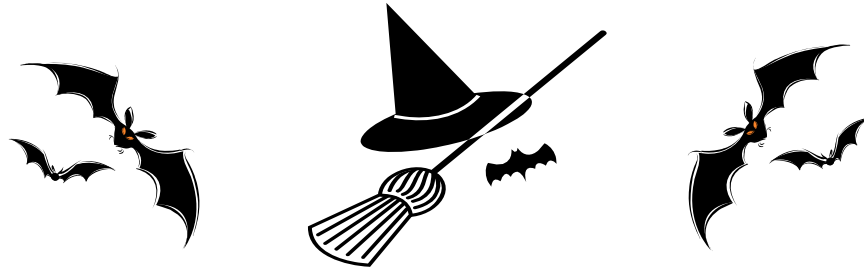
6:30 PM: CCC Christmas Dinner at Vincenzo's

January 13, 2012

8:00 PM: Monthly CCC Meeting, Mt. Healthy Community Center

February 4, 2012

CCC Winter Swap Meet



FVair Trade

1965-9 hood/engine lid, dark blue/turquoise, mostly rust/dent free; still has latch attached. Clark's gets \$65 for these; my price, \$35; will deliver up to 50 miles from Dayton, OH. Doug Simon, corvairdoug@aol.com or 937-671-8247.

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MEMBERSHIP APPLICATION

FILL IN BELOW AND MAIL WITH YOUR CHECK MADE PAYABLE TO:

**Corvair Club of Cincinnati
2440 Brenda Drive
Hamilton, OH 45013**

_____ CORSA Members - \$10.00 Annual Dues Enclosed

_____ CORSA NonMembers - \$15.00 Annual Dues Enclosed

Corvair(s) Owned:

Name: _____

Address: _____

City/State/Zip: _____

Phone: _____ E-Mail: _____

Members of CCC are not required to secure and maintain membership in CORSA (Corvair Society of America) for insurance at Club events. Applications for CORSA may be obtained from any Board member. Dues are \$45.00 per year and made payable directly to CORSA. For more details, see <http://www.corvair.org>.

**Corvair Club of Cincinnati
2440 Brenda Drive
Hamilton, OH 45013**

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