



# Vairious Times



Volume 9, Issue 1

CORSA Chapter 982

January 2010

## Happy New Year!



Checking out the pre-start procedure of a FlyCorvair aero engine is Rob Leone from Corvairs Northwest. He was one of several Puget Sound Corvair enthusiasts to stop by at the recent FlyCorvair Community College. This event was held at the Magnificent Machine Shop in Poulsbo. Also visible on the left side of the photo are co-sponsors Brady McCormick, (with cap) and William Wynne, (back to camera). A small write-up begins on page 10, and additional pictures start on page 11.

## Meeting Agenda 1/14/2010

- November's minutes
- Treasurer's report
- Membership
- Old Business
- Club Officers
- Dues
- New Business
- CORSA Update (Insurance)
- Parts Info
- Meeting Ideas (Karting)
- Upcoming Events
- Sweetheart Cruise
- Items wanted/for sale

## Through the Gears

### *Happy 2010!*

What a difference a year makes. This time last year, the Puget Sound region was still recovering from some unusually harsh winter weather for the area. As I write this column, the weather is still unusual; the sun is shining and the thermometer is over 40 degrees!

We begin this year's series of newsletter articles with a tech feature submitted by Shaun McGarvey titled: Corvair Basics. Primarily written for the newcomers to our hobby, it contains several interesting details that help remind the most experienced enthusiast why we love our Corvairs.

I am pleased to announce that NCC will once again kickoff the year with our Sweetheart Cruise on February 21st. Details are still being worked out, but I should know by our first meeting the cruise destination and restaurant. In addition, the following dates for other 2010 NCC sanctioned events have been established:

- April 17, 2010 – Mount Vernon Swap Meet
- June 5, 2010 – Hinton Chevrolet Corvair Gathering
- July 2-4, 2010 – Pacific Northwest Historics
- September 18, 2010 – Fraser Valley Wine Tour

At this time, it is uncertain if the Fraser Valley Wine Tour will be a one or two day event, but it will take place the third weekend of September. At the risk of being negligent, I must remind our US club members that a US Passport or enhanced drivers license will be required to re-enter the US after traveling to Canada.

It was decided to publish the event dates early in the year with the anticipation that all NCC members can plan accordingly to participate in the club events.

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★	<b>North Cascades</b>	★
★	<b>Corvairs Officers</b>	★
★	<b>President</b>	★
★	Bill Chellis	★
★	<b>Vice-President</b>	★
★	Dan Morsk	★
★	<b>Secretary</b>	★
★	Ron Zentner	★
★	<b>Treasurer</b>	★
★	Beverly Kaufman	★
★	<b>Membership</b>	★
★	Lauren Burton	★
★	<b>Web Master</b>	★
★	Jeff Lee	★
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North Cascades Corvairs (NCC) is chartered Chapter 982 of the Corvair Society of America, (CORSA). NCC serves the North Puget Sound region of Washington and areas of the Lower Mainland of British Columbia. Club membership is open to anyone who shares our interest in the Corvair automobile, ownership of a Corvair is not required. Annual club dues are \$20. We welcome all to join us at our regular monthly meeting held on the second Thursday of each month at 6:00 PM at The Eagle Crest restaurant. The restaurant is located at 21102 67<sup>th</sup> Ave NE in Arlington.

Go to our website <http://northcascadescorvairs.org>, click the meeting button for directions and a map. Or you can call 360-387-0425 for more information.

NCC publishes this newsletter monthly and it is sent to all active members. NCC members may post classified ads at no cost. Please contact us for commercial ad rates.

## NCC Meeting Minutes from December 12, 2009

No meeting held due to annual Christmas party.  
Club meetings resume January 14, 2010.

### Welcome New Member

*Patrick Shannon  
Bellingham, WA*

### Through the Gears (cont'd)

Lastly, there has been some talk on at least one Corvair internet forum of establishing a national "Drive your Corvair Day" to take place annually on October 2<sup>nd</sup>. I will discuss more of what I have been able to find out about this proposal at our meeting.

Looking forward to getting together again on January 14<sup>th</sup>.

And for those who haven't already sent them in, please don't forget that the 2010 NCC membership dues are now payable!

*Bill*

**HAPPY NEW YEAR**



### Breaking News!!

2010 NCC Dues are Now Payable  
Please send your \$20 check to:

North Cascades Corvairs  
535 Brindle Place  
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Or better yet, bring your dues with you to  
our meeting on January 14th!

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## NCC Treasurer's Report

October 31, 2009

### Checking Account

**Balance Forward** **\$797.79**

#### Income

Dues	\$ 60.00
Advertisements	\$ 50.00
Raffle	\$ 31.00
Merchandise	\$ 34.00
Donations	\$ 0.50
BECU Interest	\$ 0.19

**Total Income** **\$175.69**

#### Expenses

50th Anniv. Gala Food	\$100.00
NW Car Calendars	\$ 8.00
Stanwood Food Bank	\$200.00
CORSA Dues	\$ 50.00
Merchandise	\$ 6.50

**Total Expenses** **\$364.50**

**Ending Balance** **\$608.98**

### Savings Account

**Ending Balance** **\$ 5.01**

November 30, 2009

*Beverly Kaufman, Treasurer*

## The North Cascades Corvairs line of quality merchandise

We have t-shirts (\$20), mugs (\$12), and hats (\$16.50) available for immediate or one day delivery. Coasters, mouse pads, totes, pillow covers and ceramic tiles can be special ordered. Shipping can be arranged at a slight additional cost.

You can order by contacting Fred Croydon at:  
[fredngale@wavecable.com](mailto:fredngale@wavecable.com)

An [order form](#) is available at our club web site.



## North Cascades Corvairs Business Cards

The example here shows the front of my card, and if you would like to have some of your own, call or write me, and let me know what you would like on yours. The card stock I use, printable on both sides, allows a picture of your car on the back. I can produce them for about ten cents each. So, for a dollar you can have a sheet of ten cards. Just get me a picture of your car in the pose of your choice.



**Fred Croydon**

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Ph: (360) 466-2266

e-mail: [fredngale@wavecable.com](mailto:fredngale@wavecable.com)

## CORVAIR SOCIETY OF AMERICA

The Corvair Society of America, (CORSA) is an international organization that is made up of over 4,800 members and 125 chapters, one of which is North Cascades Corvairs. CORSA members are dedicated to the preservation, restoration and to furthering the appreciation of the Corvair automobile. CORSA supports all sanctioned Corvair Clubs with several benefits, including event insurance, members only classified ads and the monthly magazine, *Corsa Communique*. North Cascades Corvairs strongly encourages all members to join CORSA. YOUR membership in CORSA helps them provide those services. Annual dues are only \$45.00. For more information, including a membership form, contact CORSA at the following website: [www.corvair.org](http://www.corvair.org) CORSA email is: [corvair@corvair.org](mailto:corvair@corvair.org).

# NCC Christmas Party

*Photos by Fred Croydon*





# NCC Christmas Party

*Photos by Fred Croydon*



## NCC Christmas Party

*Photos by Fred Croydon*



## CORVAIR BASICS

*by Shaun McGarvey*

Hi all, a large percentage of Western Canada CORSA members are new to Corvairs, so I'm writing this column for their benefit.

At this time CORSA is compiling a "beginner's manual" for the basics of care and feeding of your Corvair. It should be available soon, but in the meantime I'd like to fill you in on some of the more important points of Corvair ownership. Volumes could be written on each of the points I'd like to cover but I'll try to be concise and just tell you what works.

From the ground up:

**TIRES**- most critical is proper inflation. Corvairs require a 9 to 11 lb./sq.in. differential front to rear. The factory settings of 15 front/26 rear (cold) are too low for sporting driving and were arrived at as a means of making the ride acceptably soft (by late 50's standards) and may have contributed to the cases of wheel rims digging into the pavement during avoidance maneuvers leading to rollovers.

I have found 21 front/32 rear (cold) to be a very good combination of firm ride and cornering without being too harsh. Experiment with your own tire and driving style to find what you like best but ALWAYS maintain the recommended differential.

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## CORVAIR BASICS (cont'd)

**BRAKES-** a good working stock system is more than adequate. Corvairs can stop with the best of them because they have world-class braking dynamics due to weight distribution and suspension geometry. These attributes cause even downforce on all four tires without nosedive under heavy braking. Usually you can tell something's wrong by feel. Get your brakes looked at as soon as you feel something wrong. Defects will cause problems such as pulling or veering on application, fade, locking up, low pedal, ineffective parking brake, loss of fluid or even total loss of stopping ability. Be sure your brakes are maintained by qualified personnel. Avoid "turning" the drums, they need all the meat that they have on them, especially Early Model rears.

Pre '67 Corvairs came with a single piston master cylinder that exerted hydraulic pressure via a single line that split off to front and rear. After '66 a double master cylinder with two pressure chambers and two lines out, one for front and one for rear brakes was made mandatory. If a rupture occurred in one part of the system, the other half would still function. With the single system prayer is in order. This, along with premium friction material on the shoes are all the upgrading you could ever want for anything short of full-on racing

**SHOCKS-** front ones don't matter, they almost never wear out, just about anything works fine. Rear shocks are critical. Save up your money and buy the best shocks money can buy for the rear of your Corvair. Nothing else will make as huge a difference to your ride. NOS original shocks are probably the best "regular duty" parts you could install. Delco Pleasurizers are exactly right for an upgrade. If you can't find these, then buy the top of the line shocks from one of the major Corvair parts vendors. KYB adjustables are one example of what to look for. Don't run adjustables at their hardest setting, the life expectancy will be greatly reduced.

**STEERING-** a steering system in perfect condition is one of the true joys of driving a Corvair. Do yourself a favour and have yours serviced if it is less than joyful. Indicators of trouble would be excessive play in the steering wheel, a slight back and forth pulling sensation in the wheel while driving, wandering, clunking, squeaking, hard turning. The most common ailment is probably the pitman arm bushing. This \$20 part can make it seem like the whole front end is worn out, adding two or three inches of play at the steering wheel. The other thing that causes play at the wheel is a worn steering box. This can be expensive but is worth every penny to have right. Sometimes they can simply be adjusted. Ball joints, tie rod ends and idler arm are other common wear points that should be checked and greased regularly. While you or your mechanic are under there check out the crossmember that the steering and front suspension are mounted to. They are known to rust out and should be checked carefully. They can easily be replaced if necessary.

**ENGINE-** I could write a whole book on this point but most common difficulties arise from ignition and carburetors. Other more major problems like dropped valve seats and holes in the pistons come from running the car while the ignition or carburetors are malfunctioning or maladjusted.

*Continued on Next Page...*



## CORVAIR BASICS (*cont'd*)

Old-style sparkplug wires are prone to heat damage and should be replaced with modern “silicone” cables for peak efficiency and long life. Oil leaks should be taken care of as soon as possible and regular oil and filter changes extend the life of the engine greatly. The efficiency of the cooling system can be maximized by keeping the engine bay sealed so heated air under the engine can't be re-circulated into the blower fan and by keeping the oil cooler free of debris. The oil cooler is under a cover held on by two sheet metal screws located under the generator or alternator.

Points ignition systems are fine, reliable and inexpensive, available at any corner parts store. They need periodic cleaning and setting but usually give a noticeable warning before they fail. Many people swear by the “Pertronix” style of electronic ignition for faster starts and more power, but they'll also be carrying a spare points plate with points and condenser installed on it in the glovebox for when the electronics fail without warning.

Carburetors need to be a matched pair. There are MANY different carbs for different applications, you NEED the RIGHT ones. Common problems include worn throttle shafts letting air in, sticking needle valves, non-functioning accelerator pumps, leaking choke pull-offs, sunken floats, improper assembly or adjustment from previous “rebuids”.

Fan belts will normally only fail if you don't have a spare. Carry one in the trunk or under a seat along with a 9/16” wrench to change it. '64 and up with the belt guides will require a specially bent 9/16” wrench (or to remove the distributor) as well as a 7/16” wrench to loosen the upper belt guide.

**EXHAUST-** It is a matter of life and death that a Corvair's exhaust system not leak. Hot air for the heating system comes directly from around the exhaust manifolds under the engine. Six donut shaped gaskets seal the two manifolds inside the lower shrouds. If any one of these gaskets are leaking, the car can fill with deadly carbon monoxide.

**BODY-** Keeping the body clean is the main task here, especially accumulations of leaves, pine needles and mud that cause rust out. Rust is the enemy of your Corvair. The unibody construction is structurally integral, that is to say that it draws it's strength from the entire structure being sound. Late Models in particular suffer greatly from rust in the usual locations. All four wheelwell lips, at the top and base of the cowl, and the rocker panels are highly structural areas under attack. The bottoms of the front fenders and the back side of the door hinge area can be cleaned out by removing the vents in the kick panels and reaching in and scooping out the organic matter that once fell through the vent grille at the base of the windshield. Don't forget to reseal the vents upon reassembly. The same procedure goes for Early Models. On Earlies also clean out the areas up high in the rear fenders over the battery on the left and over the spare tire well on the right. Inside the front and rear fenders at the front and rear corners over the headlights and taillights are also places to clean out. When you're buying, pass on rusty Corvairs. It indicates that the car wasn't kept clean, which could indicate further, more serious neglect.

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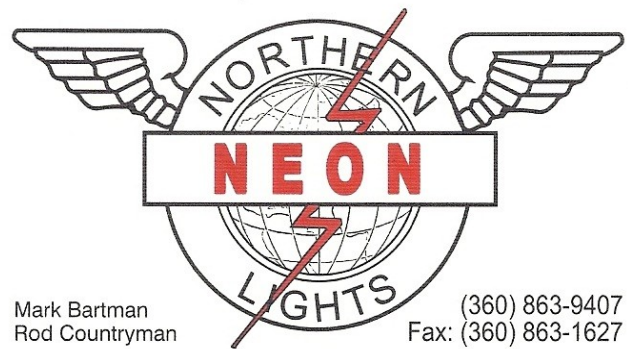
## CORVAIR BASICS (cont'd)

**IN GENERAL**- Corvairs are great cars but the last one was built over thirty years ago so all of them have been subjected to various degrees of neglect or misassembly or downright abuse over the years. Once the bugs have been worked out they continue to provide reliable, economic and stylish transportation with no end in sight. Don't lose faith. The greatest investment in the future of your Corvair is to join CORSA and share in the wealth of knowledge held by it's members and published in such books as the

"CORSA Tech Guide" and it's supplement. Get an original shop manual as well, they are unequalled sources of "how to" information.

Working on your Corvair can be a little frustrating at times but it is very rewarding when you get it right. Call me at (604)942-9212 or e-mail [shaun\\_mcgarvey@shaw.ca](mailto:shaun_mcgarvey@shaw.ca) with any questions.

Yea, Vairily ... Shaun



### NORTHERN LIGHTS NEON

115 W. Hill Street  
Monroe, WA 98272

Mark Bartman  
nlnbartman@gmail.com

Rod Countryman  
wrongman@comcast.net



## Thank You

I wish to thank all of the NCC club members for their generosity this past year and for the thoughtful Christmas gift. I recognize and gladly accept that my position as the club web master and newsletter editor are a volunteer position and I am honored by the appreciation you all show me. One of my New Year's resolutions is to participate more in club activities and not be a stranger. Please accept my heartfelt wishes for a fantastic 2010 and my thankfulness once again. *Jeff Lee*

## FlyCorvair Community College

A belated Christmas present for several Puget Sound area Corvair enthusiasts arrived the weekend after Christmas. The local Corvair aero community held a workshop at the Magnificent Machine shop in Poulsbo, WA. This event, co-sponsored by William Wynne from FlyCorvair.com, provided a detailed look at how to prepare our favorite classic car engine for life at 1500 feet. From what I saw and learned, many of the parts they use come right from Clark's Corvairs. If interested, go to page 44 of the Otto Performance Parts section of Clark's Specialty catalog for the specific parts.

In addition, to learn more about the specialized aero services and parts that Magnificent Machine (new crankshafts and pistons) and FlyCorvair provide check out the following websites:

[www.flycorvair.com](http://www.flycorvair.com) and [www.magnificentmachine.com](http://www.magnificentmachine.com)

# FlyCorvair Community College





# FlyCorvair Community College





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## FlyCorvair Community College



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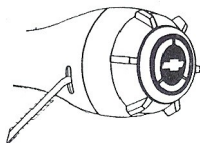
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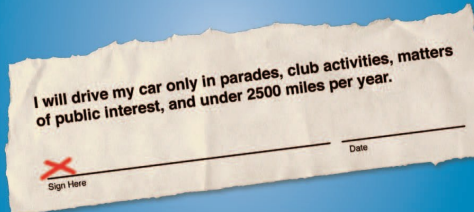
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## Upcoming Events

### January 2010

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14 NCC Club Meeting

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Meeting starts at 6:00 PM

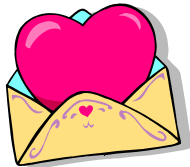


18 Martin Luther King Day (USA)

### February 2010

11 NCC Club Meeting

Eagle Crest Restaurant  
Meeting starts at 6:00 PM



14 Valentines Day

21 NCC Sweetheart Cruise

### March 2010

11 NCC Club Meeting

Eagle Crest Restaurant  
Meeting starts at 6:00 PM

### April 2010

8 NCC Club Meeting

Eagle Crest Restaurant  
Meeting starts at 6:00 PM

17 Mount Vernon Swap Meet

### May 2010

13 NCC Club Meeting

Eagle Crest Restaurant  
Meeting starts at 6:00 PM

### June 2010

5 Hinton Chevrolet Corvair Gathering

10 NCC Club Meeting

Eagle Crest Restaurant  
Meeting starts at 6:00 PM

21-25 CORSA International Convention  
Cedar Rapids, IA