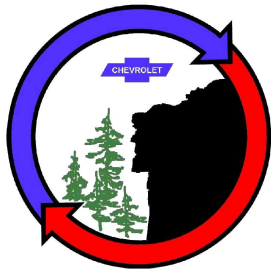


NEW HAMPSHIRE



CORVAIR CLUB

CHAPTER



032

# Corvair Connection

New Hampshire Corvair Club  
August, 2020



TIM'S LONG AWAITED  
GREENBRIER STORY, PART 3  
STARTS INSIDE ON PAGE 3.



No Club Meetings are sheduled as of yet. Stay tuned.



## President's Message: Brierside Chat

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GREETINGS CORVAIR FRIENDS,

As I am sitting down to write this, the next heat wave is on top off us. 95 degree temps and 70% humidity with showers.

Some club members gathered at Davisville Flea Market field, where we had the Dust-Off last year, it was a small group. It was a bring your own lunch and snacks. We played musical chairs around a pine tree to stay out of the sun, it was a very nice gathering. It was great to see everyone and hear how they are dealing with everything. We had four Corvairs and 13 people.

We had a nice visit with everyone and the next day Janis and I were in Orange in the hay field, it was very

hot but that means the hay dries well. Janis even got to drive the tractor and do some tedding. She didn't like the side hill parts of the field but managed to get it done. We had good help getting it all picked up and into the barns. 350 bales later we had lemonade and ice tea and cookies from Janis's mom. It was a good day.

Please keep in touch with someone so we know everyone is doing OK. Lots of time for some to work on the cars.

Hope to see everyone soon. Hope every one is in good spirits and good health.

WAYNE COX, CO-PRESIDENT

## Editor's Cubicle

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Thanks to my contributors for their submissions to the newsletter. With the pandemic and lack of shows to

write about, these submissions make my job so much easier. Thank you so much.

## Club Gathering at Davisville

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Several members of the club met at Davisville on July 25th. We spent around two hours enjoying the comradery and fresh air. We were thirteen members and four Corvairs strong. Shade was provided by a large pine tree next to a flea market space marked with a reserved sign. A short time into the gathering, the vendor that

reserved the space cruised by and remarked good naturedly, that a bunch of Crazy Corvairists had taken over the world. When we finally departed, we made sure his reserved sign was straight and proper, awaiting his return. Technically, vendors aren't supposed to set up until Sunday morning, but who's counting?



## The Greenbrier Story Continued - Tim Sattler

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Okay, so this is part three of this story, and it's been over a year, so as I start to write, it's a good thing I have notes. Sorry for the delay.

As you might remember, the Greenbrier wasn't running well at the 2018 Dust-Off and after some investigation it was found that there was no compression on cylinder number five. Bob and I spent a few Sunday afternoons around Christmas getting the head off. We found the remnants of a long burned off mouse nest and a broken temperature sensor that had stopped working even longer ago. This led to some serious overheating, resulting in a dropped intake valve seat.

The head was junk, but as luck would have it, Bob had another that with minor work could be used. That brings us up to the next part of the story, re-assembly. At our last work day, Bob had left me his Tap-n-Die set so that I could go through the engine and clean out the threads where we had removed bolts paying special attention to the block where the engine cover / fan blower bearing assembly attaches. It's amazing how much junk comes out. This is a step I would never had thought to do, but as Bob explains, if the holes are full of debris this might cause the bolt to bottom out early and give you an incorrectly torqued bolt.

My other task was to clean off any old gasket materials from the gasket surfaces, and to do so without causing any damage. Here's my tip for this: the plastic scrapers that Pampered Chef supplies with any of their very nice stoneware products work great. They are stiff enough to not flex when you push on them. They are nicely shaped to get a good hold on them. The cutting /scraping edge is nice and sharp, or as sharp as plastic can be, and they're small enough to get into most every area. You can order them from your helpful and happy local Pampered Chef hostess.

After scraping off any remaining gasket materials, some fine sanding and cleaning, and you're ready to go, right? Then Bob shows up and says, "not so fast Kowalski!" It's at this point where I get a lesson on how to check over the gasket surface on the pan and valve covers. When you hold them up just right you see how bent and misshapen they get from being previously over tightened. A block of wood in the vice and a hammer, with some careful tapping it's easy to get things flat, smooth and straight again. This is another step I would have missed.

Then I'd have leaks that I would then over tighten. As Bob teaches, it's all these little things that make for a good job and a good result.

Now that I've been properly educated in the fine art of gasket surface rehabilitation, we get to work on installing the head Bob has prepped. This requires lowering the engine back down enough for clearance. With the head neatly slid on we get the engine back in place and start bolting things together. While Bob works below, I spend my time installing the new engine cover / blower bearing assembly between handing him bolts and parts. My system for labeling parts, bolts and screws seems to be working.

Before long Bob has the push rod tubes in and the head tighten down. Shortly after the push rods and rocker arms are installed. Now comes the fun part; installing all the sheet metal. Have you ever had to try to use the foam gaskets that go on the heater box parts? Who at GM thought this was the best way to do this! To me it looks like an afterthought, like a High School Prom decorating committee whose great plan was not fully thought out before they got started, "hey guys we're running out of time, let's just hang some more streamers and call it a day!" Bob somehow gets everything lined up and between us all the sheet metal goes on, and for the most part we have all the correct bolts, screws and fasteners.

While Bob's been scraping and cutting up his knuckles, and between those times that he needs my help, I'm installing the blower fan and shrouding. I move on to the carburetor mounting bolts, alternator, and such. With the sheet metal coming together we install the carburetors, new fuel lines, hoses and linkages. Bob does valve adjustments and spirits are high as everything is coming together nicely.

It's here that we decide we need a few more parts, like that missing clip that holds the incoming fuel line to the left carburetor fuel line where it runs by the alternator or the seal along the back of the motor which is falling apart due to the heat back there. So, another Clark's order is placed.

That covers a couple more Sunday afternoons, the last one being Super Bowl Sunday! This is where I'd try to be funny with something like "See, who did the Pat's play in this year's Bowl, it's so hard to keep track!" but that would just be mean, so I'll just skip trying to be funny.

Before the next workday, I've installed the valve covers and the oil pan. Bob has left me his torque wrench, the one that does inches pounds instead of foot pounds. Who knew?! As I'm torquing the pan and valve covers, I'm amazed to find how helpful this tool is as I would have waaaayyyyyy over tightened all these bolts. Then I have the realization that I'm one of those guys who bends up oil pans!

Bob checks over my work and we go over the rest of our parts as we plan our next move. I install the new engine compartment seal while Bob installs the coil and the new wiring harness for the coil as well as the one for the temperature sending unit and the oil pressure sending unit. It's at this point that Bob says, "You know, we could try to start it." And I'm like "but we haven't done the distributor tune-up parts, or the wires, or even put oil in it." Like I told you, I'm not too smart, so that just came out before I could say, "sure, that sounds like a great idea!"

You guessed it. We just reinstall the old distributor cap and wires and fill the crank case. As I'm going around to the front with the thought of turning the key, I trip over the exhaust system. Oh, yeah, maybe we should install that before we start it!

So, this is the best part of the story so far. After we confirmed that we were ready to run the engine; no rags laying around moving parts, all the linkages are connected, no tools in places they shouldn't be, battery connected, yes, we're ready to go. So, I climb into the driver's seat and turn the key. The engine didn't even make one full revolution and it was running! I was so startled I turned it off! Bob's like "oh no, what happened!"

With the engine right there in the back of the van with no air cleaners installed and no engine cover, and all the metallic engine noise from sitting, and the fact that this engine never just starts, my mind couldn't understand or comprehend what happened so, in my panic, turning it off was the best course of action, right?! Have you seen Bob laugh? I mean really laugh? It was like he'd never seen something so funny. So once Bob stopped laughing at me, we restarted the engine, this time leaving it running.

With the finish line so close, we get to work installing new wires and rebuilding the distributor. Bob sets the timing and idle, balances the carbs and has everything running, and sounding good. This is followed by putting on the air cleaners with the rest of the related pipes and tubes. We restart it, again and again, and I continue to be amazed at how quickly it catches each time and is just running. All is looking good!

Monday, I get home from work and I open the garage, which is how I come and go at my house, to find an Exxon Valdez sized oil spill spreading out from under the newly rejuvenated Greenbrier. I change my clothes and get to working cleaning up the mess. Then I carefully wipe down the wet pan and right-side valve cover to find that the valve cover is leaking though the surface rust, not the gasket. Upon removing the valve cover and holding it up to a light I can see light coming through in three different locations. My guess is that before we removed them, those holes were on the top side, but when I reinstalled, they were now on the bottom.

Off to the Clark's catalog to look for replacements. Of all the parts Clark's offers, for what reason would they not have new replacement valve covers???? I end up ordering a flashy set of aluminum covers. They arrive and after loosening up some of the sheet metal to get enough clearance, we're off and running. This week, I also pull the transmission pan and clean up all the caked-on crud from years of leaking. New screen and gasket, straightened pan with new gasket and now that's looking good, The only other big leak is the axle seals, but Bob and I agree to work on that sometime in the future.

That's going to wrap-up this long overdue story. I must thank Bob for all his time and expertise that he is so willing and happy to share. The Greenbrier starts and runs like new again. Last year we made it to the Dust-Off, the Kiwanis Show in Concord, the Epsom Bean Hole Show, Clark's and a few meetings and cruise nights. I also need to thank those who have donated items to my "camping" theme I'm working on. It was a big hit at the Kiwanis Show.

Tim





## On the Wild Side — by Bob Brown

Up to this point, the stories I've shared with you from my car building experience have been mellow in nature. But all that changed during a 4-year tour of duty in Oahu, Hawaii when I took a ride on the wild side in our Sandwinder Baja Bug – pictured below.

In November 1969, I reported to the Naval Communications Station in Wahiawa, not too far from the much larger Army Schofield Barracks base which, by the way, had superb dependent support and athletic/hobby facilities. I put my name on the housing list and in a short time landed a 3-bedroom carpart duplex at the military housing facility in Ewa Beach (pronounced Eva) directly across the channel from Pearl Harbor and a stone's throw from the Naval Air Station, Barbers Pt. There were no gates or guards so we could come and go as we pleased; only security patrols provided by the Air Station. The housing unit itself was in the rear perpendicular to the street and carports so conditions were perfect for pursuing my favorite hobby – cars.

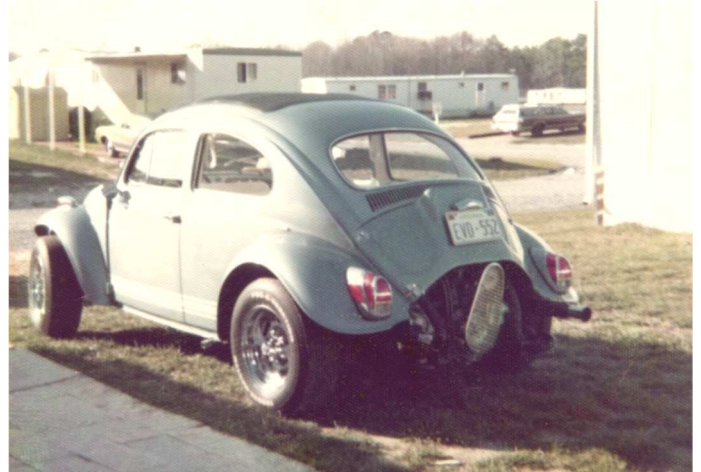
At that time, I was heavy into Volkswagens, and I took full advantage of my at-home setup. My first move was to build a temporary roof between the block wall that separated me from the front unit and the backside of my utility shed using clear corrugated fiberglass panels – complete with workbench and jerry-rigged electric and lighting.

At the local wrecking yard, near my base, I found a '56 bug that had been rolled but the pan and suspension was fine. I dragged it home to Agnes' dismay/ of course.

Soon, I had it separated and after disposing of the body, I set the pan up on sawhorses under my new "garage" and began restoration. As that phase neared completion (year one), I began looking around for a good body. In the same wrecking yard, I found a '62 bug with good body (no engine) that even had the large sliding sunroof. I dragged it home again, to Agnes' dismay. I had already ordered the Sandwinder kit, so I went right to work stripping the body to a bare shell but leaving it on its pan for towing purposes. Once the new kit parts were fitted and body prepped, I towed it to a nearby base with a hobby shop and paint-spraying booth. I sprayed it inside and out in Thunderbird Silver Blue and towed it home. After Agnes, two friends and myself lifted the body over to the restored pan, the assembly process began (year two). Now Agnes was beginning to smile.

The unique difference between the Sandwinder kit and other open-tub style kits was that it allowed the owner to run a lightweight stripped body or a fully equipped body, even down to heat and defrosters. Header pipes did not interfere with the VW heat exchangers since exhaust outlets were at each end of the heads.

Since I had already upgraded the transaxle to a late model, I needed to find a workable engine of no less than 1500 cc, and I scored – big time! A machinist, who worked in a Honolulu shop, had a new high-performance long block he had just completed for less than \$500.





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**For Sale:** 1965 Corvair parts car with no motor or transmission. The body is in fair condition. I want \$400 It's located in Milford, NH. Contact: George Morse 802.379.7360 or [morseg91@gmail.com](mailto:morseg91@gmail.com)

**For Sale:** Brand new Clark's 1963 convertible black seat covers. Upper and lower for all three seats, plus new buns" for front seats. \$600. Many Corvair diecast models and collectibles in many different sizes. 1 Early NOS Rear Body Panel still has rubber coating on it. \$350 OBO. 1 Pair of 140 Heads - very good condition. \$400 OBO. 1 Blue 1968 Steering Column with steering wheel. \$75 OBO. Contact Titus at 407-666-1770.

**Wanted:** Spin-on oil filter adaptor for my 1966 A/C Corsa. Contact Jon 603-934-6476 or [jgnard@gmail.com](mailto:jgnard@gmail.com)

**For Sale:** Tires for your Corvair - Thanks to Titus and Bob Brown for doing the groundwork. Simple Tire ([simpletire.com](http://simpletire.com)) 888-410-0604 has the Maxxis MA1 185 /80 R-13 tires with white sidewalls for \$96.98 FREE SHIPPING. They also have the low profile 205/60 R-13. If you have a problem with the date code, tires may be returned, Simple Tire will pick-up the shipping. For more info, call or check their website.

**For sale:** Photo below. Details: John Westbrook, 497 Shore Acres AV, Kingston, Rhode Island 02852, 401-360-8043 or [jfwestbrook@gmail.com](mailto:jfwestbrook@gmail.com) John Westbrook, 497 Shore Acres Av, North Kingston, Rhode Island 02852, 401-360-8043 or [jfwestbrook@gmail.com](mailto:jfwestbrook@gmail.com)

Next month these want ads will be erased. Resubmit if you wish to continue running your ad.





## Bonus Shot at Davisville



### Other events

**No information yet on Bean Hole Beans.**

**Mt. Sunapee Lions Club Car Show for 2020 Cancelled, see you in 2021.**

August 22 **Date change** ..... Bow Rotary Show  
September 12 ..... Kiwanis Show, NHTI in Concord, from 9 to 3:00 Rain Date Sunday September 13  
September 13 ..... Bean Hole Beans. Non judged, no charge show. Just pay for your food.  
Fridays ..... Bristol Pizza Cruise Night

**The Status of all events depend upon steps to combat the Coronavirus.**

Corvair specific events are in bold. If you would like to post an event, please email or call the editor at [jgnard@gmail.com](mailto:jgnard@gmail.com) or 603-934-6476.

## This Just In from Jim Thomas



1963 Corvair Monza Sport Coupe, Atkinson NH. 102 hp, 4 speed. Reliable driver with many upgrades, including all new brake system (shoes, wheel cylinders, hoses, upgraded dual master cylinder), new tires, new dual exhaust, restored interior, u-joints, differential seals, fan bearing, rebuilt carbs and new fuel tank. Engine has low miles since professional rebuild. Body in excellent shape with recent amateur paint job. Not a show car but looks good and will go anywhere you want. \$4400 or best reasonable offer. I'm moving on to other things. More pictures available. Email: [b74eqcm@hotmail.com](mailto:b74eqcm@hotmail.com) or call 802-356-7797

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## Membership & Dues Information

Membership is \$20.00 per year for CORSA members and \$25 for non-members. Memberships expire on December 31st and dues are due in January except for new members who joined in the last quarter of the year. These members are current through the end of the quarter plus the next calendar year. Make checks payable to NHCC & mail to: NHCC, PO Box 197, Sanbornton, NH 03269. Dues also payable at November & January meetings.

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### THE CORVAIR CONNECTION IS OUR OFFICIAL NEWSLETTER AND IS SENT TO ALL MEMBERS

CENTRAL NEW HAMPSHIRE CORVAIR ASSOCIATION WAS FORMED IN 1981, AND RENAMED NEW HAMPSHIRE CORVAIR CLUB IN 2017, BY A GROUP OF CORVAIR ENTHUSIASTS. IT IS THE ONLY CORVAIR CLUB IN NEW HAMPSHIRE SANCTIONED BY CORSA (CORVAIR SOCIETY OF AMERICA, INC.), AN INTERNATIONAL ORGANIZATION OF MORE THAN 5500 MEMBERS. WE HOLD MEETINGS MONTHLY (EXCEPT DECEMBER) AT A TIME & PLACE ANNOUNCED IN THIS NEWSLETTER. MEETINGS ARE USUALLY HELD ON SUNDAY AFTERNOONS.