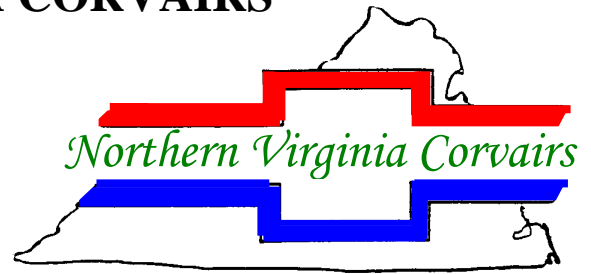


# NORTHERN VIRGINIA CORVAIRS



**HOT**  
**AIR**  
**MAIL**



NVCC, CORSA Chapter 220

Volume XXVIII, Number 1

Jan 2016

## CHAPTER CHATTER

By Bob Marshall

Apologies for the delay in the newsletter. Since I raised my hand at the Xmas party a number of unexpected issues have delayed my working on my first addition of HAM.

You also will note that the format has changed back to a previous version which is not as spectacular as the one Daniel put together. My new computer did not have the software to support Daniel's version. That will change in the next issue. I will try to live up to Daniels spectacular formatting and his voluminous vocabulary.

The day for the Xmas party could not have been better. A little odd to have 70 degrees for December but what a great day to drive our cars one more time before they go into hibernation for the remainder of the winter.

Attendance was good for both folks and cars. We had 7 Corvairs in the parking lot with LM's outnumbering EM's 5 to 2. But the EM's were the only convertibles so they get extra credit.



The cooking details were handled by chef Doug LeJones who is a master burger flipper. A wide variety of eats were brought by members including WAY too many of the desert category. I more than ate my fill of the sweets.

The meeting at the party covered discussions about progress on the planning for the Vair Fair. A follow up meeting is scheduled for Saturday January 9<sup>th</sup> at the host hotel in Leesburg. Ron will be handling the coordination with the Best Western again this year. Contact Ron if you plan to attend so a time can be coordinated.

There was also a discussion about T-Shirts for the Vair Fair. Stan Darke offered both his design services and printing of the shirts for the event. His offer to provide them basically at cost will add some extra \$\$ to the club treasury. AJ did a happy dance!

The first six months of meetings at member's houses was established. The first meeting of the year will be at Fred Marx home in MD. As most of you know Fred is working on his 63 Spyder convertible in his garage mahal complete with a two post lift. Last weekend Fred and I removed his powerpack in an hour. I gotta get me one of those! Next month's issue will have a detailed list of meeting dates.

Another topic at the meeting was the use of social media to promote both the car and the club and how to use this approach this to get the most benefit. We already have a presence on Facebook and operate a web page but most agreed that we should move with social media as it

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The Northern Virginia Corvair Club (NVCC) publishes the HOT AIR MAIL newsletter monthly as a service to its members. NVCC is a non-profit chapter of the Corvair Society of America (CORSA). The \$10 annual dues are payable January 1st, to "Treasurer, NVCC" at the address herein. A prorated amount of \$5 is accepted for periods of less than six months. All other correspondence and submissions can be addressed to the Secretary/Editor. Newsletter expiration date is three months beyond dues anniversary if they are not current. Original material appearing in the HOT AIR MAIL may be reprinted in other non-profit publications with appropriate credits.

evolves. Stan Darke talked about using Instagram and other social media to expose our unique car to more people. He offered to head up this task. I think we can all agree that we should approach this promotion keeping in mind that there are several goals.

1. Continue to expand the membership of our club including members of other clubs that are in the same geographic area
2. Reach other Corvair owners who are not involved in clubs. I have met a number of Corvair owners at Cars and Coffee in Great Falls when I drove my car to the show.
3. Educate and create interest for potential new Corvair owners. Particularly the younger demographic.

This topic needs to have further discussions but every journey starts with a first step.

This newsletter will be somewhat condensed but I want to encourage members to submit topics and articles to publish each month.

**Monthly Tech Tip**

It's not only hibernation time for our cars but other creatures as well. Time to put out your mouse traps. I have caught 3 already in my garage in the last 60 days. One telltale sign was debris on the carpet under the dash. Don't assume that a cover or tight car will keep them out. Some say I need a cat in my garage!

Make sure your last tank of gas has Stabil in it to protect your fuel system from the corrosive nature of ethanol over the winter.

Included below is a great article by Mike Dawson of Heart of America Corvairs.

**Next Regular Meeting**

**Saturday, 16 January, 9:00 AM**

Fred Marx  
 12606 Split Creek Court  
 North Potomac, MD 20878  
 (301) 512-4701

**NVCC Calendar**

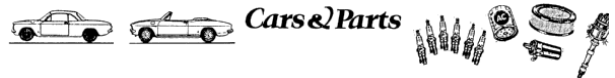
**20 February 2016, 9:00AM**

**19 March 2016, 9:00 AM**

**16 April 2016, 9:00 AM**

**13-15 May 2016 Vair Fair**

**18 June 2016, 9:00 AM**



**\*\*\*AUTOMOTIVE CLASSIFIED\*\*\***

**Parts/Miscellaneous for Sale**

**Corvair Vendors and Services**

Clark's Corvair Parts, Inc.  
 Route 2, 400 Mohawk Trail, Shelburne Falls, MA  
 01370-9748 (413) 625-9776

Corvair Underground  
 PO Box 339 Dundee, OR 97115  
 (503) 434-1648 or (800) 825-VAIR

Corvair Ranch, Inc  
 1079 Bon-Ox Road, Gettysburg, PA 17325  
 (717) 624-2805, [www.corvairranch.com](http://www.corvairranch.com) Email:  
[corvairranchinc@earthlink.net](mailto:corvairranchinc@earthlink.net)

**Treasurer's Report:**

Balance (6/30/15)	\$2676.69
Dues	\$95.00
Vair Fair Hotel Deposit	(\$400.00)
Manassas Show Expenses	(\$53.00)
Xmas Party Venue	(\$100.00)
Corsa Chapter Fee	(\$35.00)
Closing Balance (12/31/15)	\$2236.69

Reprinted from the April, 2010 *VAIRCOR*, the newsletter of the Heart of America Corvair Owners Association

## **The Preventive Maintenance Series**

By Mike Dawson

### **Early Model Car Rear Springs and Alignment**

Early model car rear alignment tends to change over the years due mainly to sagging rear springs which give the “squatting” look and reduces the riding height/ground clearance in the rear. Negative camber is the condition where the tops of the tires are closer to each other and the bottoms farther apart. Camber change can also alter toe in, and there is no adjustment for camber (spring spacers don't count) except the replacement of the rear springs with the correct new parts.

Toe in is adjustable (always the final adjustment in alignment) and will be covered in the second half of this article. Also consider other parts while you are there such as shocks, brakes, hoses & lines, '64 rubber bushings, U-joints, side seals and packing rear wheel bearings.

Replacing stock rear springs does not require a spring compressor; you need only hand tools and a floor jack. Depending on age and exposure, you may want to use penetrating oil on shock mounts ahead of time (or have a torch available). With the car safely supported on the highest step of your jack stands, remove the wheels, put one lug nut back on tight to hold the drum and remove the two vertical bolts on each side that hold the brake line support (A flex socket is handy). This allows the brake line to drop down without removing it. If you have a '64, remove the transverse spring. Rotate the axle so that the U-joint will allow maximum axle drop. Place your floor jack under the edge of the drum, jack up the arm just enough to unload the shock absorber and then remove the shock. Slowly let the jack down, lowering the arm until you can remove the jack. Use a pry bar to remove the spring, and also to aid in installing the new one. Make sure the ends of the spring line up with the seats. Put the jack back under the drum and jack it up far enough to re-install the shock absorber (and '64 transverse spring). Replace the brake line bracket and wheel – you are ready for toe in check/adjustment.

Keep in mind that camber will determine WHERE tire wear will occur and that the toe adjustment will determine HOW FAST tire wear will occur. Check tire tread for toe problems by running your hand back and forth across the tread: if toe is proper the tread will feel the same in both directions. If you feel a feather in one direction but not the other, you have incorrect toe. A feather to the center of the car indicates excessive toe in, a feather to the outside indicates toe out. Wheels are set for toe in because as the car travels forward the tires tend to toe out; ideally you wind up at zero as you drive and no wear occurs. The front wheels are more prone to toe out than the rears under driving conditions, so set the rear to the minimum specs.

If you are contemplating adjusting toe in, you will need one of the many tool designs available for checking toe at home. Many vendors sell fairly inexpensive tools, you can borrow mine or you can make your own: the late Fred Johnson wrote a booklet on making home alignment tools; you can get the book from CCP or borrow mine. I also have drawings that allow you to simply straightedge the

measurements on the garage floor. You also might want to borrow my selection of shims to choose from in case changes are necessary.

Early models and FC's adjust toe in by means of a slotted rear motor mount and shimming between the transmission and the cross mounting bracket. Before aligning, check motor mount condition and the bolts that hold the transmission to the cross mount – the bolts can be loose. To adjust toe, you will be moving the drive train either forwards or backwards which angles the axles and changes toe; moving forward causes toe out, moving backwards causes toe in. GM specifications called for 0-1/4" toe in for '60-'63 models and 1/8 – 3/8" toe in for '64. More toe in or actual toe out will quickly cause tire wear, handling problems, and wander on diamond ground concrete or rutted asphalt. Ice will be deadly.

To move the drive train and adjust toe, safely place the car on stands, remove all four engine seal strip retainers, loosen rear motor mount nut, loosen bolts that mount the transmission to the bracket. Check the shims; you need the same total thickness on each side. Four speed cars have a fat washer plus shims on the driver's side. If you have a drive train out of the car (this can also be done with the drive train in the car), take a measurement from the centerline of the motor mount stud hole on each side to the mating surface between differential and the clutch/converter housing. This will tell you if you have the correct number of shims on each side. Place your floor jack with a block of wood under the clutch/converter housing to raise the unit slightly; this will help you move the drive train forward or backward to adjust shims. If you make adjustments, put the car back on the floor and roll back and forth while bouncing the back to settle the suspension before re-checking.

This is a trial and error method, but take your time and you can get toe in close to perfect. Also keep in mind that if you change toe very much you also change accelerator adjustment, PG shift point or clutch adjustment. These may need attention when you finish.

Reprinted from the May 2005 *The Spyder's Breath Gazette*, the newsletter of the Tidewater Corvair Club

One of the most reliable devices in a Corvair is the fuel level indicating system. But after 40 years and 200 thousand miles it would not be surprising to have a failure. Common failures are "full reading all the time", "empty reading all the time", or erratic reading. Below is a quickie trouble shooting (sic) list.

1. Doesn't read full when tank is full. Dirty resistance element in sending unit or sunken float in tank.
2. Reads full or over full all the time. Open circuit between gauge and sending unit, or open ground connection to frame.
3. Erratic readings. Dirty sending unit resistance coil or loose connections anywhere in circuit.
4. Never reads empty. Is bottom of tank caved in? Sometimes can be cured with compressed air not to exceed 15 psi.
5. Reading never changes under varying conditions. No power to gauge or faulty gauge.

Any time work is required on the sending unit it is well to understand that these are very costly items so care must be taken in handling them to insure they are not damaged. Although they will hit and look alike, Early and Late sending units are not interchangeable. Earlies measure 50 ohms and Lates 90 ohms.

Once removed from the tank they are often found to be caked in varnish which must be removed before condition can be evaluated. Soaking the unit in pure alcohol will usually result in a "nickel bright" clean mechanism. They can be repaired to a certain extent if necessary by prying back the tabs and carefully removing the wire rod with it's (sic) delicate wiper that rubs on the resistance coil. The coils can be cleaned with more alcohol and a light sanding with fine sandpaper.

Before reinstalling the unit in the tank it would be well to consider changing the sock (primary filter) on the end of the fuel pickup. The club (Tidewater Corvair Club) owns one of the special spanner wrenches usually required to reinstall the sending unit in the tank; especially if a fat new gasket is used).

Mr. Techwrench