

Happy July.

So, what's going on at Corvair Pergatory this month?

FOR SALE

SOLD 1963 Greenbrier – Ready to sell, had tank cleaned and installed with new sending unit \$4600

SOLD 64 coupe dark blue -prior owner spent over \$13,000 on restoration. \$6,900

SOLD 63 Turbo coupe-running, all body work done, needs interior ... \$3,000

64 convertible silver, PG resealed engine \$3,500.

Work in progress

62 Wagon: off to the paint shop. New painter, lots of promises. We will see.

Painter is working on it, just not very much.

Painter says it will be in primer before the April meeting.

Nope didn't happen

June: Painter says it will be in primer in 3 weeks, then days to painting.

66 Corvair LS motor implant: completed wiring for the motor. Tried to start it.

Throwing belt due to misaligned pulleys, that's a problem since all accessories had to be moved and new brackets installed. It is resting for now, til I get the itch to investigate the problem.

May: finally got the correct u-joint, believe it or not they make one with 2 different size ends for weird situations like mine. Installed drive shaft, fabricated support for shifter and installed it. Fabricated support for e-brake and installed it, need to do some welding on the floor to seal it up. Internal wiring in about 80% done. Have all the lights and horn and starting circuits wired and working. Ordered new column mounted switch. It will be the 3rd one.

June: After some unique modifications and some welding, the column mounted switch is in and working. Started on the brakes, all lines ran and master in place, made bracket to hold the brake switch, tried bleeding the brakes, but having some issues there, need someone to push the pedal for me. I'll be ready to start the engine when the brakes get done. Removed master cylinder and discovered I needed a plug in the master to mate up with the short peg on the power brake.

62 8-Door ready for EFI installation and some weather stripping.

Dec: EFI installed, working great.

April: Had van loaded with parts to sell at Helen Springfest. Smelled Diff fluid on the exhaust the night before we were to leave.

Pulled the drain plug to check the level and a pint of thin fluid ran out. Checked the PG and was down a pint. So it's next in line for an upgrade to 4spd. Looking for a FC 4spd. **May:** Found 4 speed, waiting for lift to open up to get going on the swap.

June: got the new Studebaker off the lift and cut hole in the floor bds to mount the floor shifter, welded in the reinforcement plate and the floor bd material.

68 Ultravan: Bought an Ultravan

DEC: new project arrived and it got cold so this project is on Ice until spring

April need to pull drive train on the Ultra. Engine won't run unless its 43 deg BTDC, last owner had the same issue, I just didn't know it, maybe he didn't either. Guessing a broken key.

May: started to assemble parts to build a motor using one of my NOS blocks. Ordered a "special" Cam from Ken Hand, when it comes I'll be ready to put it together.

June: got the special cam from Ken on the 21st, started putting the engine together. Have .040 cylinders, new pistons, reworked rods, NOS block, .010 crank. I can put that together in the afternoons in the a/c work area. Had to order .010 rod bearings.

61 El Corvino:

Nov: got engine running, working on major rust issues. Starting at roof and working down the vehicle so I can get windows back in. First need to get brakes working, then start rust repair.

DEC: Well lots more rust than at first glance. Replaced the A-pillars, lots of the sheet metal in below the windshield vent area. Decided to cut out the 61 master cylinder and the fire wall and weld in one from a 63 junker so I could have the master cylinder in the trunk area. That was quite an adventure. Started replacing the front floor bds and realized that a significant part of the pinch weld and rocker area were dust. Engineered a method to replace them and installed about 80% so far. Working on replacing floors behind the front seat now. Lots of cutting, making sheet metal parts and welding them in.

Feb: pinch weld, rockers, floors, master cylinder firewall replacement all done. Replaced all the brake lines and connected to dual master, rebuilt all the wheel cylinders, cut the trunk bottom out of junk car and out of the Elcorvino, ready to weld it in.

Mar: Well this car has taken all my time since I got it. I finished all the sheet metal work last week.

I used 12 feet by 4 feet of sheet metal to make parts and weld them in. The dash is painted, the bondo first coat is on all the body weld seams, started the next layers of bondo to make it somewhat smooth. And bondo the roof section to get it ready to paint.

Left to do: repair doors, install the windows install dash.

The rest of the body will have to wait. Ready to get back to some of the projects above.

Running and yard driving.

New Project

62 Studebaker Hawk Gran turismo: It has been restored, but needs some love. Ordered new holley carb for the Chevy 305 that is in it. It has A/C so Cindy can go with me touring.

June: It must have been rewired by a one armed blind guy (only explanation). After many hours and new parts, I have most things working. Engine runs great but won't idle below 2500 rpm. Looking at that tomorrow. Found vacuum leak and the fast idle adjustment. Now good to go. Still need some new switches for the A/C and heat, they are on order.

I HAVE BUSINESS CARDS FOR THE CLUB, ASK FOR SOME IF YOU VISIT ME, ELSE PICK UP SOME AT THE NEXT CLUB MEETING.

I have Corvair Interchange books for sale at every meeting \$10 to members, All proceeds go to the club

Club pens are for sale at the meeting \$2.00 proceeds go to the club.

Club flashlights are on order and will be \$4.00 at club meetings, proceeds go to the club.

Club business cards handed out at the meeting.

Why won't my GENERATOR charge?

(Originally in the Lecky Seel May 2021)

Anyone with a DC GENERATOR knows you need to polarize the GENERATOR after servicing. This is because the iron inside the GEN (the Field) is very lightly magnetized, and you can change the direction of that magnet, by Polarizing it. That little magnet is what turns on the REGulator, to make the GEN work. The AC GENs used on the late Models also need to be Polarized, but that rarely happens as we take them apart in a different fashion, so not many folks have ever heard of Polarizing the AC GEN (some call it an Alternator, but that's because they GENERATE Alternating Current). The AC GENs with internal REGulators are also Polarized. On an Early GEN you simply "MOMENTARILY" apply B+ to the Field terminal. BIG spark! Best to disconnect the REG while doing it. To do it on a Late, use the wire on the „F“ terminal of the REG, Caution, also unplug the REG when you are doing that. This is a little harder with the Internal-Reg on some AC GENs, as the REG is inside (!) the GEN, so it's easiest to just take out the Rotor (which is the Field on an AC GEN) to Polarize it. So, we are talking about any GENERATOR used on a CORVAIR. They all require a small current to tickle them, usually through the Tell-Tale lamp circuit, which comes on with the Key. This current fights with that little magnet to generate the "turning-on" sequence. To turn ON a GEN you have to spin it fast enough to generate a small current. This, in turn, sends current back to the REG and tells it to turn on the GENERATING system. In this sketch you can see the Tell-Tale Light feeding current into the system and the Polarization, labeled Residual Magnetic Field, with which the TellTale's current fights. The Early GEN the vehicle's B+ is wired directly to the REG because there's a big mechanical "cutout relay" inside the REG that prevents the battery from running the GEN as a motor. That B+ must be disconnected when the engine is off or the Battery will be dead in an hour, or so. The AC GEN has Electronic "cutouts" called Diodes to prevent this „running as a motor“. Obviously if the Polarization is wrong the REGulator does not get the correct message and the GEN won't/can't come on. I found a special way for this problem, of a GEN to "not come on", with an AC GEN Remember the B+ is inside the Early REG. The Late and the Internal REG each have the B+ brought in, to the REG. Normally that red wire is in a place where it remains undisturbed. Note: We are NOT talking about the Brown wire that connects the GEN to the Dash Lite. The one that goes all the way from the REG in the back, up to the Lite on the Dash, the one that people use for control of the Fuel Pump. It's a useful wire but that's not the wire we're talking about. This „other“ important wire, one that Shop Manuals refer to as "HOT at all times", is a built-in connection that is always hooked to B+. It is only dead when there is no Battery in the car. Usually! Well, I once moved one of these wires -to a fused circuit! Unfortunately, when that fuse opened, that wire was not -HOT at all times -that time! I had no GEN and it took some poking around to discover the reason. Everything happened as if the GEN were not Polarized. I did have a reverse-Polarized Late GEN one time, which was a difficult sleuth. It's as if the BAT terminal, in the sketch above, were opened. That made it a „fun“ dig! Since this particular problem won't happen with a DC GEN, y'all can just laugh at us Late-comers. Otherwise, a dead GEN system, on a Late, which acts like a reverse-polarized Field, could be a B+ that is disconnected, from the REG, something you can easily check on your Late REGulator, pin 3.

Here is an extra you can use as you see fit.

How to identify what year your carb is: 60 carbs have no choke plate at the top, 61 carbs have a manual choke and have attachment points for that. The easiest/quickest way to tell early 60-63 carbs from later 1964-1969 is the presence of a base vent in the later ones. '64's are a hybrid because they have all the later model parts, but don't have a power enrichment circuit (that can be recognized by a rivet at the bottom on the bowl on the side opposite the vent).

Ice cream buffet day at the Bird House!

Chris Harkey walked away with the coveted blinker fluid that everyone needs and showing up for ice cream paid off for Mike Callahan.





AUTOFAIR

CHARLOTTE MOTOR SPEEDWAY



Join the Queen City Corvair Club of Charlotte, NC at the Fall 2021 Charlotte Motor Speedway AutoFair in Concord, NC on Saturday, September 11th. The spectacular Corvair will be the featured car at this event. We are celebrating the 61st anniversary of the 1960 model Corvair. So come join us to see the exciting Corvairs inside the Pavilion and outside next to it. For questions, contact AutoFair Coordinator, Bill Burnside, at (704) 906-0575, or Ronnie Jenkins at (803) 372-2243.

We will have display space inside of the Speedway pavilion building for 8 special Corvairs Thur Sept 9-Sat Sept 11. We will also have space for 24 cars right outside the pavilion building. This is an awesome opportunity for us to display and promote our CORVAIR hobby. I foresee the Saturday registration being filled soon. So get those Corvairs cleaned and ready. Get your registrations filled out and back to Bill Burnside. This should be the largest gathering of Corvairs at a multi brand show in many years. I'm Looking forward to showing more than 10 thousand people our cars.



Jewel had the chance send to off some newly weds the other week in his slick wagon. Looking sharp sir!



Corsa SC 2021 Membership Dues and benefits

Annual dues are only \$15 and they are due now. You may pay your dues at our next meeting or mail to us. If you are a first time member please tell us a little about yourself and what you would like to gain from the club?

Checks should be payable to Corsa SC and mail checks to

Sandra Cheek
222 Inman Mills Road
Inman, SC 29349



Membership Benefits

Joining our club offers many benefits

Voting and participating in club growth and local events

When you join you can put in your input, help create and organize events and gatherings and be part of the voting process.

Participation in National events

CorsaSC has many who dedicate their time to national Corvair events and you can be part of that as well! By being a member of the club, you can have the chance to join in and represent our club on a national level.

Parts and Repair Network

We are very fortunate to have numerous Corvair parts and repair vendors in the Upstate and surrounding areas. By joining you help us keep this network growing and by being a active member you yourself can run your Corvair related ads, requests and services.

Birthdays

Adam Bujtor – 5th
Barb Mee - 12th
Roger Tucker – 12th
Stephen Jennings – 15th
Jim Cheek – 26th
Sunny Marion - 19th

Anniversaries

Lonzo & Laura Greene - 10th
Jenny & Daniel Gilbert - 13th
Noel & Emily Felty - 17th

UPCOMING CORVAIR EVENTS

July 17th– Drive to & Lunch
Soapstone Church
August 20th - 22th– Choo-Choo
Chattanooga, TN
September TBA– Drive to & supper
Caro-Mi/Tryon, NC
September 11th: Fall Auto Fair,
Charllote NC
October 14th & 16th– Vairs in the
Valley, Maggie Valley NC
November 13th– Fall Drive
December TBA– Club Christmas
Party TBA

corvair.org

[Cars&Coffee](#)

If you know of an event that is missing from this list, please let us know asap so we can out it in and make everyone aware of all the great events out there.

If you did not get the catalog you can get one **FREE** on your first **\$50 order**.

(Additional catalogs \$3 with an order)

Over 100 new repro parts in the past 3 years.

Clark's Corvair Parts®

400 Mohawk Trail, Shelburne Falls, MA
01370

(413)625-9776 www.corvair.com

corsa meet up

THURSDAY JULY 15th.
9pm ET/ 8pm CT/ 6pm PT



CORSA MEMBERS:

Guest presenter will be Mike "Dr. Mike" Dawson, discussing Engine Cooling.

ASE Certified Master Automotive Technician for 45 years and co-owner of an automotive shop specializing in Corvairs for 17 years.

A link to a five-page tech article will be provided for download.

If you are a CORSA member, check your email. To become a member, visit the CORSA website at CORVAIR.ORG. Questions can sent to: corsamembership@gmail.com

Come with us to enjoy a great homecooked meal with friends at Soapstone church in Pickens SC, one of the oldest and most historical churches in the area. All proceeds go to keeping the church in operation and repaired. Options to enjoy are fish, ribs, chicken and a wide assortment of vegetables, as well as desserts, lemonade and iced tea. The cost is \$15 and to-go plates are available. Additional donations are also gratefully accepted.

We will meet at the Spinx in TR at 10am and do a short drive to the Church together.

Spinx: 2 Tigerville Rd, Travelers Rest, SC 29690

Church :296 Liberia Rd Pickens, SC 29671

Don't forget to bring fold out chairs.





Corvair Contacts

Jerry Wells

Want to buy a Corvair?
Contact Jerry Wells at
864-934-6358 and I will help
you find the Corvair of your
dreams

Brown Injection Systems

"Fuel Injection for the Corvair"
Ted Brown
Anderson, SC 29621
864-617-1776

Jerry Jennings Garage

Cars & Parts – Corvair
Repairing
New and Used Parts
Corvair Parts Cars
AAA Road Service ♦ Amoco
Road Service
Jerry Jennings, Owner
Hwy 176 North
200 Forest Avenue
Landrum SC 29356

DeYoung's Garage & Towing

24 hour towing
Jewell DeYoung
114 S. Suber Rd.
Greer, SC 29650
864-877-3280 or 864-879-4620

Corvair Specialties

"We make your Corvair perform like new"
Bill Prichard
GM, ASE, Certified Master Technician
Corvair specialist since 1974
1157 Highway 9 South
PO Box 843
Black Mountain, NC 28711
Phone: (828) 669-7076
Cell: (828) 545-4478

FeltVairs

Wrenching & Rebuilding Corvair Specialist
Noel & Miles Felty
Feltvairs@gmail.com

23 Overlook Dr.
Brevard, NC 28712
828-507-5612

2021 CorsaSC Board of Directors



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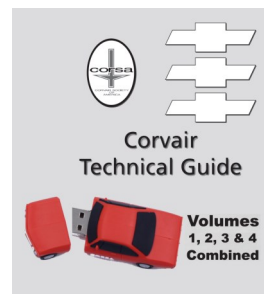
Tech Guides - All 4 Volumes on a USB Flash Drive - Released & Available for Purchase!

Now you can purchase now all four Corvair Technical Guides combined on a single USB Flash Drive. Over 900 pages long, it contains copies of all tech topic articles published in the CORSA Communique magazine from 1996 through 2018.

Conveniently formatted as a searchable eBook, it's easy to navigate, just like a hardcopy. It features multi-level zoom capability and a full table of contents for all four books combined.

Click on the Merchandise button on the left of the screen. \$60.

P.S. We're also offering blank USB flash drives shaped just like the one shown above, 1-gigabyte capacity, for a cool \$15 apiece.





News & Affairs of Corvairs July 2021

CORSA, SC CHAPTER 296
3 S. Del Norte Rd, Greenville, SC 29615
www.Corsasc.com



Upcoming CORSA SC Monthly Meeting

Tuesday, July 13th 2021

Dinner at 6:00pm. Meeting at 6:30pm

Southern Fried Green Tomatoes

1175 Wood Crossing Road #8

Greenville, SC 29607

(864) 627-9088 [Menu](#)

CORSA is now offering Virtual memberships for just \$25

New Corvair enthusiasts can become a member of CORSA for a new low price. Join and get all the benefits of CORSA membership:

On line access to the monthly Communique, Members only events, technical information and more- all for about \$2 a month!

Give a gift to a new member at this special price.

Here are the details:

- Price: \$25 for twelve months instead of the usual \$37 for online access to CORSA
- Eligibility: All new and existing CORSA members.
- Offer Period: Now to December 31, 2021.
- Effective date for new members: Membership will begin on the date payment is received- register on line

Effective date for existing members. Existing membership will be extended twelve months beginning on the day after membership would otherwise expire.

Important information about the offer:

- One-Time Only: Offer good for 1 sign up or renewal. Individuals can take advantage of the offer one time only. Renewals at this price for one year only.
- Corvair Basics Book: No matter which level of membership is chosen, brand new CORSA members ordinarily receive a free copy of the Corvair Basics book. However, due to the expense, we cannot extend this to persons opting for the \$25 offer.
- Caution! Full Members who apply for any level of Virtual Membership (including the \$25 offer) will immediately stop receiving copies of the CORSA Communique magazine in the mail. (This has always been the case but we mention it here to make sure there is no misunderstanding).
- No Refunds to Facilitate Transition: We cannot issue refunds of dues paid by Full Members to facilitate transitions from Full to any level of Virtual Membership (including the Offer).

Offer is only good during this time period. No refunds for prior purchase of membership.

Sign-Up Today on the CORSA Website!

[Click HERE to join or Renew Here!](#)

