

Happy May.

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.

Nop didn't happen

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.

No progress since I got the Elcorvino.

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.

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.

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.

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 business cards handed out at the meeting.

CORSA SC CLUB DRIVE TO MOTOR CO. GRILL FRANKLIN, NC

A scenic drive to the Motor Company Grill on Main St. in Franklin, North Carolina is planned for Saturday, May 15, 2021. We will meet at the QT 6 miles off of I-85, Exit #19 to Clemson, SC. The drive from there will take approximately 1 ½ hours. Meet up time is between 9:00 – 9:30 AM. The restaurant opens at 11:00 AM so this will give us plenty of time to get there for lunch. I will provide each family with a copy of the menu at the April club meeting.

The Motor Co. Grill is a nostalgic, 50's style diner, with lots of oldies memorabilia. They serve a wide variety of foods from breakfast to burgers & then some which you can order any time of day; they offer ice cream, shakes, & have a soda fountain. This is quite a popular place, especially as Spring & warmer weather comes around. Seating is available indoors & outdoors.

Parking: The owner indicated that the grill is next door to a bank where we can park as a group, or there is another lot, within walking distance, between downtown Franklin & the grill where we can park, if needed.

After lunch, everyone will be on their own to enjoy the many activities Franklin has to offer. There are multiple antique shops; a gem & a quilt museum/quilting shops; an amusement park that offers putt-putt, go-carts, games, etc.; novelty/specialty shops and more for an afternoon of fun.

The address for the **Motor Company Grill: 86 W. Main Street, Franklin, NC.** If you have questions, contact Susan Williams @ (864) 378-1615. It would be helpful to have a head count prior to the day of the event, as the Grill owner has asked me to call ahead just before we arrive.

Hope you can make it!!! ☐



The weather was great and the attendance was great. A number of Corsa SC were in attendance and we had several awards presented. This year there was a valve cover race for the children and one for the adults. The adult race was a hotly contended race among all of the Corsa SC racers. James' sister and brother-in-law came from Oklahoma City to attend Springfest with us. He drove Jamie's Ultra Van to Helen and participated in his first auto cross. The Cheek family were all in attendance with the exception of Lauren who had finals and work keeping her away.

Auto Cross

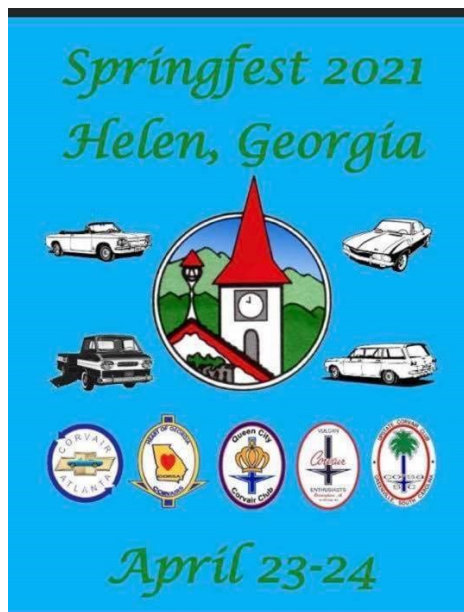
Ladies - Jamie Cheek	3rd place 36.90
Early Model - James Cheek	2nd place 34.16
Jim Cheek	3rd place 34.20

People's Choice

Ultra Van - Jamie Cheek	
FC Pickup - Gary Greenwood	1st place
Late Open - Jerry Wells	3rd place
Van - Jim Cheek	3rd place
Lakewood - Jewell DeYoung	2nd place
Specialty - James Cheek	2nd place

Valve Cover

Children - Zane Cheek	3rd place
Adults - James Cheek	1st place
Gary Greenwood	2nd place
Make Callahan	3rd place



Sandra Cheek



Make your own Throttle Adjuster!

Ken Schiffner

Tired of removing the clip to adjust the carburetors on your Corvair? Fed up with the darn clip cutting your fingers? Or dropping it? Is that what is troubling you, Bunkie?

But wait, there is more! The stock set up requires at least one full turn of the threaded adjustment portion, nothing in between. This new adjuster is like a vernier allowing full adjustment. Fine tuning finally!

You can make your very own throttle adjuster, install it, and leave it in place. The left carburetor is a good choice. With the simple turn of a nut, you can adjust the left carburetor and make balancing the carburetors a "piece of cake". Once the left is set, the right will follow suit.

You will need:

1. A piece of 3/16 unthreaded rod about 1" longer than existing link.
2. Five (5) washers for 10-32 rod and throttle link.
3. One (1) thick washer (at least 1/8" thick) for 10-32 rod. Teflon or nylon washers work best.
4. Square shoulder Rod end (McMaster-Carr* 3796K28, stainless steel, about \$10.00).
5. Spring (McMaster-Carr 1986K3, stainless steel, about \$1.00) or a compression spring that will fit over a 3/16 rod).
6. One (1) or Two (2) Nyloc nuts, 10-32.
7. One (1) optional knurled thumb nut (McMaster-Carr 95150A160, about \$4.00).
8. One (1) die to cut 10-32 threads.
- 9.

*McMaster-Carr, 609-689-3000, nj.sales@mcmaster.com

The photo shows the adjuster.



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Basically, the lower clip is used but instead of using a threaded swivel and clip at the top, a smooth bore rod end is used that slides up and down as you adjust. To allow the movements yet hold position once adjusted, a compression spring is used to restrain the rod end. To make it "deluxe", you can even use a knurled adjusting nut (as shown in the photo). To allow movement at the pivot points, washers are used and are adjusted to not bind.

You start with a threaded 3/16 rod (available at hardware stores). The existing link is measured, and the rod is cut about 1" longer than the existing rod. The new actuator rod is then bent to approximate the offset of the existing rod (that offset allows clearance for the tang on the carburetor throttle arm). The lower rod end is bent 90 degrees so that the end will fit into the hole in the lower throttle shaft arm at the carburetor like the original. A little emery cloth rubbing may be needed to allow the rod to fit loosely (see "sloppy" below) into the carburetor throttle shaft arm since the rod and link dimensions may be slightly different.

Using a 10-32 die, the rod is threaded so that the rest of the assembly can be installed. The lower end of the threaded portion is landed by double 10-32 nuts. The length of threading depends upon what spring you use. These nuts allow an adjustment (preload) of the spring so that enough pressure is applied to the rod end so that the rod end can be adjusted but also be able to push down on the carburetor pivot.

A washer above the double nuts allows the spring to be seated. At the top of the spring, a thicker washer is used (so that the rod end slides rather than "racks" and get caught on the threads. (I used a Teflon washer that I happen to have had). Above the thick washer is the rod end. Above that is either another washer and the knurled nut or a washer and Nyloc type nut.

The threaded portion of the rod end gets a washer, the throttle actuator arm, another washer and another Nyloc nut. You leave that connection "sloppy" so that everything moves smoothly.

To adjust, just turn the knurled nut (or Nyloc nut) in or out. If you use the knurled nut, after adjustment the nut is secured with the additional Nyloc nut.

No more upper clip. Fine tuning of balance. Full throttle is maintained even if the right carburetor "lands" full open before the left carburetor does (since the spring compensates).

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

Jenny Gilbert - 3rd
Jeff Murrell - 6th
John Nickel - 12th
Kelly Stouffer - 12th
Jerry Wells - 14th
Cole Adcock - 15th
Dennis Marion - 26th

Anniversaries

Jerry & Donna Jennings - 2nd
Stephen & Louan Bujtor - 6th
Billy & Eleanor Bruce - 24th

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

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UPCOMING CORVAIR EVENTS

May 15th - Drive to Motor City
Diner, Franklin, NC
June 26th - Club Picnic
the Murrell's
July 17th - Drive to & Lunch
Soapstone Church
August 20th - 22th - Choo-Choo
Chattanooga, TN
September TBA - Drive to & supper
Caro-Mi/Tryon, 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.

COMING
SOON!



 Corvair Society of America
11h · 🌐

The next CORSA Meetup will be held on 5/20 at 9pm E/ 8pm C/ 6pm P.
Join us for
"A Night At The Museum!"
We will be live from the Corvair Museum where Mike Hall will give us a virtual tour.
This will be a fun event that you won't want to miss!
All CORSA members should have received an email invite to register. Hope to see you there!



**CORVAIR
MUSEUM**
May 20th



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"

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Landrum SC 29356

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(803) 524-2959 christopherLharkey@gmail.com

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(864) 437-4283 mrcaug4@gmail.com

Donnie Bird
(864)-439-6987 dabirds@bellsouth.net

1967 Monza coupe PG A/C minor rust
around windshield, some dents \$3,500

1963 4 door greenbrier 4 spd threw the
floor all three seats, no rust advertised at
\$5,500, \$4,500 to club members

1964 Monza coupe dark blue with silver
blue interior over \$13,000 in restoration
costs. \$6,500



Complete engines, many years and hp. Range
from \$100-\$500. Inventory Reduction
Contact Mike Callahan: (864) 437-4283



News & Affairs of Corvairs May 2021

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

www.Corsasc.com



Upcoming CORSA SC Monthly Meeting

Tuesday, May 11th 2021

Dinner at 6:00p.m. Meeting at 7pm

Southern Fried Green Tomatoes

1175 Wood Crossing Road #8

Greenville, SC 29607

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

We have so many exciting things planned for this year's CORSA/CPF Mini-Convention "Corvair - The Next Generation" in Springfield Illinois, (May 17-23, 2021), hosted by the Prairie Capital Corvair Assn.

In addition to our CPF "Aviation Spectacular" event I've organized with Flycorvair.Net's William Wynne taking place on Friday (May 21st); I'm also pleased to announce there will be an unveiling of two special Corvairs at this year's convention that have an outer space connection:

Dr. William Hubbell graciously accepted my invitation to bring his 1964 Corvair Monza convertible (formerly owned by Astronaut John Glenn) to make its national unveiling debut to reveal its recent restoration. Dr. Hubbell has worked tirelessly to bring this car back to factory stock condition, and we're vairy excited to have it unveiled with a talk presentation at this year's convention.

I'm also excited to announce the appearance of the restored 1964 Corvair Spyder convertible, formerly owned by famed Astronomer and Astrophysicist, Carl Sagan. These two Corvairs will be on special display together, indoors at the host hotel during the convention.

The Carl Sagan Corvair (owned by Mark Dorogi) is a rarely seen car; but now others will be able to enjoy seeing these Corvairs making their national debut. You're in for an out of this world treat to learn the history about the former owners and restoration efforts made to these cars. You don't want to miss out on this!

History snippet: The personal plate on this Carl Sagan Corvair reads: "PHOBOS", which is the name of one of the moons around the planet Mars. It is Mark's way of honoring Mr. Sagan as he also had the same plate name on this Corvair when he owned it. Cool, huh?!

By: Eva "Corvair Lady" McGuire
Historian, Corvair Preservation Foundation
For more event details and to register for the Mini - Convention, go to corvair.org.

