

NEWS & AFFAIRS OF CORVAIRS

CORSA SC , CHAPTER 296
WWW.CORSASC.COM



JANUARY, 2022

PRESIDENT'S CORNER BY JEFF



Hello everyone, welcome to 2022!

Hope all of you had a very Merry Christmas and a Happy New Year!

First of all, I would like to thank Kelly for getting us through a very tough year. In spite of closures, restrictions and social distancing Corsa SC survived. We even gained a few new members!

Thanks to Cole for keeping our newsletter going for the last several years. Enjoy your time off!

It was my hope that we could start 2022 in a more regular mode. However, with the numbers spiking again, that might not be the case.

Over Christmas vacation, I finally started on Shaggy, my 63 Greenbrier's engine rebuild. This is the first complete engine rebuild for me since 1982. That was a volkswagon engine and my funds and skills were very limited. This resulted in it throwing a rod bearing after only 10k miles. With this build, I have a little more funds and access to CorsasC club members with valuable knowledge helping



me out. This one should be a 100k mile win. I'll keep y'all posted on my progress.

Limited supply of Club calendars for 2022 are still available for \$15 each. We will have them at the meeting on Tuesday.

Stay safe and Enjoy the ride!

CORSA SC Monthly Meeting

Tuesday, January 11th

Dinner at 6:00pm

Meeting at 6:30pm (restaurant closes at 7pm)

Southern Fried Green Tomatoes
1175 Wood Crossing Road #8
Greenville, SC 29607

Phone:(864) 627-9088

UPCOMING EVENTS

April 22—23 **Springfest**, Helen, GA

July 12—16 **Corsa Convention**
Peachtree City, GA



CORSA SC CHRISTMAS FUN

We had a great turnout for our annual Christmas Party. Thanks to everyone who came out to help us celebrate. Lots of great gifts for the raffle this year. The big gift was a jump starter which went home with Kelly Stouffer. Congrats to Kelly! A last minute venue

change placed us at the Route 290 American Sports Grill. They had a private room, good food and attentive wait staff. Everyone seemed to enjoy our time together. Special thanks to Kelly for planning the event and coordinating the last minute changes.



Reminder

PAY YOUR DUES:

Only \$15—Make check to CorsasC and mail to :

Corsa SC Treasurer
c/o Michael Callahan
514 Hall Rd
Anderson, SC 29624

CORVAIR PERGATORY UPDATE BY MIKE CALLAHAN

So, what's going on at Corvair Pergatory this month: Bought out 2 more corvair parts lots in December, been selling on Facebook and locally.. Had another kid-ney stone that took a week to pass, so lost most of that week. While I did make it out to the garage, I didn't get much done.

FOR SALE

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

1955 Studebaker Commander \$12,000. Beautiful car never any rust.

Set of 1960 NOS heads,

3 65/66 am/fin radios

Tons of parts, call me with your needs

Work in progress

I have more projects on my list than are listed here, but these made it to the priority list.

62 Wagon—Waiting on painter to finish painting Dec: body is ready for paint, due to be done in early Jan.

26 Dodge Brothers Delux coupe with LS motor and 4L60e trans, 1 ton rearend Needs: Paint and body reassembled. Been at body shop for 3 years. Engine installed and running

66 Covair 4 door Needs: a/c charged up and tested

66 Corvair LS motor implant: Dec:

moved it back to the main work area and made it high priority to get it moving on its own around the yard. Did more extensive wiring to get it to start in Park ONLY, got wipers working, back up lights. Found one of my O2 sensor bungs welded in, but no hole in the exhaust pipe. Motor is running good, e-brake installed and working. Had to have Ted Brown mill down some bracket parts to bring the power steering pulley in line with the other pulleys.

62 8-Door Greenbrier with Brown

EFI Needs weather stripping around all 8 doors

68 Ultravan: Bought an Ultravan— Needs: drive train break in on pallet, installed and road tested, all new plumbing, gas lines, toilet

61 El Corvino: Needs: finish final body prep, get both doors and hood ready, prime and paint. Out of frustration, I am going to paint this one good enough to drive it.

64 convertible silver: Needs final wiring in dash and engine compartment.

62 Studebaker Hawk Gran turismo:

Needs: rear brake work and a/c wiring Dec: completed wiring and started engine, need to reset valves as they are a bit noisy, but runs good.

66 140 conv.: This car has Brown EFI 4 injector system. Needs new dual master cylinder

66 Red A/C convertible Needs: some run time to break in new engine, a/c hooked up

66 mid engine Ford v-8 Kalmark Kit, only one known to exist Needs more sheet metal in the floor of the old engine compartment and some TLC on the interior

Club business

- 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.

CORSA SC SUPPORTS LOCAL CHRISTMAS PARADES

Several of our members participated in local Christmas parades in December. Here are a few pictures capturing the fun! Susan Williams—Honea Path, SC / Donnie Bird—East Ridge, TN / James & Sandra Cheek, Peggy Center, Jewell DeYoung and Chris Harkey and crew—Greer, SC Thanks to all for sharing some Corvair Christmas Cheer!



THE PREVENTIVE MAINTENANCE SERIES BY: MIKE DAWSON

The Preventive Maintenance Series Mike Dawson Speedometer Winter Service With winter very close, those who drive their Corvair in cold weather may experience either of two issues associated with old age as follows: A screeching noise combined with the speedometer needle pegging itself to the right (until it breaks off) and/or a clicking noise accompanied by a gentle flipping of the needle. To service your speedometer for either or both of those conditions you need to unscrew the connection from the back side of the speedometer, move the cable/casing down enough to access both the end of the speedometer head and the cable sticking out of the casing. Some models take some wiggle work but I have done this to all models at one time or another. 1. All Corvair speedometer heads are constructed with a bronze bushing in a sleeve. The combination of ancient galled grease in the bushing and cold temperatures will cause the bushing to make a screeching noise as it vibrates and excites the needle. The new WD40 flex straw works great for one quick squirt into the back of the head. Use your fingers to turn the end of the head a couple of times and add one additional quick squirt without putting the straw in the hole. Usually good

for an entire year as a preventative measure also. 2. The flipping of the needle is the action of the cable in the casing due to dried out lubrication and the bends in the casing causing excess resistance. Since the cable is stranded and flexible, it winds up and releases causing the needle to try and follow the movement. Except in extreme situations needing new parts, you can reduce the issue with lubrication as follows: Early Models & FC: At the dashboard end, use a pair of pliers to pull the cable out of the casing. It is long and likely dirty so plan accordingly. Clean the cable, and I like to lube it with light machine oil since you are probably dealing with a rusty casing and it may have dried lubricant from decades ago. Actual speedometer cable lubricant may not work in this instance. Leave the lubricant off of the top last few inches of cable. To reinstall the cable, use your fingers to get it started as far as it will go, then use a cordless drill to slowly (it can suddenly wind into a ball with too much speed) until you are within about three inches of the end of the casing; Stop. You must use your fingers to work the cable in the last distance until you feel it enter the cable drive at the differential which is square and fits the square end of the cable. Reattach the

cable and casing to the head. Late Models: The cable is driven by a special dust cap on the left front spindle and you may find the cable will not pull out of the casing at the dashboard end. If not, remove the wheel and carefully remove the dust cap first. At that point the cable usually will pull out from the cap and then from the dash end with some coaxing. If you find rust and water in the cap, the seal where the casing enters the spindle is bad or the casing is cracked and the wheel bearings will need service along with a new seal or possibly the entire cable assembly. If the parts are all good, clean the cable and use light machine oil except for the top few inches of the cable. The cable sometimes starts to hang up at the sharp bend in the casing due to the mounting. To help with this issue, I like to free the casing from its mount in the fender well and use a wire tie to loosely attach it back to the brake line, reducing stress in turns. Finally, use a drill at slow speed to insert the cable if necessary. The last step is to carefully insert the dust cap.

Submitted by Mike Callahan

Birthdays

January—2022

Donna Jennings—2nd

Linda Garren—12th

Roy Neal—16th

Pat Abernathy—19th

Hope Harkey—22nd

Jewel DeYoung - 24th

Jerry Loepez—30th

Happy Anniversary!

James & Sandra Cheek—January 1st

With Deepest Sympathy to
the family of

Phillip Duane Sparks



2022 CorsasC Board of Directors

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SPECIALIST CONTACTS

DeYoung's Garage & Towing

24 hour towing

Jewell DeYoung

114 S. Suber Rd.

Greer, SC 29650

Brown Injection Systems

"Fuel Injection for the Corvair"

Ted Brown

Anderson, SC 29621

FeltVairs

Wrenching & Rebuilding Corvair
Specialist

Noel & Miles Felty

Feltvairs@gmail.com

23 Overlook Dr.

Brevard, NC 28712

828-507-5612

Jerry Wells

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864-934-6358 and I will
help you find the Corvair
of your dreams

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