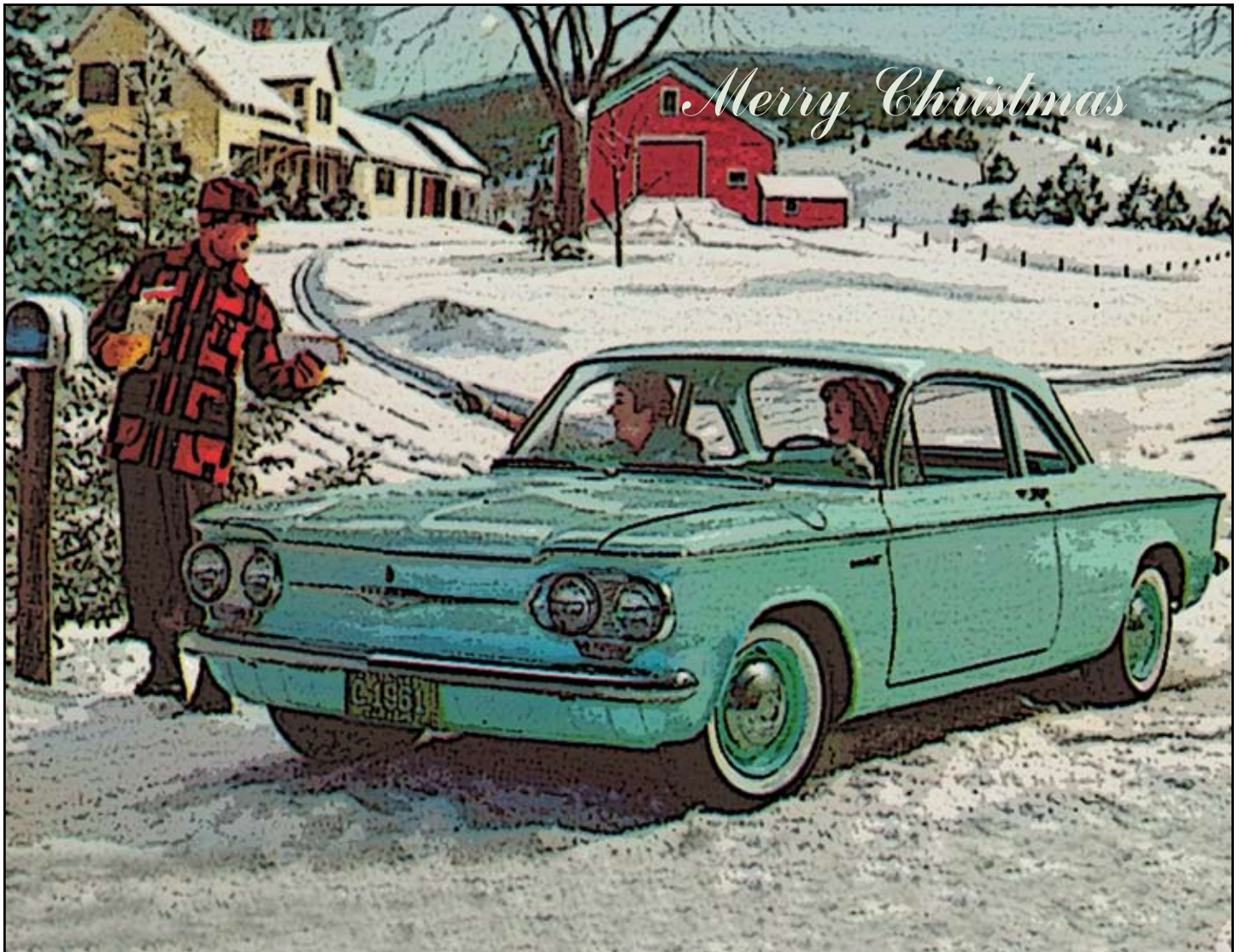


# The Vair Street Journal

The Newsletter of the Western Pennsylvania Corvair Club

November/December 2013



1961 Corvair 700 Coupe

INTERNET IMAGE

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## Next Meeting:

# January 12, 2014

Grant Bar & Lounge

114 Grant Street • Millvale, PA 15209

The fun begins at 2:30 p.m..



Never forget

09-11-01

# From the Editor's Desk

Maybe it's because I don't have to cook, but I'm among those who really, really look forward to the approach of Thanksgiving. For me, it's a day to be with family~parents, children and grandchildren, enjoying each other's company along with the anticipation of a fabulous meal. With our family, we aren't watching football games and the children aren't playing electronic games either. For Sarah and I, it's a recipe for a grand day with our loved ones.

Thanksgiving came very late this year. Hanukkah, on the other hand, came very early, as it started on Thanksgiving day. I checked my calendar; Christmas is still the 25th of December and New Years Day is still the first of January.

Wow, the end of the year is approaching with what seems like lightning speed. What happened to 2013? It isn't quite over yet, but it seems that as each year comes and goes, it comes and goes more quickly. Do you suppose it has something to do with how old we are?

When we were kids we could hardly wait till it was our birthday or for school to be out so summer vacation could begin. Christmas vacation was always awaited with much anticipation. Then there was the big wait~we were 15, and we wanted to be 16 so we could get our drivers license and ask dad for the family car. There was the drive-in, the dances, the Dairy Queen, Eat'nPark or just anything, that put us behind the steering wheel. What a thrill that was. Are you still thrilled when you get behind the wheel today? Just asking.

Since we're on the subject of year's end, I thought it might be an opportunity to remind everyone about WPCC annual dues for 2014. At only \$12 a year, it's a real deal. Jim Heatherington, our treasurer, wants to have everyone's dues in by the 31st of December 2013. So get that checkbook out and write a check in the amount of \$12, payable to WPCC and send it to:

Jim Heatherington  
128 Sharp Road  
White Oak, PA 15131

Jim thanks you and I thank you.

If you look below, you'll notice that the events schedule has only one item, The Holiday Party. If you look at page 3, you'll see pretty much, everything you need to know about the party. As in recent years passed, it's at the Grant Bar & Lounge in Millvale.

At \$20 per person, I think we can pretty much guarantee that you'll have a great time. There will be a short meeting when we re-elect the same people for another year (well, most years we do that, but not always). Please see page 3 and be sure to note that Jim Madden has a new address.

Please come. We need 45 people to attend. It's not stuffy, it's good (older) friends, good food and a wonderful time together.

One more thing~Merry Christmas and Happy New Year to all. And even though it's over, Happy Hanukkah to our Jewish friends.

  
Charles Lucas  
Newsletter editor

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## 2014 Events Schedule (so far)

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Jan. 12, 2014 .... Holiday Party ..... Grant's Bar ..... Jim Madden

## WPCC Holiday Party Sunday, January 12, 2014

Our annual Holiday Party will once again take place at the Grant Bar & Lounge, located at 114 Grant Street, in Millvale, PA 15209.

Again, as last year, the per person cost for dinner is only \$20. Please make checks payable to WPCC and mail by January 1, 2014 to:

Jim Madden Note Jim's  
232 Harrison Street new address  
Evans City, PA 16033

You will order your entree at Grant's from a selection of four choices (see menu at far right). There will also be a cash bar, Gift Exchange, and Chinese Auction (see Schedule of Events). We look forward to seeing everyone there. This is always such a fun party. We must have a minimum of 45 people.

### Schedule of Events

2:30 - 3:30 Meet and Greet/  
Cash Bar  
3:30 - 5:00 Gift Exchange/  
Start Chinese Auction  
5:00 - 6:00 Dinner  
6:00 - Finish Chinese Auction  
Times are subject to change!

**Gift Exchange**-If you care to be in the gift exchange, bring a \$10 gift, wrapped and marked for a "Man" or a "Woman," or if the gift is appropriate for either sex, please mark it "Either." Everyone receives a number. When your number is drawn, you choose a gift; you may keep the gift or trade for another person's gift, hoping that another person doesn't take it later. This is always lots of fun.

**Chinese Auction**-Bring along anything you care to donate to the club. Tickets are sold for the items with one ticket drawn for each item. Proceeds go to the WPCC.

### The Menu:

A choice of one of the following:

- Soup
- Onion Rings
- Salad

A choice of one of the following Entrees:

- Marinated Steak
- Shrimp
- Cod Almondine
- Breaded Pork Chops

Your dinner also includes:  
Baked Potato, Vegetable,  
Strawberry Short Cake

## Tech Tips from the past

By Mike Dawson - Valley Corsa  
San Jose, California

### Noises to listen for...

Drive train noises also apply to FC vehicles. A rolling noise that does not change in pitch from acceleration to deceleration in the same speed range is usually a wheel bearing. Wheel bearings on early models usually squeak or make a cycling growl. Late bearings will squeak, make a raspy noise or howl.

A clank when starting from a stop or going into gear may be a U-joint. They can also make a clinking noise, usually at low speed. Loose axle yokes

on early models and FCs can make the same noise.

Howling that changes noticeably between acceleration and deceleration is either a worn out pinion gear, mismatched ring and pinion gear or very loose or worn out pinion bearings.

Thumping noises on late models can be either the top or bottom shock mount. Check for shifted lower bushings or rusted top mounting pads. The latter can be repaired.

Squeaking from one side of a late model going over bumps can be a

trailing arm bushing that has popped out of its shell. The arm is rubbing on the bracket and the tire is way out of toe alignment.

A heavy thump or clunk going over a quick rise may be a separated engine mount on a 1965 model. The other models make less noticeable noises unless almost terminal. Best to check them every time you change oil filters.

A loud squawk that occurs briefly as you push in or release the clutch, is a pilot bushing problem. Always

**continued on page 4**

## Tech Tips from the past

By Mike Dawson - Valley Corsa  
San Jose, California

replace it any time the transaxle is separated as they take a set very quickly. Early model bearings usually start a continuous metallic rumbling noise due to their design.

A light to heavy tapping noise that goes away after driving a while is usually a lifter that has lost its oil temporarily. Long storage or a lot of cold startups and quick shutdowns cause lifters to go "flat" Frequent oil changes and avoiding a lot of start ups without driving helps this problem.

A persistent squeak (usually powerglide cars) that only occurs at a stop, in gear with your foot on the brake may be the rear parking brake cable at its support brackets or on the backing plate on the inside of the brake drum. To test this theory, pull slightly on the parking brake handle when the squeak occurs. If it stops, you have found the problem. The idling engine gently tugs on the spring attached to the cable assembly: install the missing clips on the two support brackets, grease them and use brake lube under the cable inside the brake drum.

A chirping engine that is noticeable only on acceleration may be a loose head. Retorque the heads

immediately or you will have blown head gaskets. This is usually caused by overheating and can sometimes result in studs pulled out of the crankcase. You can also get a bad smell in the heater since combustion gases are escaping.

An actual blown (burned through) head gasket will make a persistent spit-spit-spit noise as the engine idles. The noise will get louder under a load and bad fumes get in the heater.

A mild howling noise from a four-speed transmissions up through 1965 that is only heard in first, second and third is probably the needle bearings and shaft in the counter gear. The noise is gone in fourth gear since the counter gear is not loaded. This is common problem and the parts are available.

A squeal or light rattling noise that is only noticed when holding down on the clutch pedal is a clutch release bearing. A moaning sound that is heard only when the engine is cold is probably a late model blower bearing that needs grease. On early models and FCs at very slow speeds it may be the brake shoes snapping across backing plate pads as they try to follow an out of round drum

or a slightly bent axle (common problem). Apply brake lube to the pads to correct the problem.

### A REVIEW OF FANBELT BASICS

by J. Garrison,  
Philadelphia Corvairs

The fanbelt transmits drive torque so the engine can turn it's various accessories. "V-belts" transmit this torque by gripping the pulley grooves with their sides. If a belt is not tight, and slips, friction between the sides of the belt and the pulley generate heat and noise (belt squeal). This slippage can glaze the sides of the belt and make it slip all the more, accelerating wear and the aging process which will eventually cause the belt to fail. Periodic inspection of the belt(s) in your car should be a vital part of your vehicle maintenance routine. Always replace the belt(s) with ones of the proper width, lengths, and "v-angle". Correct Corvair belts all have a "v-angle" of 38°, with a 3/8" width. They are intended to "ride low" in the pulley grooves. A belt that is too wide or has the wrong angle, will ride too high in the pulley, causing premature wear, and the possibility of the belt flipping off.

## Cal Clark's Rampside — Interesting reading for Corvair Crazyies

The January 2014 issue of HEMMING'S CLASSIC CAR magazine has part one of a two part article about Cal Clark, Jr.'s 1961 Corvair 95 Rampside pickup. This first article deals with the history of the used vehicle that Cal bought in 1974. Clark's

Corvair Parts used this Rampside pickup as a work horse until 1986 when it was retired because it was in need of a full restoration. It wasn't until 2009 that work began on the Rampside to bring it up to trophy-winning quality. There are plenty of

photos and details about the restoration of the Rampside's body. The February issue of HEMMING'S CLASSIC CAR promises to cover restoration of the interior, running gear and finishing touches.

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