



# VAIRifiable News

## Cold Weather's Coming??

*The Preventative Maintenance Series*

*Mike Dawson*



It's time to review winter maintenance issues that might affect our Corvairs.

Keep in mind that heater efficiency can diminish slowly over time and not be noticed. Compare your car with another and whoever has the lesser heater has to get to work. Every part necessary to bring your car up to peak efficiency is available.

The following are some of the common and uncommon winter related items:

Early model and F.C. owners should know that the "Air" control is for defrost in warm weather. It actually collects fresh air off of the

cooling fan before it is heated (at the 3" hose at the back of the engine). For maximum heat, leave that lever up.

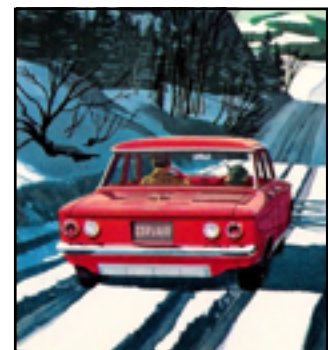
Check the cable travel at the heater box to see that the cable actually opens the door completely. Late models are adjustable at that point; check the shop manual.

Early model cars have a diverter door at the front floor outlet that closes to make the defroster work. With the defroster lever down, check for leaks at the floor and replace the foam door material if it is leaking.

### Calendar

**Nov 14:** Monthly CVCC meeting. 7pm River City Diner. 803 E Parham Rd, Richmond

**July 23-28, 2018:** CORSA Ntl Convention, Pittsburgh, PA



The lower outside air vent doors have rubber seals that are easily replaced if they leak. Vendors have all the parts. Also check the speedometer and brake line grommets for leaks. You can remove the front grill on F.C. models and seal the back with tape – it will stop most of the air leaks on your feet without doing anything else.

Install a new high speed blower motor with a new plastic fan in lieu of the metal fan (the center comes loose). Check for rodent nests in the heater box while the motor is out. Many Corvairs have slow blower speeds due to a voltage drop at the motor box. Run a voltage drop test or simply connect a jumper from a known good ground to the motor while it is running – if the motor speeds up, make the jumper permanent. You can add a high speed relay that raises available voltage and blower RPM. Instructions are on a separate tech sheet.

No matter how good your blower system is, if you have holes in your lower engine shrouds or the carpets are a swamp, you will get fogged up windows. Patch or replace bad shrouds and fix the interior leaks.

Disassemble, clean and lube your blower switches and they will last another 40 years. The early model cars have the blower speed resistor in the passenger side defroster duct, so do not stick a wire down there. If you have foam bits coming out of your defrosters, you may get smoke from the glowing resistor wire on low and medium speed.

Check your exhaust system! A rich gaseous smell that seems to go away when the engine is warm could be deadly. Use a stethoscope to check exhaust packing and head gaskets. Exhaust pipes need to exit out from under the body or the exhaust can get pulled in to the heater. Check thermostats and operation: Remember they fail in the open position.

The Preventative Maintenance Series (continued) Mike Dawson Key elements of cold weather starting: 1. Battery, Starter and Cables, 2. Engine tune, 3.

Clean dry fuel, 4. Clean Oil.

Many people think a slow cranking car in cold weather is due to the oil – not so unless it is dirty. Clean 30wt will allow faster cranking then dirty 10wt.

A battery will have only 30% of its cranking capacity at zero degrees. Also check cranking with a voltmeter; the minimum allowable voltage is 9.6. Corvairs should always be above 10. Try taking your battery inside overnight and notice the wonderful difference. You could also leave a drop light on beside it all night.

Battery cables need to be removed from the battery with the inside of the cable and the outside of the post cleaned until shiny. Many jumper cable sets are almost worthless since the wire gauge is too small – look for 4 gage or numerically smaller. You get what you pay for.

There is a difference in fuel blends between winter and summer and you should use the grade that your car works best with. You should add some gas antifreeze just to be safe, but only

the brand that uses isopropyl alcohol. Read the label, the yellow bottle of HEET is worthless, the red bottle works great. Rubbing alcohol will not work because it already has 30% water in.

All tune up items are important, but plugs, plug wires and the cap top the list of culprits in cold wet weather no-starts. A simple check of the wire boots that fit over the plug may show brittle rubber with cracks - guaranteed to misfire, particularly if the plug gaps are excessive.

Avoid starting fluids, the knocking noise that accompanies the starting is attempting to pop out valve seats and break top piston rings.

Tire pressure always drops in cold weather, and although radial tires try to keep their footprint, proper pressure and alignment are critical when it is slick. Check tread depth and tires must be matched to be effective on slick roads. Radials work good, an “all weather” radial is better and an actual radial snow tire is best. If you compare a snow tire with an all weather tire, you will see a “chunkier” appearance at the outer edges of the tread pattern. They will be a little noisier on the highway.

Sixty to eighty pounds of weight in the trunk seems to help front stability (GM suggested 60). Shift automatics to neutral when braking at a slick stop – it makes a difference, a BIG difference when the chokes are on.

If you park in the garage, check the gas tank bottom.

**MICE ARE NOT NICE!**



**Top:** Top of Vent  
**Above:** Bottom of vent before modification  
**Below:** Bottom of vent trimmed to fit drain holes



As probably all of you know, mice like to get in Corvairst engine compartments and wreak havoc. Not only do they tear up insulation and build their nests, but they bring in acorns by the 100's, which they seem to enjoy piling on the cylinder barrel and head cooling fins, as well as on top of the oil cooler. This of course creates overheating and can only be cleaned up by removing the top shroud to vacuum the fins off. If they get into the heating system, they can possibly work their way into the interior. But if all the heater hoses are in good condition and the damper doors are in proper working order, the mice should not be able to get in the heater system.

However, there is a factory installed "open door" for mice to get into the engine compartment on late model Corvairst. In the bottom of the air inlet plenum box there are two drain holes for water to run out that comes in through the air inlet grille behind the rear window. These drain holes are 1-1/4" wide by 2-1/4" long, more than adequate for mice to come and go as they want, and bring in all sorts of debris. If your Corvairst is kept in a garage where mice can't get in, this is not a problem, but if your Corvairst is outdoors or in a shed where mice can get to it, they will find their way in the engine compartment.

I have a Corvairst I keep in a shed that's not mouse proof and want to keep them out of the engine, so I looked at ways to keep them from coming though the drain holes. I wanted a solution that was inexpensive, would allow water to still drain out and mice couldn't chew through. Clark's Corvairst used to sell a rubber boot designed for these holes that allows water to drain out, but these must not be available anymore. So I looked at various options and decided upon using small household ventilation vents made from aluminum that cost about \$2 each I found at the hardware store. These vents are about 2-1/2" diameter with louvers that are small enough to keep mice out but allow water to drain. They are designed to fit into a 2" diameter hole, so I trimmed the "chimney" on the bottom so they would fit snugly in the 1-1/4" wide drain hole opening. Once installed, they can be removed easily for cleaning if they get plugged, but they fit tight enough that mice can't push them out. See pictures here of the vent before and after modification. There are probably better solutions, but this should work.

--Wade Lanning

NOVEMBER BIRTHDAYS		
1- Braden Thacker	10- Bobbi Clemens	27- Victoria Treibet
3- Ralph Ramsey	10- Grace Davis	
8- Dave Weaver	16- Patti Snyder	
	26- Rebecca McCray	



ANOTHER CVCC RAMPSIDE

MIKE DEJONG



My first Corvair was a 1964 500 3-speed coupe. It was a really cool car that got me hooked on Corvairs. I love the style of the late model though. To me

Corvair = different and the Rampside is really different. I bought my 1961 Rampside for \$400 dollars, \$300 too much according to David, but

behind the seat were close to \$500 worth of parts! So I will call that a win. The engine runs but needs refreshed carbs. It is a power glide truck with a good chance to live again. Lots of rust but the metal replacement is going well. Stay tuned



TROPHY IDEA

Wade Lanning found this neat idea for trophies. Anyone got a bunch of old pistons with rods attached laying around?



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Long time club member Red Edwards in Hopewell has decided to sell his 63 Monza convertible. Its been garage kept since he got it, probably about 1980, but hasn't been started in a long time. It might need carb, fuel system and brake work. Contact Wade Lanning for more info.

My father and I are selling a 1974 MG Midget. The \$4000 price in the ad gives me room for negotiating with strangers, but I'll give any CVCC member my bottom line price up-front since I prefer not to haggle with friends.

A portion of the proceeds will go to support my Corvair. Removing one car from the group of vehicles I maintain will also give me more energy & time for the Corvair. If you are interested, please give me a call (804-787-4194) or send an email. Please forward this email to anyone you think might have interest.

I'm willing to consider partial/complete trades appropriate for my 67 coupe, such as a 140 or Turbo motor, Corsa dash, interior kit, new carpet, unusual accessories, or NOS parts. I'd also consider a pickup truck or Jeep in trade.

Thanks for your help!

John

For Sale: All sorts of Corvair parts. I have a lot of used parts, so if you something let me know. Most parts are late model. This includes the usual stuff, like wheel covers, trim, etc, but also Corsa instrument panels and many other things. Very good prices to CVCC members. Wade Lanning. Contact me at 804-861-5748 or [wblanning@comcast.net](mailto:wblanning@comcast.net).

If you're not on Facebook, you missed all of these posts last month!

Oct 3: The Most Influential Corvair Never Built: Giugiaro's Chevrolet Testudo

Oct 3: EPA appears to open the door to cutting the amount of ethanol in fuel

Oct 5: Sturbridge, MA couple killed in crash between Corvair and SUV

Oct 5: New 1/25 Corvair 95 Rampside resin kit

Oct 16: Tony Dow (Wally Cleaver for Leave it to Beaver) on it's 60th anniversary (and he still has his first car...a Corvair!

Oct 16: Farmer's Insurance TV Commercial featuring an on-fire Corvair

Oct 16: 1964 Corvair Greenbrier -Motor Trend (featuring Allen Bristow's Greenbrier)

Oct 27: Trunk or Treat Photos

Oct 31: Video on Understeer vs Oversteer

