



VAIRifiable News

Well, Since I've got the time!

Home Maintenance Projects Finally Get Their Turn!



With the Covid-19 Virus still dominating the landscape and social distancing / quarantine procedures in effect, many people have nothing but time on their hands. This month we will highlight a few of our members projects.

First up is Wade Lanning and a leaky windshield repair.

My 1967 Monza coupe leaked around the windshield, so recently I removed the windshield to reseal it. As is typically the case, the track had rust under the sealing cord that had to be cleaned up. After wire

brushing the rust out of the track, there was pitting left in the metal that I had to fill. Sanding the filler can be a tedious task. With the trim retaining clips around the track, a sanding block can't be used in some sections or the corners. I found that a vibrating detail sander, also sometimes called a multi-tool, was very good for getting in the corners and around the pins as shown here. Very little work was needed with a small piece of sand paper afterwards.


--Wade Lanning--

Calendar

**Vair Fair 2020
Cancelled**

**CORSA Regional
Convention
Cancelled**

**CORSA International
Convention
Cancelled**




BLUE CHIP TOOLS FAN BELT PULLEY NUT EXTENDERS

ALAN WHITE

Changing or adjusting fan belts on Corvairs is one of the most frequent minor maintenance procedures that we have to do on our cars and you would think that GM could have made access to the adjustment bolts just a little easier! Getting the correct angle to get a wrench to loosen the two adjustment nuts can be an exercise in temperament and can lead to a few bleeding knuckles!

Various remedies have been tried over the years. The above deformed wrench has served me well over the years and I really like it. I purchased it in Helen, GA at Springfest one year from a vendor but I can't



remember right off hand who it was.

While it works quite well, I only have one of them and I have 3 Corvairs. I always

keep a spare fan belt in each of the Corvairs but I rarely ever remember to swap the wrench out from one vehicle to the next when I take one out for a spin.

The only time I've had an actual fan belt emergency was when I was in the Rampside on my way to VIR for the Corvair races. The old belt shredded and there I was on the side of Rt 29 searching for my fan belt wrench which was at home safe in it's drawer in my garage! I was able to loosen the nuts after a while and some choice words and I made it to VIR with no more complications.

Russell Davis through his Blue Chip Tools Co. has remedied my problem. He has developed high quality long extension replacement nuts for the stock ones on the Corvair. By extending out, they are able to be easily accessed with a standard straight wrench and by golly, I've got enough straight wrenches to keep one in each vehicle's mini tool kit!

First, I had to get my deformed wrench to loosen the existing nuts. If you don't have one of these, I'm sure you'll get them loose some time! Next you put the shiny new extender bolt into the rear most adjustment

position. It comes with two discardable nuts that help you seat it. Now, for the next 5 minutes you will be threading this new bolt into it's socket! These are designed to be a tight fit and they are! Combine that with limited room to move your wrench and, yep, it takes a little while! Now remove the two nuts and you're ready to reassemble your pulley.



Left: Initial threading
Right: Fully threaded to the stop.
Below: Nuts removed from new bolt

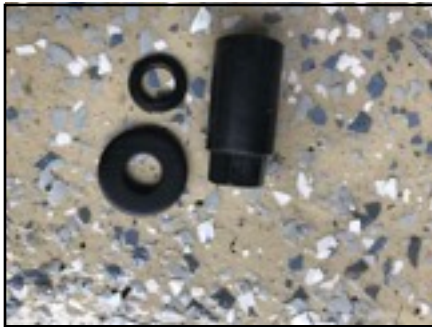


Once the pulley is back in position, place the large flat washer next to the pulley and next put on the lock washer. The shorter of the two extender nuts goes on the rear-most bolt (The one closest to you) and it's easier to put it on first. The instructions say to completely remove the fan belt but I found it no problem to do this without

NUT EXTENDERS (CONT)



completely removing the fan belt. I just pushed it to one side as I worked. You may, however, want a magnet stick to retrieve that washer you just dropped! Once both nuts are in place, you can tighten them down easily using any standard open-ended wrench! Wallah! Problem solved!



Left: Long and Short Replacement Nuts:

Right: New nuts in place



OIL STAINS IN THE DRIVEWAY

MIKE DEJONG

Greetings, fellow Corvairsters! To begin, I hope you are all safe and healthy. I experienced my first social distancing Tech Session the other day when David Robertson came to my house to adjust the shifter on my power glide coupe. He brought the proper tool for cable set up, and from a safe distance, I learned as much as I could on the process. Thank you, David, for taking the risk. The transmission now works nicely, and the coupe is back on the road.

I used some of this down time to pull the interior out of my '65 convertible. I coated the floor and quarter window wells with POR-15; I still have kick panel vent areas and door interiors to do. Then I installed Boom Mat sound deadening. This project is using \$120/3 quarts of POR-15 and \$300/3 boxes of Boom mat 1' x2' sheets (10 to a box). I did the seat and front floor first then drove the car with back section bare metal. Lots of noise! I had used the foil covered rag stock Clark's sells, but this held moisture and caused rust issues. This project is a lot of work but the benefits will last the life of the car.



I also replaced the passenger side rear hub assembly with a Clark's unit. The driver's side is next – yes, no sound deadening can reveal lots of other issues.

I have wanted to drop the top during this nice weather but would hate to catch a face full of sneeze from another driver three cars ahead of me!

Is the next Vair Fair car show going to be held virtually? Send in pictures of your car for judging, a quick skype with judges, and a video walk around of the car? The future is uncertain, but the love of our cars does not flag in the face of adversity.

I looked into electrifying a Corvairster, and roughly 10k will get you a motor: \$4200 for

OIL STAINS (CONT)

hundred horsepower that includes basic controller; \$4000 for four batteries with about a 130-mile range, the rest is for adapter plate and drive coupler and regenerative braking unit to extend battery life. Two batteries replace the full tank. One on each side of engine bay in the rear. Charge plug behind gas cap door.

Take care of yourselves, and we will meet in the future.



Right: Mike "assisting" Dave Robertson adjust the shifter!

VAIR FAIR CANCELLED



Well, along with just about everything else in our lives, the Vair Fair is cancelled this year. David and Katie Clemens have put in a lot of work in making this a great Vair Fair but hopefully it will not go to waste. Rather than saying "cancelled," maybe I should have just said "postponed!" We hope to pick up where we left off next year. Same place, same great

show, just a different year. Some thought was put into rescheduling it later in the year but the uncertainty that abounds doesn't make that a reliable option.

Once things open back up, we will hopefully be able to have some sort of function to bring everyone together. Instead of a Vair Fair, maybe it will just be a Vair Mediocre but we've got to do

something. We could possibly hold a driving rally. We could try again for the rally down to Yorktown or if anyone has some ideas of things to do or places to go, speak up!

Additionally, we are not the only Corvair show to cancel. Both the Regional Convention in Springfield, IL and the International Convention in San Diego have both been cancelled.



Welcome to Garrett Davis! Garrett is from Chesapeake. He owns a '69 Monza and yes boys and girls...he's a mechanic!!!!

ANNIVERSARY HOMECOMING

WADE LANNING



Above: Corvair at Strosnider Chevy.
Right: Car still has Strosnider emblem on the bumper!

On Sunday, April 12, I took one of my Corvairs to the dealership where it was bought in April 1966; Strosnider Chevrolet in Hopewell, VA as shown in the pictures here. This particular Corvair was bought there by the late Ken Bunnell while he was still in the Army and stationed at nearby Ft. Lee, VA. After retiring from the Army, he worked at Strosnider's in the parts department. Although the dealership has moved to a new location a few miles away since Ken bought it in 1966, it's still owned and operated by the sons and grandsons of the dealership's 1966 owner.

In 1994 Ken mentioned he was thinking about selling the Corvair, at which time I told him I would be interested when he decided to

sell it. After a 10-year period, Ken finally decided to sell it and I bought the Corvair in 2004. Ken passed away in March 2008 and the Corvair lead the funeral procession to the cemetery. The story of Ken and this car was published in the May 2008 CORSA Communique, including a better photograph on that issue's cover.



BLUE CHIP TOOLS NEW ITEM



Russell Davis has announced that he is now offering nickel plated head nuts. They are 1" tall, grade 8. They have a full thread engagement on case stud with a class 3 thread. These nickel plated nuts will prevent the case stud from rusting. They will sell for \$70.00 per set. You can get them from Russell through Blue Chip Tools. Contact him at Blue Chip Tools on Facebook or you can call 757-642-0665.

The New Normal: Shopping with a Mask!



FOR SALE

1964 Monza convertible. Needs full restoration use as a parts car. Needs paint, interior, top, engine and mechanical work. Spare engine lid & trunk lid included. Located in Richmond area. \$1000. Call Danny Workman, 804-387-9563.

CENTRAL VIRGINIA CORVAIR CLUB

Formed in 1979

Membership Application

Name: _____ Birth Month/day: _____
Birthdays for the month are noted in our newsletter for that month

Street: _____

City: _____ Zip: _____

Telephone: Home _____ Work or Cell (optional): _____

Email Address: _____

Profession: _____

Spouse's name: _____ Birth Month/day: _____

Children's Names: _____ Birth Month/day: _____
(lining & home)

_____ Birth Month/day: _____

Corvaire (s) you own: _____

Corvaire skills: _____

Other hobbies: _____

Dues enclosed: **Central Virginia Corvaire Club** . . . \$12.00 a year if you receive
newsletter via email, \$17.00 a year if you receive newsletter via Postal Service.

Annual membership: \$ _____

Corvaire Society of America (CORSA) \$45/yr \$ _____

(Recommended, do not pro-rate. Not applicable

If already a CORSA member) Total Enclosed.....\$ _____

Dues are pro-rated at \$1.00 per Full month you belong until the next July. For Example,
if you join in October, your dues are \$9.00 dollars. If you join in February, your dues are
\$5.00. **Please make checks payable to Central Virginia Corvaire Club**

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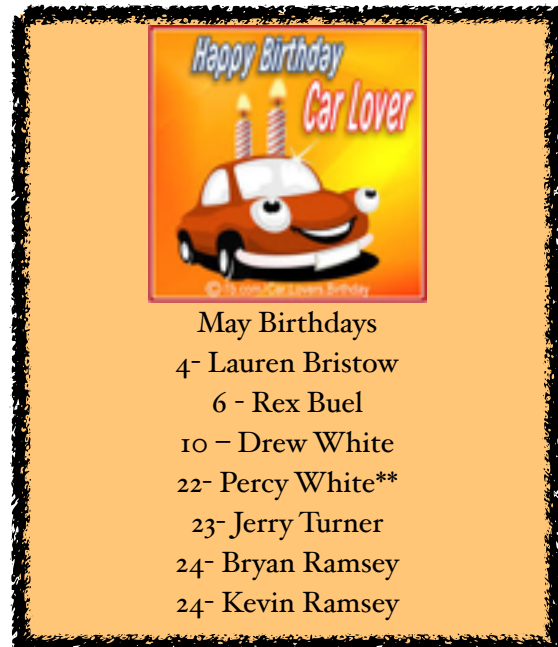


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May Birthdays

- 4- Lauren Bristow
- 6 - Rex Buel
- 10 - Drew White
- 22- Percy White**
- 23- Jerry Turner
- 24- Bryan Ramsey
- 24- Kevin Ramsey