

# VAIR-IATIONS



NEWSLETTER OF THE

**NIAGARA FRONTIER CORVAIR CLUB** ESTABLISHED 1973

CLUB MAILING ADDRESS: POST OFFICE BOX 45, BUFFALO, N.Y. 14224

NIAGARA FRONTIER CORVAIR CLUB IS A CHARTERED CHAPTER OF THE CORVAIR SOCIETY OF AMERICA

April 1983

Volume 10 #4

We will try to have 2 more films from the A.A.A. to see at the April meeting.

Plans and details of our upcoming June N.F.C.C. 10th Anniversary Banquet were gone over and finalized at the meeting. Ann and Joe Grifasi have written up a flier which is included in this newsletter. Make your plans now!

Plans for "Vair Affair" '83 are well underway and Stan Light has the publicity end of it well covered.

Members whose dues are past due

Brian Cummins 2/83      Dennis Zauner 4/83

Members whose dues are coming up

Terry Smith 5/83

Next Meeting: The May N.F.C.C. meeting will be on the 2nd Monday of May, the 9th. The Meeting will start at 7:15 sharp, at the Clarence Public Library which is right next door to the Clarence Public High School. (The library address is 9644 Main Street in Clarence.)

After the meeting Stan Light demonstrated how to properly regrease a vans rear wheel gearings. Thank's Stan.

Calendar of Upcoming events:

Syracuse Recall

N.F.C.C. 10th Anniversary Banquet

N.F.C.C. Picnic at Art Lords Dude Ranch

CORSA National Convention

N.F.C.C. Vair Affair

June 3-5th

June 11th

July 10th

July 27th-30th

Sept. 11th

21M

CLASSIFIEDS: If you have any classified ads, call Paul at 625-9699.

For Sale: 1965 Monza conv. S. Carolina car, body very good, 4 spd. sag., 110 H.P. Needs restoration or very little work for daily use. Best offer or trade for good rampside. Terry Smith 741-3508.

Parts for Sale: Engines: 140 H.P. \$250.00 ; 102 H.P. \$150.00; 110 H.P. \$150.00; AT w/transaxle \$35.00; '62 3 spd. w/trans from FG \$75.00; '65 4spd. \$75.00; EICO 4 barrell with holly carb for 140 \$80.00; '63 cp. doors E.C. \$50.00 both; FG doors E.C. \$100.00 both; '65 tan buckets \$40.00; '63 turk. buckets; '67 gold 4 door buckets; 65-69 ft. susp. \$75.00; Corsa dash \$60.00  
Terry Smith 741-3508

Wanted: Passenger side front wheel well moulding for '65 Vair.  
Call Mark Lafler 433-3284

-3-

### Tech Topics

#### Gas Gages & Gas Tank Sending Units

Bill Clemens - Central Virginia Corvair Club

Do you have a problem with your gas gage? If so read on, if not you may still want to read this as it provides a simple method of trouble shooting the gas indicator system. By the way this has nothing to do with how to obtain the cash to keep the tank full. I am assuming you have gas in the tank.

First turn on your key and observe the gas gage, next crawl under the car in front of the passenger door, you will see a round insert on the right side of the gas tank, there are three connections, one is the gas feed line (attached to a rubber hose), one is a ground wire to the chassis, and the other is a wire with a push on connector. Grab this connector and pull it off. Next observe your gage (with the key on), it should now read above full. Next take a piece of wire or clip lead and connect the lead you just pulled off to ground (chassis), the gage should now read empty. If these two indications are correct your trouble is in the sending unit in the tank. If you do not get this indication your trouble is in the gage or wiring system.

If the sending unit in your gas tank is bad it's not really too hard of a task to change. The sending unit consists of a float, strainer and resistor. The float goes up and down with the gas and moves the resistor, something like turning up and down the volume on a radio. Different models are different value resistors, the 65-67 sending units are marked 90 ohm, the early model is lower but not marked, it is somewhere around 50 ohm, the 68-69 model? (I don't know.)

To replace the unit, drain the tank by removing the hose and draining it into a can, it helps to have the tank almost empty before starting, also jack up the right side so the gas flows to the left. Remove the ground wire and push on connector. The sending unit is held in place by a round retaining ring which must be rotated counter clockwise (CCW). Once the ring is off the sending unit and gasket, just lift out. It is best to have available a new locking ring and gasket. Install the new sending unit in reverse order and reattach the connections.

### 3 Pages from the "Mustang Encyclopedia"

The swift, solid sales success of the four-seat Thunderbird combined with continuing buyer interest in sports cars to suggest a new market segment in the early '60s—the sporty, low-priced compact. The first of these was the Corvair Monza, introduced late in the 1960 model year as a trim option for Chevrolet's new rear-engine economy car. The most advanced of the Big Three compacts, Corvair was simply too unconventional for an economy car, and did not sell well against Ford's ultra-simple Falcon. Chevy quickly realized its mistake, and brought out the front-engine, live-

axle Chevy II for 1962 to compete with the Falcon after suffering two years of disappointing Corvair sales. But the Monza had vinyl bucket seats, full carpeting, and snazzy close-coupled looks, and was seen by many as sort of poor man's Thunderbird. As such it sold like hotcakes. Priced at about \$2200, it cost \$1500 less than a T-Bird and some \$500 less than a Triumph TR-3. Successful beyond even GM's projections, the Monza singlehandedly kept Corvair alive for the next nine years.

For 1961, Chevy offered an optional four-speed gearbox, which only added to the Monza's appeal. Compared to about 12,000 units built in what was left of the 1960 model year, Monza production soared to 143,000. Body style



The success of the 1958 T-Bird inspired other companies to copy the personal-luxury concept. One of the imitators was the 1962 Studebaker Gran Turismo Hawk (above). But the introduction of domestic compacts in the early 1960s spurred interest in another type of car that hinted at a market for the Mustang: small and sporty, with a lot of verve on the road. The Dodge Lancer GT (left) was a sports variant of a compact line. The unconventional Corvair couldn't match sales of the Ford Falcon, but the sporty Monza models (opposite page) were more fun to drive.

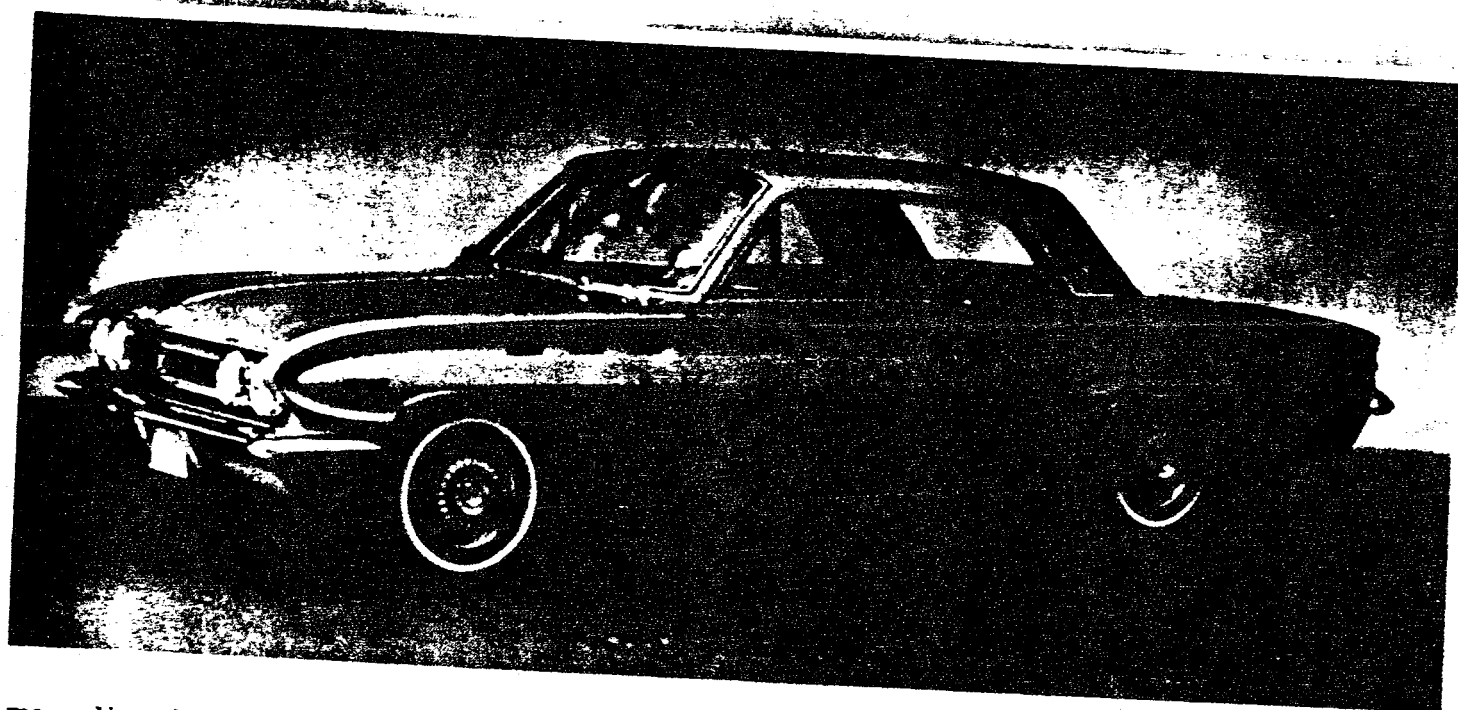
choices were expanded for 1962, and included a new convertible. Sales shot up past the 200,000 mark. For the really serious driver there was the 150-bhp turbocharged Monza Spyder, another new addition to the '62 line. This later evolved into the 1965-66 Corsa. Spyders and Corsas were rapid, good-handling cars of a size and character Chevrolet had never built before. And over a winding road, a well-driver Spyder could give fits to an MG driver.

So, the Corvair proved successful not as an economy car as Chevy had intended but as a sporty, fun-to-drive compact. Even more important, though, it revealed the existence of a brand-new market. Quite naturally, Monza was not alone for long. For 1962, Chrysler jumped into the fray

with bucket-seat versions of its compact Plymouth Valiant and Dodge Lancer. That same year also saw the Chrysler Windsor replaced by a sportier "non-letter" 300 series. Priced at around \$3500, it sold well by combining a milder, though still powerful, engine with the styling of the legendary letter series cars.

But public interest and the sales battles centered mainly on the sporty compacts. Rival GM divisions were quick to follow Chevy's lead with the Buick Special Skylark, Pontiac Tempest LeMans, and Oldsmobile F-85 Cutlass. Studebaker chimed in with the Lark Daytona for '62, offering the obligatory bucket seats plus complete instrumentation and options like disc brakes, four-speed gearbox, and perfor-





mance V-8s of up to 300 bhp.

Ford Motor Company was not about to be left out of this money-making picture. Its immediate answer to the Monza was the Falcon Futura, which arrived in the spring of 1961 as a spiffed-up two-door sedan with bucket seats and deluxe trim. It sold well, and continued with few changes through 1963. More exciting was the Sprint, first offered in the spring of that year in convertible or hardtop form as a special version of the Futura. The Sprint was available with what would turn out to be a significant new engine—Ford's 260-cid small-block V-8 with 164 bhp. This powerful, efficient engine coupled to an optional four-speed gearbox gave the Sprint truly vivid performance. And, the car had all the features that symbolized performance in the '60s: bucket seats, console, and extra instruments including a 6000-rpm tachometer.

Inspired by the success of the Corvair Monza, other GM divisions offered sport coupe versions of their compacts, like the 1961 Olds F-85 Cutlass (top) and 1962 Buick Special Skylark (above). Ford countered with the Falcon Futura (opposite page), which had bucket seats and deluxe trim. Later, Ford's small-block V-8 was offered in a Sprint version.

The Sprint continued through the Falcon's first restyle for 1964 and the second for 1966. By then, Ford had increased the small block's displacement to 289 cid. For 1967, the "Stage 2" engine with four-barrel carburetor offered 225 bhp. Mercury's Falcon-based Comet S-22 and Cyclone were similar in concept and performance to the Futura and Futura Sprint.

## MAKE THOSE CHOKES WORK!!!

by Mark Lefler

With a properly adjusted choke system, cold starting of a Corvair works like this:

- Turn the key and the motor fires and immediately reaches fast idle.
- After a 15 second warm up (for oil circulation) it is driveable.

Not the way yours works? Then read on, because it is supposed to.

Simply stated, the choke has to do this:

- Close all the way in order to set the fast idle linkage.
- Then open some to allow air flow as the motor fires.

When adjusting your chokes, follow the shop manual and pay close attention to the following.

1. Make sure the choke does close all the way.
2. Fast idle linkage. Make sure it reaches it's proper position.
3. Now the real secret. Remember that the choke has to open some as the motor starts? That is the function of the plastic choke control valve. Yes- that plastic thing on the top of the carb, supposed to be white but usually faded yellow. Color doesn't matter as long as it works. Sensing vacuum, the choke control pulls the choke plate open a slight amount, allowing enough air flow to support the fast idle speed. It must be adjusted to open the proper amount ! Open too little, air flow won't support the fuel, and it will stall. Open too much, air flow is too great for the fuel flow, and....stall again.

With that understood, adjusted, and ready to go, here is the secret of actually starting the engine.

- Depress the pedal all the way and remove your foot. On very cold mornings, you may have to do this twice. The accelerator pump has just supplied a shot of fuel to the carb throat, and the linkage has been set at fast idle position.
- Now turn the key and all is operating properly. BUT, keep your foot off the pedal until you are ready to drive. This is an automatic system, remember. Any movement of the linkage may disturb the fast idle position you spent all that time adjusting.

Final tip: THROW AWAY THAT ETHER CAN FOREVER

RECALL 5

PRE-REGISTRATION FORM

ITEM

COST

Sub-total

1. Registration Fee	<i>\$15.00 Family</i>	\$10.00 <i>single</i>	
2. Concours		\$10.00 per car	
3. Rallye		\$ 5.00 per car	
4. Gymkhana	( per driver)	\$ 5.00 each	
5. Auto Cross	( per driver)	\$ 7.00 each	
6. Flea Market	(Fri. thru Sun.)	\$10.00	
7. Model Car Concours		\$ 3.00 per car	
8. Ladies Shopping Tour		\$ 9.50 each	
9. Childrens Tours		\$ 9.50 each	
10. BAR-B-Q	(all you can eat) 12 years thru adult	\$15.00 each	
11. Plant Tours	Friday afternoon ONLY. First come first serve		NC
		TOTAL	
NOTICE----		Pre-registration SPECIAL \$42.00	\$42.00
		Includes 1 each of the following.	
		Items 1, 2, 3, 4, 5, and 10.	
		Add any additional items to this price. TOTAL	
Please make checks payable to-----			
CENTRAL N.Y. CORVAIR CLUB INC.			
MAIL TO-----			
CENTRAL N.Y. CORVAIR CLUB INC.			
c/o DICK SPRING			
112 MORGAN AVE.			
SYRACUSE, N.Y. 13204			
<u>DO NOT SEND CASH</u>		<u>DO NOT SEND CASH</u>	<u>DO NOT SEND CASH</u>
<u>DEADLINE FOR PRE-REGISTRATION IS MAY 20th 1983.</u>			
NAME _____			
ADRESS _____		CITY _____	STATE _____ ZIP _____
CLUB _____		CORSA MEMBER NO. _____	
For office use--- Date Recd. _____ Date confirmed _____			
Registration number _____			

Cut Here





# NFCC TENTH ANNIVERSARY DINNER

Make plans now to attend our annual Corvair Club Buffet Dinner.

WHERE: Santora's LaStanza Ristorante  
1030 Niagara Falls Boulevard  
Tonawanda, New York  
(North of Sheridan Drive)

WHEN: Saturday, June 11, 1983  
7:30 Cocktails (Cash Bar)  
8:00 Dinner will be served

COST: \$10.00 per person

DINNER INCLUDES: Broiled chicken, meat balls, sausage, Italian style pasta, roast beef, cold virginia ham, assorted cold cuts, potato salad, chef salad, fruited jello mold, relish tray, dinner rolls, hot garlic bread, sweet tray and coffee.

Return the attached form with your money to the next club meeting or mail it before June 1, 1983 to:

Niagara Frontier Corvair Club  
c/o Joe Grifasi  
34 Nancy Lane  
Amherst, NY 14120

Make checks payable to the NIAGARA FRONTIER CORVAIR CLUB.

No reservations will be accepted after June 3, 1983.





**CENTRAL NEW YORK CORVAIR CLUB, INC.**  
**P.O. Box 256**  
**Syracuse, New York 13215**



Fellow Corvair Enthusiast

We invite you to RECALL 5

The Central New York Corvair Club is again looking forward to hosting our usual fun filled weekend at the Syracuse Marriott, June 3rd, 4th, and 5th. We will be very happy to have you join us.

All registration and information will be handled at our Field Office (Room 128) starting at 12 Noon on Friday the 3rd. until 6 PM.

**FRIDAY AGENDA**

2 PM Plant Tours leave Marriott

6:30 PM Rallye registration & inspection.

7:00 PM Rallye First car out.

8:00 PM PARTY Hospitality Suite Rm. 741

Flea Market and Vendors will open from 12N on.

**SATURDAY AGENDA**

8 till 9:30 AM Coffee and Donuts Rm. 741

ALL DAY-- Flea Market and Vendors

9 till 12 N - Concours Registration

12N till 2PM- Concours Judging

9 AM Shopping Tour leaves

Childrens Tour leaves

3 PM Gymkhana and Autocross

7:30 PM BAR-B-Q and Awards

**SUNDAY AGENDA**

8:00 AM Vendors and Flea Market opens.

Coffee and Donuts Rm. 741

1:00 PM Marriott checkout time.

In addition, KRAM will be there all weekend to paint your favorite T-shirt, and so will Mr. Bumgarner, (one of the finest free-hand pinstripers on the east coast).

See you at the Marriott.

Dick Spring

Chairman

RECALL 5

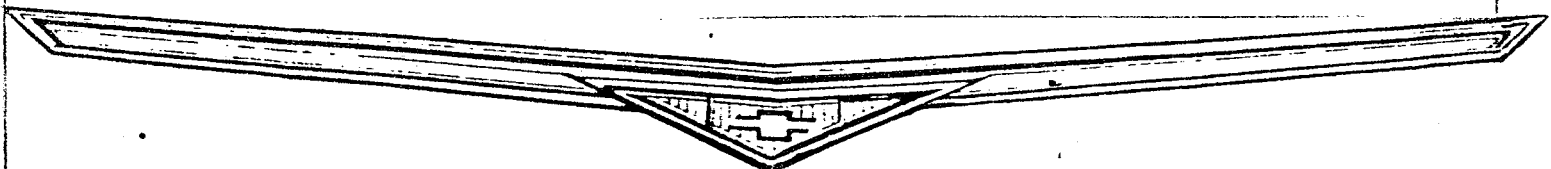


## Officers & Advisory Board

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V. President	Stan Light	547-2273
Secretary	Paul J. Murnyack	625-9699
Treasurer	Terry Smith	741-3508

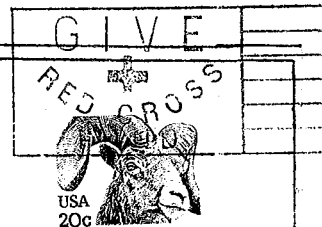
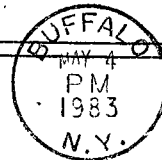
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"	Mark Lafler	433-3284

Vair-iations		
Editor	Paul J. Murnyack	625-9699



# We Still Love Our Corvairs!

VAIR-iations  
 NIAGARA FRONTIER CORVAIR CLUB  
 P.O. BOX 45, BUFFALO, NY 14224



James P. Bartasevich  
 36 Briggsboro Lane  
 Fairport, NY 14450

