



Corvair Chatter

Quick Facts

NEXT MEETING: Zoom Meeting, March 24, 2021, 7:00 p.m.

Membership Dues: Please pay your membership dues! \$20.00 for the year. If you don't receive emails or newsletters after this month, its because... Please send checks or cash to Wes Nicholas. Checks made out to: "CCRC"

Features

1. Message From the Club
2. Latest CCRC News
3. Meeting Minutes
4. Upcoming Events
5. Classified Section
6. CCRC Stories and Club Member Corner

Firing Order

President	John Heiser
Vice President	Carl Funk
Activities	Position Open
Secretary	Position Open
Membership	Joseph Howard
Treasurer	Wes Nicholas
Editor	Position Open
Historian	Christy Barden

Finding Us

Website; www.northern-california-covairs.com
 Facebook; [Classic Corvairs of River City](#)

Message From the President:

Hello fellow Club Members! Quite a bit of activity this month including progress on the Club's 63' Spyder! A big thank you for the Club members volunteering! Wes Nicholas has done an excellent job on the interior, Curt Tate, Joseph Howard, and other club members who have volunteered working on this car! The 63' Spyder is running and in the stage of finishing up the interior, trunk and engine compartment prior to paint. Can't wait for the Spyder to be completed! Car shows are starting to occur including the Sacramento Classic Car Parts Swap Meet located at the Yolo County fairgrounds on April 17, 2021. Speaking of Swap Meets, a few folks have inquired about if CCRC is planning a Spring Fling this Year, and if not, how about a Swap Meet in May. Lets discuss at our next Club meeting.

Our next club meeting is scheduled for March 24, 2021 at 7:00 p.m. and will be using the Zoom platform. I will send out the Zoom meeting info reminder via emails.

Join Zoom Meeting

<https://us02web.zoom.us/j/87946121048?pwd=dDdtVWFIZC9FVFpPRTGg4aFhW5G4vQT09>

Meeting ID: 879 4612 1048

Passcode: 315064

One tap mobile

+16699009128,,87946121048#,,,,*315064# US (San Jose)

Dial by your location

+1 669 900 9128 US (San Jose)

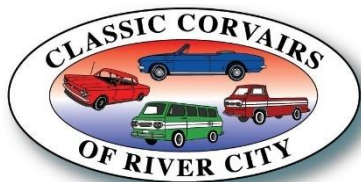
Meeting ID: 879 4612 1048

Passcode: 315064

Find your local number: <https://us02web.zoom.us/j/87946121048>

Don't forget: The Folsom Air Cooled Java Cruisers are hosting another social event at Lembi Park in Folsom on March 21, 2021 starting at 10:00 a.m. Come on out with your Corvair! Awards will be handed out as well.

Thank you all for your continued help, volunteering and assistance!



Latest CCRC News

Ongoing Events:

Bel Air Second Saturday Cars and Coffee. 4320 Arden Way near the corner of Eastern. Time: 8 a.m. to 11 a.m. On hold until further notice.

Carmichael Bel Air Sunday Cars and Coffee. 4005 Manzanita Avenue at the intersection of Fair Oaks Blvd and Manzanita Avenue near the corner of Cypress. Time: 7:30 a.m. to 10:00 a.m.

Folsom Cars and Coffee: Town Center, El Dorado Hills, every Saturday morning 7 am to 9:30 am.

Car Shows:

Air Cooled Java Cruisers: Lembi Community Park, Folsom, CA. Sunday, March 21, 2021 at 10 AM – 1 PM. Come on out and enjoy some good friends and cool air cooled cars. Bring some food if you like, socialize responsibly, trophies provided and of course it's free. This is at the east end of the park near Timson Dr. There is grass and trees for shade, bring a chair.

Central Coast Corsa: Vairfest 2021: June 25-June 27. Arroyo Grande, CA 93420.

SPYMAN Classics & Memorabilia: Mean Machines Free Car Show. 1st Friday of the Month. 4907 Auburn Blvd., Sacramento, CA. 95841.

Kars For Kids: Dead Car Cruisin Car Show: April 24, (in case of rain), May 1st. El Tapatio in Auburn. For more Info: Call Mary Gromer (916) 335-8566.

South Coast Corvair Club: Ageless to Anarchy Corvair Cruise In. September 11, 2021. Automobile Driving Museum, El Segundo, CA.

The San Francisco Club would like to host a joint Corvair Show with CCRC. So, lets start planning on a joint show.

River City Brewing Company: Corvair Club showing in Carmichael – Milagro Center, Corner of Marconi and Fair Oaks Blvd. Date: Time:

Meeting Minutes

By John Heiser

February 13, 2020 – Club Meeting Minutes:

John opened up the meeting at 10:15 a.m.

Introductions made, Club President shared a recently purchased brand new rear engine wiring harness and a torque converter that has been gutted to be used for starting/testing Corvair engines that have been removed instead of using a used flywheel with starting ring gear. I tried it out recently and it works! I also requested an update on the Club's loaner tools and trying to update the process of lending those tools out if Club Members need to use them.

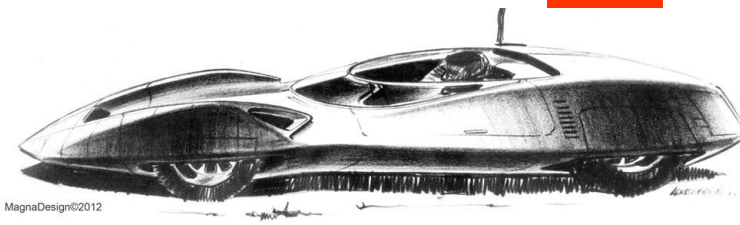
Event updates discussed with Autorama cancelled this year and discussions regarding the CORSA Convention in San Diego this July. CORSA indicated that the San Diego Convention is cancelled.

Wes provided an update on the treasury, recent purchases of corvair parts for sale and a status update on the Club's project car.

The Club's 140 hp engine was sold for \$2,250.00 to Mr. Stone who will be using it for his 1963 Corvair. A work party will be scheduled soon to remove the existing engine out of Mr. Stone's Corvair and install the 140 hp engine. More updates at the March club meeting.

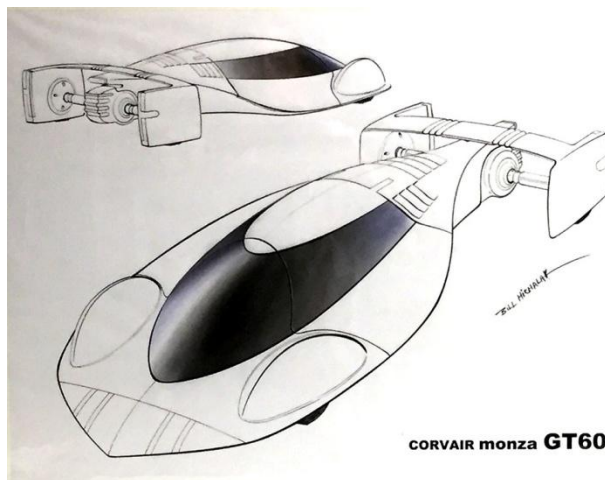
Corvair Resources (Online)

Q&A - www.corvaircenter.com
www.corvairforum.com
Parts - www.corvair.com (Clark's)
www.californiacorvairparts.com
www.mikescorvairparts.com
www.rockauto.com
Sale - www.jaxed.com
www.corvairtrader.com (Parts & Sales)
Resources –
<https://www.corvair.org/chapters/corvanatics>
Car Building – <http://autoexer.skiblack.com>
Fun - www.youtube.com/user/davemotohead1
www.deansgarage.com



Birthdays

March 1: Bill McDonald
March 9: Suzanne Barnes
March 15: Bonnie Howard



CCRC Club Member Assistance:

CLASSIC CORVAIRS of RIVER CITY CLUB MEMBERS

In the last year, our club has lost at least six members with cars that participated in club outings. It is getting more difficult to get a respectable number of cars at club-sanctioned events. Car shows, concours, the Autorama and State Fair participation require strong showings. We may not be invited back to the State Fair this year due to our poor showing last year.

In order to get more cars on the road, the club leadership is offering assistance to members that have Corvairs that need help to get them running. This help will be in the form of technical expertise, mechanic labor and financial assistance.

If you have a Corvair that is in need of work, contact John Heiser and give him the details on what you require in the way of help. A committee will review the requests and select those we think are the best candidates. Remember the goal is to get more Corvairs at our club events. Those chosen will be expected to participate and help the club increase the number of cars that we put on display.

Your Comments

CORVAIR CHATTER Newsletter - Let us know if there is something that you'd like to see in our monthly newsletter. Email your thoughts to John, Johnh1@thegrid.net

Club Activities - You may have some great ideas for club activities. We want to hear them! Better yet, we'd like you to participate in the planning of your activity idea. Email your ideas to Carl Funk at; edieboopboop@yahoo.com

Classified Section



Clark's Corvair Parts®

Our catalog lists over 15,000 parts for your Corvair. We carry engine parts, body panels, upholstery and much more! There are 1,000's of reproduced items available, pages of technical information and lots of other helpful hints.



Check us out at www.corvair.com or call today to order a copy of our printed catalog. You will quickly see why we are the world's largest supplier of parts and all your other Corvair needs. Clark's - More than Parts!

Clark's Corvair Parts® 400 Mohawk Trail, Shelburne Falls, MA 01370
(413)625-9776 www.corvair.com email: clarks@corvair.com



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Fax: 916-635-0346
Auto * Home * Life * Business



Bob Hooker would like to trade his '64 daily-driver Spyder for a Greenbrier. Please contact Bob for details at roberth89@surewest.net, 916-772-6097.

Jim Messick in Stockton has a '64 Spyder convertible for sale. May need engine parts, has a ding near left tail light, and upholstery needs replacement. Asking \$1500. Contact Jim at 209-969-2069.

For Sale: Rampside, Greenbrier, corvair engines, transaxles, parts etc. Contact Larry Forman at (916) 216-9801

For Sale: 1964 Corvair Convertible located in Elk Grove. Contact. James Koch: edselhusband@aol.com

Free: 2 front seat frames for a 1964 Corvair Convertible. Contact. Ken Basile in Penn Valley. (530) 432-9590

For Sale: 1962 Corvair Monza (969) 4 Door. Vin#: 209690164368. Recently painted Seamist Turquoise including all 4 rims to match the body color. Rebuilt Carburetors, new throttle shafts, new accelerator pump cups. New fuel tank sending unit, brake parts, hoses etc... Asking \$2,500. Located in Sacramento. Contact: Marc Cooper. (916) 643-5808. Manufactured at the Oakland Plant. July 1962.



If you would like to submit a Corvair or Corvair's including related items to the classified section of the newsletter. Please send me electronic pictures of the item, pictures of the Corvair(s), including engine, interior, description, such as the year, mileage, manual or automatic transmission, if possible, asking price and contact information. If you are placing a classified regarding "In Search Of" related to Corvairs, please email the information to me. Please provide these items prior to the next months publication. Which is about the first week of the month. If the car or item has sold, please let me know. My email: Johnh1@thegrid.net. Thank you.

Back to basics: Understanding the carburetor and fixing it yourself

[Benjamin Preston](#)

15 June 2017

One of the most problematic and least-understood parts of any classic car is its carburetor. Everything else can be functioning perfectly, but one little ailment from the carb spells poor drivability and a certain headache for whomever is behind the wheel. Not everyone can troubleshoot a carb—and fewer still have any inclination to work on one—but [understanding how they work](#) goes a long way toward easing frustration when problems arise.



Here are the basics:

1. Air enters through the top of the carburetor (or the side, or the bottom, depending upon the carburetor's design) on its way to the intake manifold and eventually the combustion chamber of each cylinder. The passage that air passes through is typically referred to as the carburetor's throat, bore or barrel.
2. A necked-down section of this passage – narrower in the middle and wider before and after – is called the venturi. As air rushes through this restriction, it speeds up. The change in speed as the air flows through causes the pressure to drop, which in turn draws gasoline through a tiny feed in the side of the venturi. The goal is to atomize the fuel into a fine mist, which mixes with the passing air and continues to the intake manifold.
3. Once air and fuel move through the venturi, they encounter another obstacle called the throttle plate, which is a disc that opens and closes to control the amount of air that enters the engine. The throttle plate is the part that moves when you press your foot on the accelerator pedal. The carburetor does the rest with different tube sizes and the presence or absence of vacuum created by changes in pressure.

If everything is working the way it should, the ideal ratio of air-to-fuel for efficiency, by weight, is 14.7:1. Of course, the *rate* and ratio that fuel and air enter the engine depends upon what the driver wants from the engine. In other words, the carburetor's job is to react to throttle input (from the driver) and engine vacuum, in order to supply the correct air-fuel mixture under any given condition. When the engine is idling, the throttle plate is nearly closed and not much air is flowing through the carburetor.

On the other hand, when the driver flattens the accelerator pedal, the throttle plate opens all the way, allowing the engine to draw in more air and, along with it, more fuel.

OK, so it isn't quite that simple. There are a number of variables that also come into play. For starters, when you snap the throttle plate open suddenly on a running engine, vacuum actually drops almost to nothing for an instant. This would cause the engine to stumble. To address this most carburetors employ what's called an accelerator pump, which is essentially a gasoline squirt gun that shoots fuel into the throat of the carburetor to enrich the air-fuel mixture in the brief moment before engine vacuum returns.

The fuel supply system in a carburetor is basically a miniature version of the car's fuel system. There's a tank, some plumbing and an outlet. The tank is known as the bowl, and there's usually a hinged float inside that moves up and down with the fuel level. When the fuel level in the bowl is low, the float sinks, opening a valve that allows more gasoline into the reservoir. From there, it passes through a metering orifice called a jet into the various fuel nozzles.

Carburetors could largely be classified into two groups, those that utilize a metering jet and moveable rod assembly—like the Rochester Quadrajets—and those like a Holley that employ a metering jet and power valve. The goal for both systems is the same, giving the carburetor the ability to adapt to the varying idle, off-idle transition, cruise, and wide open throttle conditions.

In the metering rod and jet system, the jet sits in a fixed location and will flow a given amount of fuel when unrestricted. The rod—which is very small and tapered—moves in and out of jet to vary the amount of fuel being delivered to the carburetors mixing systems. In carburetors that employ a power valve there is still a metering jet that controls the majority of the fuel control, however there is also a small valve that opens under wide open throttle conditions to deliver extra fuel for maximum power.

That's a lot to absorb, but here are a few basic things to check if you think you're having problems with your carburetor:

Before you begin, make sure you have a fire extinguisher handy when you're working with open fuel sources. Wear safety glasses and clothing made from natural fibers (which won't melt to your skin if you should catch fire).

Make sure you're getting fuel and spark. To check fuel delivery, remove the fuel line where it enters the carburetor and use a length of rubber hose to direct the flow into bottle or similar container. Fuel should pulse out in strong spurts if your engine is equipped with a mechanical fuel pump (electric fuel pumps are more of a steady stream). Dispose of it in a flame-proof container when you're done. To check for spark, crank the engine with a spark plug wire pulled and grounded to the engine block with a screw driver or a piece of metal. At a distance of 1/16 to 3/32 inches, you should be able to see a blue spark between the metal and the block. (Don't touch the metal or you'll feel an uncomfortable jolt.)

Check for vacuum leaks. They're invisible, and they're the bane of anyone diagnosing a carburetor. First, look for cracked or disconnected hoses. With the engine running, spray starting fluid around the base of the carburetor and intake manifold. If the engine speeds up a little, you likely have a leak near the last place you sprayed the fluid, and will have to fix it. Cracks will need repairing, and if the base of the carburetor (where it mates with the intake manifold) is warped, it may be time for a new or professionally rebuilt one.

Does the accelerator pump work? With the engine off, look into the throat of the carburetor and work the throttle linkage by hand. Does a fine spray fan out near the top of the throat? If so, the accelerator pump is probably doing what it's supposed to be doing. If not—or if it drips or dribbles—the seals inside the pump may have deteriorated and will need of replacement.

Those are the basics. It isn't impossible to rebuild a carburetor; it just takes patience, attention to detail, and plenty of research to learn which parts need to be replaced, how they should be cleaned, and how they all go back together. Don't assume that a carburetor rebuild kit has all the parts you need, and don't be afraid to do a practice run or two on a simple carburetor that you don't plan on using on your engine. Rochester Monojets—simple one-barrel carbs used on GM four- and six-cylinder engines in the 1960s and '70s—can be purchased for very little money and are a good introduction to carburetor rebuilding. Two- and four-barrel carburetors are more complicated, but they're essentially pairs of attached one-barrel carburetors.

If you're more inclined to take your carburetor to a professional for service or repair, that's certainly an option. But consider this: carburetor technicians are a dying breed. Good ones have become much more difficult to find, and they are likely swamped with work. By becoming an expert on your particular carburetor, you can ensure that you'll never have to spend time and money chasing down the solution to a problem. You can figure it out yourself.

8 carburetor terms you should know

[Kyle Smith](#), Hagerty Media Site
11 June 2020

As enthusiasts of what can easily be considered outdated vehicles, there is a whole host of terminology that can leave one scratching their head as they dive into DIY projects the first time. In an effort to help shed some helpful light, here is a brief glossary of terms pertaining to carburetors that will set a good baseline for terms and parts inside these antiquated atomizers.

For visual examples, I tore down a Rochester single-barrel carb that was languishing on my parts shelf. Luckily, it demonstrates the parts identification pretty well, but every car is going to be a little different.



Needle and seat



The first stop for the flow of fuel coming into a carburetor is the needle and seat. Essentially, this is a basic valve. The seat is typically conical and the needle has a point which seals against the seat to stop fuel from entering the carb at a certain level. This prevents flooding the engine and engine compartment.

The needle (in hand) and the seat (threaded into carburetor body) that regulate the fuel flow into the float bowl. Photo by [Kyle Smith](#) | Hagerty Media Site

Float bowl



Think of this as a second, very tiny, gas tank. The fuel is pumped (by gravity or a positive displacement pump) from the vehicle's fuel tank to the carburetor, where a small amount of fuel is stored in the float bowl before it is pulled into the airflow entering the engine. The amount of fuel in the float bowl keeps the engine from ever starving for fuel and acts as a cushion for times where a sudden large draw of fuel might be needed and the fuel pump would not be able to instantaneously supply that fuel.

This is the float bowl. This picture also shows how the carburetor can fill with debris and residue, leading to problems. Photo by [Kyle Smith](#) | Hagerty Media Site

Float



The needle and seat have to be controlled by something, and that something is a basic float. Typically floats were brass, but on older cars can be cork, and in recent years rebuilds kits could include plastic floats. Regardless of the material, it is the air inside that makes them work. The float is attached to a lever, with the needle and seat situated on one end. When the fuel level raises the float high enough, the needle and seat are forced to close.

How high the float needs to rise before closing the needle and seat is the float height. Too low and the engine might starve for fuel on acceleration, too high and the car might occasionally flood or sputter from too much fuel forcing its way into the engine.

Brass floats are commonly found in vintage carburetors. Photo by [Kyle Smith](#) | Hagerty Media Site

Jet



The fuel flows in through the needle and seat, hangs out in the float bowl for a bit, and then goes through the jet before entering the engine. At its most basic, a jet is a precision hole. The size of the hole determines how much fuel enters the engine. Too large, and the spark plugs will foul when they fail to ignite the very rich mixture. Too lean and the mixture could ignite from being compressed rather than the spark plug, [which can cause a lot of damage](#).

If atmospheric conditions change, or if engine parts are changed or upgraded, the size of the jet may need to be adjusted. Jets are often threaded into place and are available in different sizes relatively cheaply, don't try and drill out the jet to a larger size, as jets are sized more precisely than your drill bits.

Here is an example of two different jet sizes side by side. The center hole is precision sized to provide a specific amount of fuel flow. Photo by [Kyle Smith](#) | Hagerty Media Site

Stay Tuned for Part III!