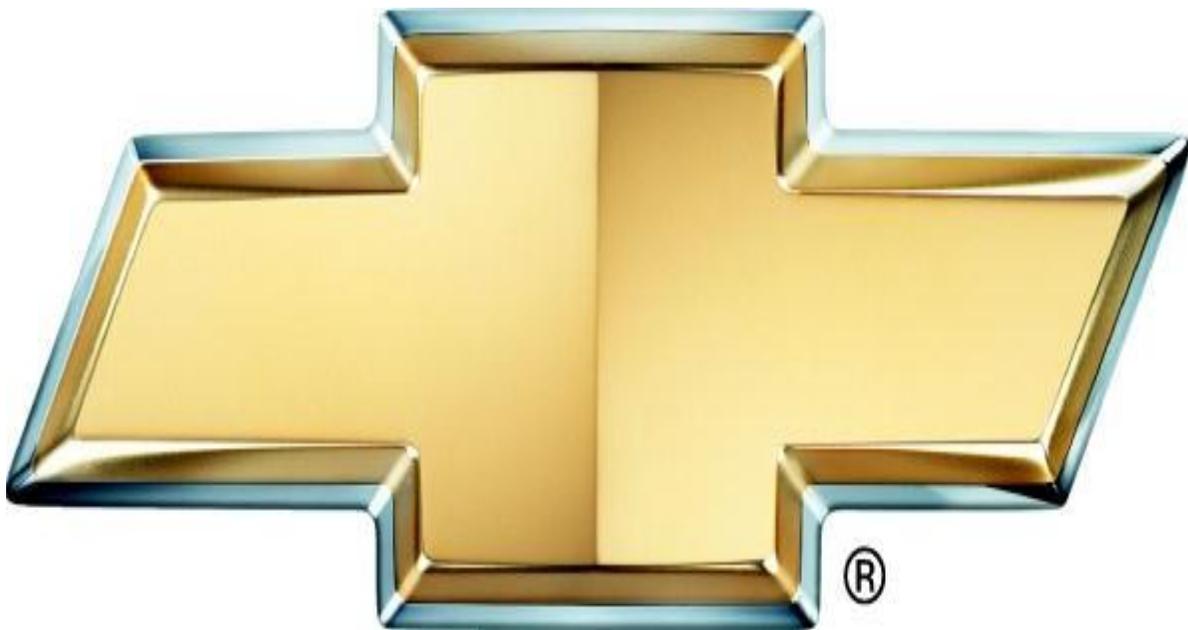




# VISION

AUGUST 2011

EDITOR: VIC HOWARD



**Chevrolet Corvairs**

**1960-1969**

**VEGAS VAIRS**  
CHAPTER 891 OF CORSA

MEETS THE 2ND WEDNESDAY OF EVERY MONTH

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## MINUTES OF THE JULY 13, 2011 VEGAS VAIRS MEETING

The meeting was called to order at 6:56 pm by Vice-President Mel Jackson. 15 members were present (eventually). They included new members Steve Burk ('66 *CORSA* Convertible) and John Miller ('63 *Monza* Convertible). The other 12 present were Christie Campbell, John Charaska, John D'Angerio, Jerry Dunning, Bob Helt, Gail Keenan, Paul Green, Vic Howard, Ernie McKinney, John Miller, Jack O'Shea, Harry Ransom, and Dan Yarger.

Vic Howard advised that we have \$771.73 in the club treasury. However, we recently lost our tax exempt status. He was not sure if that was because of some violation???

Steve Burk exhibited some really nice 13" wire wheel style covers for sale at \$300.00.

Paul Green advised that he has top-of-the-line Gates fan belts for sale for only \$10.00! The part number is 3D560. He relayed that he had one last for over 20 years on an industrial machine!

Paul then relayed a story about trading in a '69 Jaguar XKE for his first *Corvair*.

Yours truly (Dirty H.) read yet another hysterical quote from the West L.A. *Corvair* Club newsletter.

The lively, noisy, and enjoyable *indoor* meeting was adjourned at 7:29 pm. The motivated group then relocated to the Denny's parking lot to observe and examine the nine *Corvairs* gracing the area. I believe the jewel of our club is now the 1960 coupe owned by Christy Campell. Remember, she bought the car in Seattle and then calmly drove the matriarch all the way to Las Vegas ! I finally got to see what a gasoline heater looks like.

Minutes submitted by G.H.Ransom - Recording Secretary

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**HAPPY BIRTHDAY TO THESE MEMBERS:**

**SORRY! NONE REPORTED TO THE EDITOR. IF YOU HAVE AN AUGUST BIRTHDAY, PLEASE LET ME KNOW. I DON'T NEED TO KNOW THE YEAR, JUST THE MONTH AND DAY.**

# **CORVAIR TORSIONAL DAMPERS - REVISITED**

**By Bob Helt**

After considerable study and research I have come to some new conclusions that I would like to share with you regarding our stock Corvair torsional dampers.

As you know, the piston power strokes tend to slightly twist the crankshaft, which then untwists afterwards. This sets up a vibration in the crankshaft which can build up to a damaging force when these pulses occur at the crankshaft's natural resonant frequency.

To avoid crankshaft damage from these vibrations, Chevrolet included a vibration damper on most of the 164 cid engines. They called this damper a Harmonic Balancer which we now call by its correct functional name of Torsional Damper. But whatever you might call it, its job is the same.....to protect the crankshaft.

In rebuilding these dampers, I have found that almost all of them have hard or inflexible rubber in the section separating the two cast iron pieces. So it is apparent that this factory rubber doesn't last long in use. It deteriorates rapidly from heat and exposure. And as it deteriorates, it hardens, losing its flexibility and thus REDUCING ITS DAMPENING ABILITY. Since the design of the stock damper specifies that it be tuned to the crankshaft vibration frequency, this hardening of the rubber shifts the tuning upward to a higher frequency that will not sufficiently dampen the crankshaft. Dale Engineering who has rebuilt over 6000 dampers has found the the tuned frequency has shifted upwards as much as 26% (from 222 Hz to around 280 Hz) in dampers that still seem to be useable with a still flexible rubber section.

This means that stock dampers that still appear to have good flexible rubber and be otherwise stock appearing may not provide sufficient crankshaft protection. Stated simply, you can't tell a good damper by its appearance or any simple test.

Vendor-rebuilt dampers now use a more durable synthetic rubber that doesn't deteriorate like the stock dampers did. But the lifetime stability of these rubbers is not known and may possibly be subject, to some extent, to the same kind of hardening and tuning shift of the stock dampers. In addition It is possible that some vendors may be using better rubber material than others. Thus, the hardening and tuning shift problem may not have been totally solved. Unfortunately, there is little technical knowledge or in-use experience to guide us on these vendor supplied rebuilds. Dale does warrant his dampers for their lifetime, but their extended lifetime dampening abilities seem to remain unknown.

Since crankshaft breakage is the result of many undamped vibrations over the crank's lifetime, it's hard to know the actual cause. But I have come to the conclusion that these broken crankshafts are mainly due to the continued use of an aging damper that appears good but that has shifted its dampening frequency and thus lost its damping capability over time.

Because of our inability to evaluate the damping capability of any given damper, the only solutuion is to replace any damper periodically with a vendor rebuilt one. The replacement cycle is subject to opinion but annually would seem to be appropriate for racing and daily use vehicles in warmer climates, and every five years for all others. If you are still using a stock damper, we recommend that it be replaced immediately. It doesn't have to separate to cease working.

## BOOKS NOW AVAILABLE

### --THE CLASSIC CORVAIR.

A technical maintenance and upgrade manual. 330 pages. \$35+\$7 S&H.

### --CORVAIR SECRETS.

Little known design and operational insights. 170 pages. \$25+\$6 S&H.

### --HOW TO IDENTIFY AND REBUILD CORVAIR ROCHESTER CARBURETORS.

Comprehensive carburetor information. 110 pages. \$20+\$5 S&H.

### --HOW TO IDENTIFY AND REBUILD CORVAIR CARTER YH CARBURETORS.

Comprehensive carburetor information. 90 pages. \$25+\$5 S&H.

If interested in purchasing any of these books, please call me at 256-2008 for delivery to one of the VV club meetings for no S&H charges

Check or money order (sorry no Paypal) to:

Bob Helt

3016 Pearl Harbor Dr.

Las Vegas, NV 89117



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## The Preventive Maintenance Series

(Article by Mike Dawson in July/August 2011 Corvantics)

### Things that need double (or regular) checking:

**Oil Filter Bolts:** Some of the fiber washers used under the head of the oil filter bolt will crush just enough under heat cycles and vibration to cause the torque (20 ft lbs) to vanish. Almost all of the various filters in use have the problem to a certain extent. I reviewed all of my cars recently and found two of the bolts one half turn loose. One car I know of began to leak oil on the highway from that exact problem. Best defense would be to check the bolts, including the right angle adapter, on a regular basis until you are sure the torque has stabilized.

**Belts:** Most new belts will need to be adjusted at least once after a break in period. If you install a new belt, be sure to recheck the tension after a period of time. A brand new belt would be particularly susceptible to loosening up after high speed driving. As was mentioned above, check until you are sure the belt has stabilized. If you have belt guides, adjust the clearance to 1/16th inch.

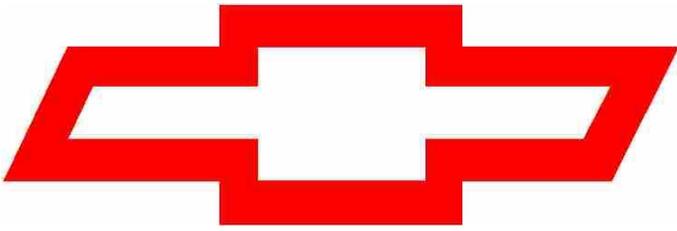
**Carburetor Inlet Nuts:** These also loosen up from heat cycles and vibration, however, when you tighten the steel line nut, you should make sure that the spring action of the line is not trying to unscrew the inlet nut. Gently bend the line once you have tightened the flare nut so that the line is at least neutral and possibly even trying to tighten the nut. Gaskets, if needed, are available in an inexpensive plastic pack on O'reilly's shelf.

**Gas Filler Pipe Pocket:** The early model cars have a drain and a plastic insert with a rubber hose leading down the back of the wheel well. If that small hole in the bottom of the filler pocket gets plugged with debris, collected water could rise above the fuel pipe if any of the following occur: the hoses connecting the pipe to the tank have been replaced and are a little shorter, the gasket under the cap has shrunk or the vent opening may be on the low side of the cap. Late models have a bigger drain and the filler pipe is higher.

**Battery Cable Ends:** These should be removed from the battery about every six months and you should clean both the inside of the clamp and the battery post. They may appear clean on the outside but that is only for show – the real issue is the mating surfaces. Not attending to this item causes all electrical operations to cease, usually at the time you turn the key to start.

**Oil Pan Bolts:** If you have a cork or rubber pan gasket there is the potential for leaks as the gaskets experience hot and cold cycles along with vibration and oil sitting on the gasket at all times. A regular check of the bolts may be necessary. My favorite method for the pan is to use a late design pan that you have carefully straightened, a hard paper gasket (allows use of a torque wrench), high temp RTV on both sides of the gasket, use of ¼-20 grade 8 bolts by ¾ inch length with lock and flat washers. Torque to 10 ft lbs.

**Fuel Pump Mounting Bolt:** Check your pump simply by grabbing the top towards the front of the car and attempt to move it – any movement or clicking sound needs to be corrected by loosening the lock nut and tightening the mounting bolt, then tighten the locknut. The mounting bolt should have an "L" stamped on the head – if not, shorten the point slightly as it may try to punch through the pump casting when you tighten it properly. (See Vaircor 09



## FOR SALE ITEMS:

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I recently purchased some Corvair parts from a fellow in Fort Mohave that used to build sandrails and power them with 140 hp Corvair engines. Unfortunately, there was only one engine left that was in the stack of parts. There were several pieces of engine top sheet metal (aka turkey roaster) that I had powder coated and am offering for sale. two are for 140 engines and one is for a 110 engine. I'm asking \$55 each. Other misc pieces are also available, Here are photos of the parts:



**VIC HOWARD: PHONE 928-768-6062 EMAIL: [vichoward@frontiernet.n](mailto:vichoward@frontiernet.n)**

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JERRY DUNNING HAS PUT HIS TWO CORVAIRS UP FOR SALE:



1964 CONVERTIBLE  
110hp, A/T, rebuilt engine, many  
new parts and more. Asking \$11,500 OBO



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CALL JERRY FOR MORE INFORMATION OR IF INTERESTED  
AT 702-378-4119 OR EMAIL: [gdunning1@cox.net](mailto:gdunning1@cox.net)

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FROM THE EDITOR:

We have received notice from IRS that our Tax Exempt Status has been revoked. Evidently notices were set to us, which were not acted upon, that indicated we needed to file tax returns on our meager income. In order to reinstate our tax exempt status, we would need to re-apply and pay the "user fee". I have no idea what impact this has on our club standing with either the IRS, State of Nevada or Corsa. Perhaps a discussion at our August meeting should take place as to what we should do and who will do it. In the meantime, our Treasurer will file the annual list of officers and pay the fee of \$25.00 to comply with the requirements of the State of Nevada.

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