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Corvairsation

Letting the Good Times Roll since 1975

September 2007

Volume 32, Number 4

Winter in Tucson

A lot of us in Tucson don't think too much about our heaters working properly. Some of us even keep the top down year round. During a normal winter you can count the nights the temperature drops below 30° on one hand. Recently though, we went from unbearably hot humid nights to chilly sweater weather at night in a matter of a week. So, now that fall is here and winter around the corner, we should check over a few things on our cars that will prepare them and us for colder weather.

The following article was published in Rocky Mountain Corsa's "The Denvair News."

Winterizing Tips

Steve Goodman

OIL LEAKS Little leaks that were not drastic during the summer time now run the risk of fouling the heater system. Repair the leaks and keep the engine tidy and odor-free.

HEATER HOSE Check your hoses carefully. Any small breaks or tears can not only let the heat escape but can allow odors in.

HEATER MOTOR If you haven't replaced your blower motor with the new style 'hi-output' blowers, consider doing it before the temps really fall.

OTHER HEATER ITEMS Do your heater and defroster cables move easily? If not, lube them now and be

certain they will move easily when the temps drop. Check your defroster quality, make sure nothing is plugging up the defrost vent openings.

LOWER SHEET METAL & THERMOSTATS Inspect the lower sheet metal to ensure that the rubber seals and the high-temp fiber rings around the manifold logs are in place. They keep moisture out of the heater system. Also check thermostat doors. Both should be closed when cold. Use care in installation, as repro parts don't seem to last like OEM thermostats.

TIRES AND SUSPENSION Obviously tire tread quality makes a lot of difference when traction on ice and snow is needed. Look at your spare also, check for air pressure in all five tires. In that same vein, if your shocks are poor or the steering is loose, the car wants to skate around on the slick roads.

Your brakes should be checked over or at least thought about. Does the car brake evenly now? If so, all is well but if the brakes pull or make noises it is a dangerous situation on a slick road. If all is good, the Corvair is among the best cars on the road in inclement weather/road conditions.

ENGINE/POWERTRAIN Clean oil and filter as well as a tune up for cold weather starting and reliability should not even need to be stated. At the same time, checking clutch adjustments and exhaust system condition is easier when the weather is nice instead of laying on a snowdrift trying to fix a muffler.

Examination of the battery and cables/terminal ends is easy and cleaning of the cables should be done year round. Listen to the sounds your starter makes. If it is sounding rough, fix the starter now instead of waiting for the coldest day of the year for it to fail. Check your gear lube levels now too. Again, it's easier when the weather is nice.

MISCELLANEOUS Check all lights regularly, as you need to see the road ahead as well as being seen from behind. New halogen headlights are very good and cheap to boot. They light up the road far better than the old sealed beams. Check your dimmer switch operation too. The switches are getting old now and many are failing due to moisture from shoes during rain/snows.

Inspect your wipers closely too or just replace them, they are pretty cheap considering the alternative. Along with wipers are the washer pump and hoses. Hoses have a habit of failing. The rubber isn't as good as in years past or the hole in the ozone layer is eating them up faster. Make sure the washer bottle is filled and if you have a reserve bottle fill it too.

Inspect your seat belts/shoulder harness for ease of movement to adjust after you sit down. Being firmly rooted in your seat does wonders for car control; you no longer need to brace yourself to keep from falling out of the seat during a corner or evasive move. Look at your rear view mirror, is it loose? A simple screwdriver 'tighten' will keep it in place. Your outside mirrors

Tucson Corvair Association



Established 1975

Corvairsation is a monthly publication of the Tucson Corvair Association, which is dedicated to the preservation of the Corvair model of the Chevrolet Motor Division of General Motors. The Tucson Corvair Association is a chartered member of the Corvair Society of America (CORSA) chapter 857.

Monthly Meetings are held on the fourth Wednesday of each month, except November and December. One technical/social event is planned for each month, except July and August.

Membership Dues are \$15 for individuals and \$18 for families. Initial dues are \$19 for individuals and \$22 for families (includes name tags). Make checks payable to Tucson Corvair Association.

Change of Address: Report any changes of address or phone number to the Membership Chairperson. Do not report such changes to the Corvairsation Editor.

CORSA Membership Dues are \$38 per year (\$76 for 26 months) and include subscription to the CORSA Communique, a monthly publication. CORSA membership is not required for membership in the TCA, but is highly recommended. See any TCA officer for more information.

Classified Ads are free to members and \$3 per 4-line ad to non-members. Deadline for materials submitted for publication in the Corvairsation is the 10th of the month.

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TCA 2007 Events at a Glance

SEPTEMBER

- 5 WED *TCA Board Meeting* 6:30pm. Location TBA.
- 26 WED *Regular Monthly Meeting* Micha's North, 1220 East Prince Road, 6pm. Optional dinner at 6:20, meeting starts at 7pm.
- 30 SUN *Classics for a Cure Car Show — Mid-month Event*— Arizona Cancer Center, 1515 N. Campbell Ave. 9am-4pm. Registration 7-10am. Info: Sophia 419-0585.

OCTOBER

- 3 WED *TCA Board Meeting* Gentle Bens, 865 East University Blvd., 6:30pm.
- 24 WED *Regular Monthly Meeting* Micha's North, 1220 East Prince Road, 6pm. Optional dinner at 6:20, meeting starts at 7pm.
- 20 SAT *Little Anthony's Car Show - TCA Sponsored Mid-month Event*, 7010 East Bdwy., 5pm-9pm.

NOVEMBER

- 7 WED *TCA Board Meeting* Wings Over Broadway, 5004 East Bdwy, 6:30pm.
- 28 WED *Regular Monthly Meeting* Micha's North, 1220 East Prince Road, 6pm. Optional dinner at 6:20, meeting starts at 7pm.

CAR SHOWS

- AUG -OCT** *Little Anthony's Car Show Nights* 7pm-10pm 7010 E. Bdwy.; 9/15; 10/6; 10/20; 10/27; 11/3.
- SEPT 30** *Classics for a Cure* - Sun. Ariz Cancer Ctr. UMC North. Info: 520-419-0585.
- OCT 7** *Oldsmobile Car Show* Emich Subaru, 6020 E Speedway, 10am-2pm Info: 520-297-5130.
- OCT 13** 20th Annual *Cars in the Park* Siera Vista, AZ. Info: 520-234-8081.
- OCT 27-28** *30th Annual SACHVA Old Car & Parts Swap Meet & Car Show* Sat: 7am-5pm/Sun: 7-3pm Show at 10am
- OCT 27** *Tucson Classics 1st Annual Car Show* St. Gregory College 3231 N. Craycroft Rd. 10am-5pm INFO: 400-9670. <http://www.tucsonclassicscarshow.com/>
- NOV 3** *2nd Annual ALL European/British Car Show* American Legion Post 102 5900 W. Western Way (Near Old Tucson Studios) 8am-1pm INF: 240-6890

Winterizing Tips

from page 1

are critical too. Are they adjusted properly?

COMMON MAINTENANCE All of the above should be typical maintenance for the Corvair or any other car used in extreme conditions. The car we depend upon the most in harsh conditions should be the one receiving the most attention. One other small item: be watchful of things inside the car, objects lying on the seats or floorboards have a habit of rolling around and can either be distracting to the driver or sneak under the brake or clutch pedal at interesting times.

Have fun driving your Corvair in the snow, we are driving one of the best snow/ice cars ever made.

Tucson Corvair Association Regular Membership Meeting Minutes

July 25, 2007

Members Present: Dave Lynch, Barry Cunningham, Don Robinson, Bob Wilbee, Allen Elvick, John Frugoli, Bill L., Marcy T., Bill Maynard, Lynn Marrs, John & Amy Young, Ryan Green, Chris Cunningham, Will Butler, Gordon & Suzanne Cauble and guest Jay Casterlin.

President Dave Lynch called the meeting to order at 7:10 pm.

Approval of the Minutes for March: Motion to approve by Barry Cunningham, seconded by Chris Cunningham and approved as written.

President's Report: Dave Lynch thanked everyone for the great turnout. A special welcome to Gordon & Suzanne Cauble for attending.

Vice President's Report: John Frugoli discussed the upcoming Little Anthony's Car Show options. Chris Cunningham has published the available dates through November for Little Anthony's. Advise John of date choices. We need commitments from at least 6 people to show up with their cars.

Everyone is welcome, your car does NOT need to be a show car! Our next Cruise Night is this Saturday, 8/25/07. Meet at Pep Boys at 22nd St. & Kolb at 6:30pm. All cars to caravan to Sonic at Pantano & Wrightstown. Barry suggested John contact the Sonic manager directly, as with the other Sonic restaurants, if given advance notice all members receive 10% off meals. John would appreciate any suggestions for future mid-month activities. Barry suggested a rally.

Will Butler suggested involvement with the upcoming Salpointe High School Homecoming events. We would be able to drive our vehicles onto the ball field for viewing.

Bill Maynard discussed his trip with Lynn Marrs to the

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until 2013

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International Corvair Convention in Detroit.

They had a great time and took 4th place in the Economy Run. He and Lynn took part in the rally which was a lot of fun, but really required a lot of pre-planning and paperwork. They visited the Ford Museum & Factory (Willow Run), GM Heritage Museum and took a cruise on the river. Approximately 300 cars showed up for the convention. The Awards Ceremony ran about 2 hours and our banner was placed over the bar for all to see. Their return trip included stops at Mt. Rushmore, the Mackinac Bridge and Wall Drug. Lynn added that next years convention will be mid to late June in Ventura, CA. Plenty of camping room available at the fairgrounds, start planning now as it doesn't get any closer and will be a fabulous time.

John and AmyYoung discussed their trip to Alaska, leaving Green Valley 6/1 and returning last week. They drove their camper (no Corvair) along the Alaskan Highway averaging 30 - 35 mph. Everyone they met was very friendly and helpful. Diesel fuel was \$5 - \$5.50 per gallon. This side of Belen they met a gentleman who claimed he had eight Corvairs for sale.

Gordon Cauble gave a presentation for his Rotary Club's upcoming car show on 10/27. It will be at St. Gregory School on Craycroft, with food and music all day long. A BBQ will also be held the night before. The entry fee is \$25 with prizes of

continued on next page

Debate

ADDITIVES



Therein lies what I believe to be the very heart of this problem: given the earlier reductions of these additives in the '80s, a "slight" reduction in 2006 was the straw that broke the camel's back. Something definitely is killing these camshafts, and it's not excessive spring pressures alone.

The solution, as I see it, is switching from gasoline engine oils to diesel engine oils, which have much higher levels of ZDDP and other lubrication goodies. Many engine builders even recommend the use of diesel engine oils along with break-in additives to provide adequate lubrication on flat-tappet engines - both during and after break-in.

"The Automotive Engine Rebuilders Association (AERA) recently issued a technical bulletin on this very subject," said John Gulbankian, owner of the popular vintage-engine rebuilding shop J and M Machine of Southborough, Massachusetts. "The bulletin cautioned its member rebuilders to use diesel engine oils plus break-in additives for the initial break-in on any flat-tappet engines. "The AERA provided a detailed breakdown of zinc and other additives in several products and recommend Chevroons Delo®, Mobil's Delvac®, and Shell's Rotella-T®, which all contain high levels of these important lubricants.

Gasoline engine oils meeting the American Petroleum Institute's (API) service category of API SM and GF-4 specifications have reduced ZDDP content so much that I believe flat-tappet-equipped engines-whether a new rebuild or in-service older engine-are now at risk. Using diesel engine oils meeting the API CI-4/SL (CI-4 Plus) service category may be a short-lived solution. Future API service category standards may, and likely will, further reduce these metal phosphate additives in diesel engine oils as the new 2007 diesel engine standards become more popular.

I don't know what the future will bring, but one thing is clear-you need to be very careful about the type of oil you use, and you need to stay aware of changes in engine oil formulas that might put your vintage engine at risk. With the new 2007 diesel standards, the addition of a catalytic converter, ultra-low sulfur fuels, and ten ppm filters on exhaust systems, there is a strong potential for further reductions in ZDDP.

Until early 2006, I was a dyed-in-the-wool Castrol GTX man. I have used Castrol oils exclusively, and they have never failed me. The company's record continues to hold true, but I have changed the type of Castrol oil that I use in my vintage gasoline engines. Last year, I switched to Tecton Extra, which is a diesel engine multi-viscosity (15W40) oil meeting the CI-4 Plus API service category. Currently, I am considering adding GM's Camshaft and Lifter Prelube (part number 12345501) at every oil change to protect my flat-tappet engines if the diesel engine oils further reduce their additives.

On the back of every oil container you will find the API "medallion," indicating which service category the oil in that

YOU NEED TO BE VERY CAREFUL ABOUT THE TYPE OF OIL YOU USE. AND YOU NEED TO STAY AWARE OF CHANGES IN ENGINE OIL FORMULAS THAT MIGHT PUT YOUR VINTAGE ENGINE AT RISK!

container conforms with. For the time being, I am sticking tight with the CI-4 Plus diesel engine oil service category but paying attention to developments to avoid any surprises in the future. As a final interesting note, Gulbankian mentioned that one of the worse things a vintage engine owner can do is hop around among oil brands. He cited a study of New York City taxis that measured the effect of using one or more brands of oil in gas engines. The study, which was published in Consumer Reports, proved engines using just one brand ran longer than those using multiple brands. Whatever you decide is right for your vintage engine, be sure to stick with it and don't change brands-unless, of course, you would like to get to know Gulbankian and his company a little better.

TCA Meeting Minutes *continued*

\$500, \$200, trophies and more. Gordon will be entering his 1963 Spyder. Flyers were passed out, Chris will have Van publish the information on the website as well.

Also discussed was the upcoming *Classics For A Cure Car Show September 28-30*, sponsored by the AZ Cancer Center @ UMC. Check the website for more information. Nine Corvairs were driven to the meeting. Two of which were vans.

Committees:

Treasurer's Report: Barry Cunningham reported a \$3482.67 beginning balance, \$3433.67 ending balance. Not much income as we did not have a raffle at last months meeting. The only expenses were Corvairsation related.

Website: Van Pershing was not present. Barry Cunningham suggested the club attempt to make a decision on T-Shirt design, as Van has been kind enough to do all the legwork with graphic options.

Merchandise: Don Robinson reported we still have 2 coffee cups for sale.

Library: No discussion.

Raffle Tonight: Winners were John Young, Bill L., Will Butler and Allen Elvick. Volunteers for next month are John Frugoli, Amy Young & Allen Elvick.

Tech Talk: Windshield glass replacement was discussed. Members have had luck with National Auto Glass & Harmon Glass (DBA may now be Glass Dr.). Dave Lynch also provided an example of what can happen to a gear when the wrong size bolts are used on the flex plate. Regardless of what you've heard, size DOES matter.

Mid-Month Activity: No Midmonth activity in September, Cruise Night information to be announced.

Adjourn: Dave Lynch offered a motion to adjourn at 8:15pm. It was seconded by Bill L, Motion passed.

Respectfully submitted,

Marcy T.

Recording Secretary



Tucson Classics Car Show

A Rotary Club of Tucson Charity Event

1st ANNUAL Car Show

It's the best time you and your car will have outside of the garage!

Located on the lawn at St. Gregory College Preparatory School -
Saturday October 27th from 10 am - 5 pm.

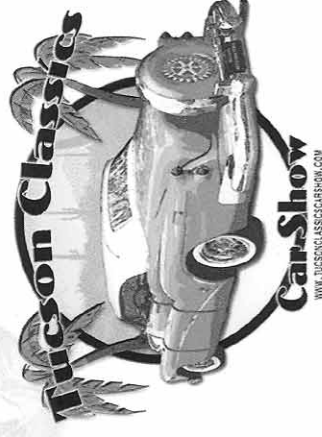
3231 N. Craycroft Rd - Be there... Or be square.

Lots of grass surrounded by trees - A Car Show You'll Love!!!

Coming
October 27th 2007

Participant Info:

- Car classes listed on registration form will be "Participant Judged".
- 1st Place in each class receives a \$100 award. 1st, 2nd, 3rd place trophies will be awarded.
- Presenting Sponsors will award \$500 and trophy for "Sponsors Favorite Show Car".
- Supporting Sponsors will award \$200 and trophy for "Sponsors Favorite in Show".
- Rotary Club of Tucson will award \$1,000 and trophy for "The Club Best in Show Pick".
- With registration you get a chance to win a car or \$10,000 in cash raffled off during the show.
- Morning coffee and VIP area to kick back away from the crowds.
- Friday night BBQ get-together with entertainment.
- Entertainment all day long at the show.
- Host hotel with show rates.
- "Give a hand up" to local kids and have a great time too!
- See registration form on the back of this flyer!!!!!!



www.tucsonclassicscarshow.com

Tucson Classics Car Show Registration Application

October 27th, 2007 10 am to 5 pm

Registration Deadline: October 10th, 2007 Rain Date: October 28th, 2007

At St. Gregory College Preparatory High School 3231N. Craycroft Rd. Tucson, Az.

Pre-registration-Show will be limited to only 500 cars. Sign up early to ensure your space.

- **Please complete and sign form.** Additional registration forms are available online at www.tucsonclassicscarshow.com.
- **Mail forms to:** Tucson Classics Car Show, c/o Rotary Club of Tucson, 3900 E. Timrod, Suite 4, Tucson, Az. 85711.
- **For more information** Contact Arnie @ (520)400-9670 or email info@tucsonclassicscarshow.com

#1 Pre1950 cars Original	#6 Corvettes to 1972	#11 Chevy's '55,'56,'57	#15 Street Rod/Roadster
#2 1950's Stock Original	#7 American Sports Cars after 1972	#12 Foreign/Sport/Import to 1980	#16 Special Interest Modified and Original
#3 1950's Mod/Custom	#8 1955-72 T-Birds	#13 Foreign/Sport/Import After 1980	#17 Trucks/Stock to '82
#4 1960-72 Stock Orig.	#9 Muscle Cars to 1972	#14 Street Rod/Closed	#18 Trucks/Mod to '82
#5 1960-72 Mod/Custom	#10 Mustangs to 1972		#19 Work in progress

For Office Use # _____ # _____ # _____	Entry Fee: \$25/Vehicle (NOTE: \$35.00 after Oct 10th if space available.) <table style="width: 100%;"> <tr> <td style="width: 15%;">Car 1</td> <td style="width: 20%;">Make: _____</td> <td style="width: 20%;">Model: _____</td> <td style="width: 20%;">Year: _____</td> <td style="width: 25%;">Class #: _____</td> </tr> <tr> <td>Car 2</td> <td>Make: _____</td> <td>Model: _____</td> <td>Year: _____</td> <td>Class #: _____</td> </tr> <tr> <td>Car 3</td> <td>Make: _____</td> <td>Model: _____</td> <td>Year: _____</td> <td>Class #: _____</td> </tr> </table>	Car 1	Make: _____	Model: _____	Year: _____	Class #: _____	Car 2	Make: _____	Model: _____	Year: _____	Class #: _____	Car 3	Make: _____	Model: _____	Year: _____	Class #: _____
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Amount Enclosed:
1 st vehicle \$25.00 (includes entrance, goodie bag, 1 raffle ticket for car raffle drawn at Show, Sat. morning coffee and Dash Plaque) \$25.00 ___ Additional vehicles x \$15.00 = _____ ___ Additional raffle tickets x \$5.00 = _____ ___ Event T-shirts x \$10.00 = _____ (they will be \$15.00 at the Show) Quantity: _ sm _ med _ lg _ xlg _ xxl ___ Event caps x \$10.00 = _____ ___ Event visor x \$10.00 = _____ ___ Tickets to Friday night social and BBQ x \$10.00 per person = _____ ___ Cars for Car Corral @ \$15.00 each _____ TOTAL \$ _____ Please make checks out to: Rotary Club of Tucson Foundation and send to: 3900 E. Timrod St. Suite 4 Tucson, Az 85711

Name: _____
 (As you wish it to appear on the window plaque)

Spouse/Guest: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ Email: _____

Club Affiliation: _____

THIS IS A RELEASE. By signing this document I agree: This is not a bailment of my vehicle(s). I acknowledge there is inherent risk of damage to my vehicle(s) from being displayed in an event open to the public. In consideration for permitting me to display my vehicle(s), I agree the Rotary Club of Tucson, St. Gregory College Preparatory School, and their respective affiliates, officers, directors, members, employees, agents and representatives are not liable for any damage, theft, personal injury, losses, or other claims whatsoever, whether known or unknown, in any way related to the Tucson Classics Car Show, which may be suffered by me, by minor children with me, or by my vehicle(s).

I am at least 18 years of age, am not under any disability and have not had a guardian or other legal representative appointed for me; I speak and read English and have read this entire Registration Application, including the RELEASE, and understand that I have released the Rotary Club of Tucson, St. Gregory College Preparatory School, and their respective affiliates, officers, directors, members, employees, agents and representatives from liability. NO dogs, alcohol/drugs, or music may be brought on to Show grounds.

Signature: _____ Date: _____

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MORE TECH TIPS

Stick Shift Vague? by Steve Goodman

When the 4-speed Corvairs left the factory, the act of shifting left a bit to be desired. Early models were good for physical fitness however, your right arm had to grow a couple of inches because third was under the radio and fourth was between the seats. Later cars were not a lot better and after the new wore off, reverse became elusive in all of them. The typical cause was the shift coupler and pin at the transmission end of the shift tube. When the hole in the coupler got worn and the pin wore and had a slot in it, all of the motion at the shift knob was used up in this play. Replacing the shift coupler and pin was the easiest of shop labors and with the exception of replacement of the pitman arm bushing probably showed the greatest improvement instantly.

There was another wear factor in the shift linkage bushings. Early models had a bushing at the front of the tube and the nylon ring would wear and break. This left the metal shift tube to rub against the metal hanger and not only was the shifter very loose, it was noisy and would wear out the hanger. Replacing the bushing before the hanger was damaged meant only dropping the tunnel cover to gain access. It also afforded the opportunity to lube the cable pulleys and check the wiring harness to ensure it was tied in place correctly.

The early FC was so bad it would take an entire article to tell about fixing them. In mid-'63 the FC shifter was converted to a floor shift with ball/socket like the cars. Shifting was pretty smooth, but the coupler and pin will still wear and hope you don't have to service the fuel tank since the shift rod runs through the middle of it.

The late models used a bushing on both ends of the stationary tube. The nylon bushings were not held in place well and wore quickly. Plus, there was a cardboard liner that would swell when wet and cause the entire shifter to bind. Replacing those bushings with bronze make the late shifter feel very tight. Proper alignment of the shift tube is essential to make the shift linkage move easily. Once again, removing the tunnel was a good maintenance operation in itself as the late models were very prone to having the wiring harness get fouled by the clutch cable and wear through the insulation. Generally, a shorted wire was the result. Fixing or rebuilding the shift linkage on any of the cars is a short labor job with great rewards.

The Denvair News · September 2007 Rocky Mountain CORSA

Stowe, Vermont 50th Anniversary Car Show Photo Highlights



1920 GN Cyclecar V-twin, belt drive, made in London.



Many Corvairs were present this year including this sharp LM convertible.



1947 Hudson Pickup truck



Limited Edition "600" Mustang



Monthly Newsletter September 2007 Vol. 32 No. 4

Corvair Society of America Chapter 857

Regular Monthly Meetings are held on the fourth Wednesday of the month. November meeting is on the third Wednesday. The December meeting is an annual Holiday Party.



Meeting Place: Micha's North, 1220 East Prince Road,
Parking Lot Bull Session: 6pm. Optional dinner at 6:20, meeting starts at 7pm.

Upcoming Events:

September 26, Wednesday

Regular Membership Meeting and Dinner - Micha's North, 1220 East Prince Road, **6pm -6:20pm, dinner optional. Meeting at 7pm.**

September 30, Sunday

Classics for a Cure Car Show — Arizona Cancer Center, 1515 N. Campbell Ave. (at Adams St.) 9am-4pm. Registration 7-10am. Info: Sophia - 419-0585.



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1026 South 7th Avenue
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September 2007

Volume 32, Number 4

First Class Mail

