

HAPPY NEW YEAR!

Christmas Party held Dec 17, photos by Lynn Marrs. Go to www.corvairs.org for details and more photos.



Chevrolet Corvair earns spot on Fortune online magazine's list of General Motors' 10 most significant cars

This article appeared in *On The Air*, the newsletter of the Arkansas Corvair Club, February 2009.

Fortune magazine, on line, recently published a story by senior editor Alex Taylor III, titled "General Motors' 10 most significant cars".

It will come as no surprise to Corvair enthusiasts that the Chevrolet Corvair made the Fortune online magazine list.

According to Fortune magazine, the 10 most significant cars manufactured by General Motors Corporation are, in chronological order:

1. Cadillac (1912)
2. LaSalle (1927)
3. Chevrolet Corvette (1953)
4. Chevrolet Bel Air (1956)
5. Chevrolet Corvair (1959/60)
6. Pontiac GTO (1964)
7. Saturn (1990)
8. EV1 (1996)
9. Chevrolet Tahoe gas electric-hybrid (2008)
10. Chevrolet Volt plug-in hybrid (2010)

Here is how the magazine story described the Corvair: "An innovative air-cooled, rear-engine car introduced to compete with Volkswagen's Beetle, the Corvair was attacked by Ralph Nader for its unstable rear suspension. It was discontinued in 1969, the first of several failed efforts at new technology."

Some observers would admit that the Corvair finds itself among some impressive company on Fortune's list. It is refreshing to see the Corvair recognized for its engineering advances.

For all of the automobiles that made the list, the justifying narratives were short. Following are descriptions for some others.

About the 1912 Cadillac - "Back when cars were started with a crank and arms were broken in the process, this Cadillac became the first one equipped with an electric self starter."

About the EV1 - "The first production battery electric car in decades, it launched with great fanfare. GM learned a lot about electronics that it applied to later models. The two-seat car was costly to build and its range was limited; GM cancelled it in 2003."

About the Chevrolet Volt - "GM's latest try at the electric car, the Volt has batteries that can be recharged at home and a small gasoline engine for emergency backup. It may represent the alternative fuel future until fuel cells reach production."

Tucson Corvair Association



Established 1975

The 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) as Chapter 357.

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

Change of Address: Report any change 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 a subscription to the CORSA Communique, a monthly publication. CORSA memberships is not required for membership in the Tucson Corvair Association, but is highly recommended. See any TCA officer for more information.

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

Business Mailing Address: 4842 W Paseo de las Colinas, Tucson, Arizona 85745. Website address: www.corvairs.org. Email address: tucsoncorvairs@yahoo.com

PRESIDENT

Ken Farr
7267 E Badger Canyon Drive
Tucson, AZ 85756
520-663-5592
kfarr2004@msn.com

VICE PRESIDENT

Lynn Marrs
14020 N Geko Canyon Trail
Tucson, AZ 85742
520-297-8969
lareservemanager@yahoo.com

RECORDING SECRETARY

Ryan Green
4233 East Lester
Tucson, AZ 58712
520-331-7949
rgreen@axiaappraisers.com

TREASURER

Barry Cunningham
520-312-4514
Tucson, AZ
cunningvairbair@juno.com

MEMBER AT LARGE

Ron Bloom
802 S Catalina Ave
Tucson, AZ 857
520-465-5313
bloomaz@msm.com

MEMBERSHIP CHAIRMAN

Allen Elvick
4210 S Preston
Tucson, AZ 85735
520-883-4437
amelvick@pcpeople.com

CORVAIRSATION EDITOR/ WEBMASTER

Van Pershing
4842 W Paseo de las Colinas
Tucson, AZ 85745
520-743-9185
vpersh@yahoo.com

ASSITANT EDITOR

Chris Cunningham
1026 S. 7th Avenue
Tucson, AZ 85701
520-670-9676
arizaim@hotmail.com

IMMEDIATE PAST PRESIDENT

Lynn Marrs

LIBRARIAN

Bill Maynard
3605 N Vine
Tucson, AZ 85719
520-325-8497
billaynard@webtv.com

MECHANDISE CHAIRMAN

Don Robinson
5044 Shaimar Way
Tucson, AZ 85704
520-297-1356
fourcorvairs@hotmail.com

TCA 2011 Events at a Glance

Wed, Jan 26 **Regular Monthly Meeting.** Parking Lot Bull Session at 6:30 pm. Meeting starts at 7:00pm. Golden Corral, 6865 N Thornydale Road (just south of Ina).

Sat, Jan 29 **17th Annual Collectors Car Show,** Tubac, Arizona, 10am to 3pm. Registration deadline Jan 21. Go to www.corvairs.org for details and registration form.

Sat, Apr 16 **Chevy Showdown,** Hi Corbett Field, Tucson, Arizona

WHAT?

Ken Farr and Ron Bloom recently attend some kind of car show, or so they said, and these are the pictures they came home with. You're going to have to ask *them* what this is all about and you can pretty much NOT believe anything they tell you!



December Meeting Minutes

Minutes from the annual TCA Christmas Party held December 17, 2010 at Cody's Beef and Beans, 2801 E Fort Lowell, Tucson Arizona.

A nice low-keyed party at Cody's Beef and Beans with 23 members and friends attending was the story of the evening. Good company and good food was shared by all.

In attendance were Jim and Terry Mills, Ken and Heidi Farr, Ron Bloom, Chris Cunningham, Sherri and Lance Gillingham, Mike Strong and his guest Sandy Froman, Dave and Patrick Lynch, Van and Vicki Pershing, Barry Cunningham with daughter Cassidy and her friend, Lynn Marrs, Bill Maynard, Allen and Maryann Elvick, and new members, Charlie and Sandy Evans.

Gifts were passed around by Santa's helper, Patrick Lynch. Everyone brought food items for the community food bank and Ken and Heidi Farr did the honors of making sure it found its way to the depository.

It was announced that Jonni Berkman, who lives in Colorado now, sent in her dues check and added a \$30 donation to the club's treasury. A big "thank you" goes out to a fine lady.

As we tried to pay our bill for the evening we discovered that Dave Lynch had picked the entire tab for everyone present! THANKS DAVE!!!!

submitted by Van Pershing



This year's University of Arizona Homecoming Parade was not without its Corvairs. Ken and Heidi's Tweetybird was faithfully on duty.

HEATERS by Mr. Techwrench

(corsaone.org)

Yeah I know that 90% of the people reading this know all there is to know about Corvair heaters. There are always a few in the club that are new to Vairs and their heat systems and this is for them. Vair heaters can keep you warm and do not have to smell bad. Getting rid of the smells is actually more important than getting warm (although your body might be telling you differently). Odors primarily come from two sources. They come from exhaust packing, tubes, and head gaskets. Or they come from leaking oil getting fried on the manifold. That stinking oil is bad but it won't kill you like the exhaust will.

Exhaust leaks are not especially more common from one place than the other. They are most easily found after removing the manifold pans on the bottom, by starting a cold engine and feeling around the various fittings. If you think you have found a leak then grasp the throttle rod and blip the engine while continuing to feel. This "pulses" the exhaust and increases its pressure for an instant, making leaks more identifiable. Of course the exhaust plumbing will heat rapidly and this test must be done in stages. The one exhaust leak that can not be identified this way is a head gasket. Luckily, leaking head gaskets almost always give a visible indication. Look for a black gummy deposit hanging from, or in between, the fins where the head meets the cylinder. Any of these leaks must be fixed before you even consider other heater repairs.

The most common "stink" leak is from the "O" rings on the pushrod tubes; however, oil from other sources can be found in the area too. Pushrod tubes are the inboard-to-outboard 3/4" pipes seen under the cylinders. If any oil is noticeable on these tubes at all then a resealing job is in order. Seek advice from other members. After the air passing over the engine is made clean then it is time to look into the rest of the system.

All Vairs use two sources of air for their heat/defrost systems. One is the hot air off of the bottom of the engine which exits there by way of the two 4" hoses. The other is the supposedly cool air taken from the front of the upper shroud and exits by a 3" hose. Different year Vairs mix and control these airs differently, but they all have one thing in common. If there are ANY leaks in any of the system, between the engine and the inlet vents inside the car then your system can not operate correctly. How do you find them? Look for them. Feel for them. How do you fix them? Duct tape. Body sealer. Play dough, or new hoses. Whatever it takes, but, conserve that air, and get it to its assigned destination.

One last potential trouble area is with the Early Model mixing box insulation. This box is located over the engine and vents its air into the two flattened hoses behind the back seat. It was initially insulated with a shredded paper material made into mats and lining the inside of the box. Over the years this material has deteriorated and may have fallen down, blocking flow from the box. This can be checked, by removing the flattened hoses from the bulkhead, and looking inside with a light.

Continued on page 5

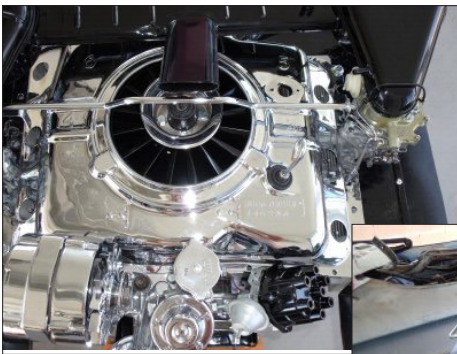
Two-Cylinder Corvair Engine

This two-cylinder engine recently appeared for sale on craigslist. The seller had modified Corvair engine parts to make an engine for possible use in an ultra light aircraft. It's amazing what a person can do with an idea and a heliarc welder!



Is Ken crazy?

Well, of course he is. He drives a Corvair doesn't he? But Ken Farr may have gone a little overboard and may need medical attention. Yes, he likes his chrome, as you can see by the engine photos shown here. But, he may have gone a little over the top when he had his seat frames and springs powder painted! Several club members have suggested that he install mirrors under the seats so the casual passer-by will be able to enjoy the beauty of his work!

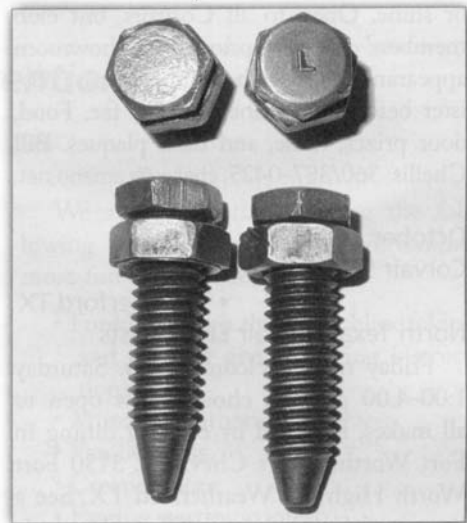


Potential problems with mechanical fuel pumps

Elvis King

Fuel pumps are always an issue with the Corvair and have been since before AC Delco stopped making them. Here's some information that may prove to be helpful taken from *On the Air*, the newsletter of the Arkansas Corvair Club November 2010. *Ed.*

At the monthly club meeting (of the Arkansas Corvair Club), on October 19, Elvis King made a brief technical presentation on the subject of recent problems with mechanical fuel pumps. The information that Elvis shared is from a tech session that he attended, during the Great Plains Corvair Roundup, in Tulsa, September 24-26, 2010.



During his October tech presentation, Elvis described two potential problems with Corvair mechanical fuel pumps. Those problems relate to the need to “disassemble” a new fuel pump and stake the valves, in the valve plate, and potential damage that can occur when a faulty locking bolt is used to secure the fuel pump in the engine.

The primary problem with a new batch of Corvair fuel pumps is not with the fabric in the diaphragms, as it was in prior years.

The current batch of mechanical pumps features a “non-staked, pressed-in valve” that can fall out of its seat when the pump becomes hot, after the engine runs and is shut down for several minutes. In this situation, a “hot soak” condition can ensue and the fuel pump body may become hotter.

Then, when the engine is restarted, and a fresh stream of cool gasoline runs through the pump, the cooler gas can cause a valve to shrink and drop out of its seat. To fix this condition, you are advised to disassemble the pump and stake both valves to prevent them from falling out of their seats.

The second technical tip about fuel pumps relates to a problem with the tapered locking bolt that secures the fuel pump in the engine. This problem results from the fact that GM used at least two different suppliers to manufacture this bolt. Some of the bolts (the good ones) display a small raised or embossed “L” on the hex head. These bolts have the correct taper to seat properly in the dimple in the pump base. The bolts that do not display the raised “L” have too sharp of a taper and can punch through the base casting and hit the pump plunger rod. You don't want this to happen.

If the locking bolt for your fuel pump does not show the “L”, the solution is to grind a small amount off the tip of the bolt. Grinding the bolt will shorten and blunt the end sufficiently for it to fit snugly against the wall of the dimple.

With these simple modifications, you will enhance the reliability of your mechanical fuel pump and stave off a potentially disabling failure on the highway.

Happy motoring.

HEATERS *continued from page 3*

If displacement of the insulation has occurred then it can be pulled out through the hose openings. This of course will reduce effectiveness of the heater but not critically. Replacement of the insulation can only be done with the engine removed from the car and even then, not to be considered lightly. If the above steps are taken then rest assured that the stock Corvair heater system can keep you warm, and clear your windshield, clear down into the single digit temperatures.



Early model heater box - to do a complete overhaul the engine has to be removed from the car to get the box out.



Monthly Newsletter - January 2011 - Vol. 35, No. 7
Corvair Society of America Chapter 857



Regular Monthly Meetings are held on the Fourth Wednesday of every month with a bull session starting at 6:30pm with the meeting starting at 7:00pm.

The November meeting is held on the third Wednesday. The December meeting is our annual Christmas party with the time and place to be announced.

MEETING PLACE:

Golden Corral, 6865 N Thornydale Road (Ina and Thornydale), Tucson, Arizona.



Tucson Corvair Association
4842 W Paseo de las Colinas
Tucson, AZ 85745

January 2011

Volume 35, Number 7



A BIG THANKS to Dave Lynch!