

Corvairs Invade Little Anthony's

January 18, 2014 was another harsh winter day in Tucson, but several TCA members took the challenge to bring their Corvairs to the Little Anthony's Diner car show. There were six Corvairs among the hundred or so cars in attendance. Dave Lynch was there with Patrick and his '67 freshly painted Monza. The Farris brought two cars: Tweety and the red '67 convertible. The Greenbrier brought Ron Bloom to the affair and Van Pershing showed up with the Stinger. John and Amy Young made the trip from Green Valley in the '66 turbo Corsa convertible, and, for their trouble, took home the trophy for the best 60s car at the show.

As an added bonus, Lance and Sherry Gillingham dropped by to say hello.



From left to right: Van Pershing's Stinger, Ron Bloom's Greenbrier, the Farr's '64 convertible, the Farr's '67 convertible, and Dave Lynch's Monza.



Lance and Sherry Gillingham converse with Dave Lynch and Ron Bloom. It was great to see the Gillinghams again.

John and Amy Young's '66 turbo Corsa arrived after all the parking spaces in the "Corvair" area were taken, so they had to park all alone next to a Mustang. It must have had its advantages, however, because the car took the 60s class trophy.



John Young (right) receiving the trophy for the best 60s car at the show.

A beautiful '57 Cadillac Seville (left) won the trophy for the best 50s car at the show.



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) for members of CORSA. Add \$3 per person for non-CORSA members. Make checks payable to the Tucson Corvair Association.

Change of Address: Report any change of address or phone number to the Membership Chairperson.

CORSA membership dues are \$45 per year (\$90 for 26 months) and include a subscription to the CORSA Communique, a bi-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.

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TCA 2014 Events at a Glance

Feb 22, Sat

Breakfast in Benson. Meeting at the Triple T Truck Stop, I-10 and Craycroft at 8:30am for a pleasant Corvair (or other kind) cruise to Benson for a delicious

Feb 26, Wed

Regular Monthly Meeting. Parking Lot Bull Session at 6:30pm. Meeting starts at 7:00pm. Kettle Restaurant, 748 W Starr Pass, I-10 & 22nd.

Apr 26, Sat

29th Annual Chevy Showdown. Sponsored by the Classic Chevy Club of Tucson.

Apr 26, Sat

After-Showdown Party. TCA will have a BBQ at the home of the Mills's (2781 N Sundance Trail) immediately follow the Chevy Showdown. Everyone is invited!

May 10, Sat

Mount Lemmon Picnic. Details to follow.

Sep 2014

Madera Canyon Picnic. Details to follow.

Personalized TCA Business Cards Available



These cards are great for TCA members to show their Corvair pride. If you'd like some cards with your name and information plus a photo of your car (or a car that you wish you could have), just send your information along with the photo of the car to tucsoncorvairs@yahoo.com. Cost is \$1.25 per 10 cards. If you don't have a photo we can find one for you.

January Meeting Minutes

Minutes from the monthly meeting held January 22, 2014 at Kettle Restaurant, 748 W. Starr Pass Blvd, Tucson, Arizona.

The meeting was called to order at approximately 7:00pm by President Mike Lake. In attendance were Mike Lake, Sam Pernu, Lynn Bloom, Ron Bloom, Bob Moulton, Allen Elvick, John Young, Amy Young, Ken Farr, Rudy Cole, Josh Dowlen, Van Pershing, and our newest member Frank Trejo with his wife Gloria and kids F.J. and Thomas.

The Little Anthony's activity was discussed. Six Corvairs were there and John and Amy Young's turbo Corsa convertible took top honors in the 60's class.

Activities for February were discussed. Bob Moulton volunteered to set us up with a personalized tour of the Titan missile museum probably sometime in the March time frame. For February we will go to Benson for breakfast. John Young will call ahead and let them know we're coming. We'll meet at the Triple T Truck Stop at 8:30am on Saturday morning, February 22 and caravan to Benson together.

Van Pershing presented the details of the Chevy Showdown coming up on April 26. A sign up sheet for judges and parking assistance was passed around and all of the slots were filled.

Business cards and website space is available to club members. Contact Van at tucsoncorvairs@yahoo.com.

The minutes of the November meeting and the treasurer's report were approved.

Allen Elvick who is heading up this year's nomination committee presented the 2014 slate of officers and asked for another others to speak up for consideration.

After a brief intermission the raffle was held. Only one prize was available and it was won by Allen Elvick.

During the tech session Josh explain how he discovered the large transmission leak in Ron's Greenbrier. After changing the transmission pan gasket a half dozen times, it turned out to be a loose bolt between the transmission and differential. A little sealer and a big wrench fixed the problem.

Frank Trejo showed us the new disc brake set up they plan on installing on their '62 which makes use of Dodge Colt rotors and hubs. He had questions about which wheel bearings to use.

Van shared an article which appeared the CORSA Communique which had kind words to say about Don and Betty Chastain from a former Tucsonan.

Sam asked for some info on thermister wiring.

The meeting adjourned at 8:11pm.

Submitted by Van Pershing

Free Webpage Available!

You can have your own free webpage on corvair.org. Contact Van at tucsoncorvairs@yahoo.com for further details.

**2014 Dues are
now due.**

President's Message

As this year of my presidency winds down, I've taken some time to reflect on the past year. I have enjoyed this past year in many ways. Initially, I was reluctant to except this position, but I am so glad to have made the right decision. With the help and support of all of you, for which I am so very grateful, I have grown and learned in ways I never imagined. Thank you all for that. Each month I look forward to the meeting and the club event. It gives me an opportunity to be with my friends, who I respect and cherish so much. The club events have been fun affairs. I would like to see more participation, but I also understand that other priorities sometimes get in the way. I hope that this up coming year is better then last year and that we continue to grow as a club.



Was I suppose to give a State of the Union Address?

It was great to see the turn out of Corvairs at Little Anthony's. While I was there, I came to realize how hard it is to be at a show, amongst your beautiful Corvairs, while mine sits on jack stands still. I know someday it will be done, it's just so hard waiting for that someday to arrive.

In regards to that Greenbrier on the slalom course (page 5), it looks more like a dog who thinks he has found a fire hydrant.

See you all at the breakfast run.

Keep the shiny side up,

Mike

New Slate of Officers Announced

The nominating committee announced the slate of officer for 2014. Final voting will take place at the February meeting and they will take officer as of March 1.

They are:

President: Mike Lake

Vice President: Sam Pernu

Recoding Secretary: Van Pershing

Tresurer: Allen Elvick

Membership Chair: Ron Bloom

Board Member-At-Large: Rudy Cole

Editor/Webmaster: Van Pershing

Mechandise Chair: Don Robinson

Librarian: Bill Maynard

If you have a desire to serve on the TCA Board, please contact Allen Elvick to be considered.

Some Thoughts on Engine Rebuilding

by Bob Helt (August 2013) from *Vegas Vairs*

When it comes time to rebuild your Corvair engine you might want to consider whether to use one of the standard cylinder oversizes (such as 20, 30, 40, or 60 thousandths oversize); or whether, maybe, to expand the cubic inch displacement beyond these standard increases, all within two economical steps. Of course going beyond the standard displacement increases will result in an increasing cost due to the specialty nature of these oversizes. But at least the possibilities are available and worth checking out to determine whether any of them are right for you.

The FlyCorvair group under the direction of William Wynne has established two definite but economical engine displacement enlargements beyond those accomplished by the standard cylinder oversizes. While the stock displacement of Late Model engines was 2680 cc, boring the cylinders 60 thousandths oversize would enlarge the engine to 2775 cc. This is a significant increase but even more displacement is possible.

The first larger step developed by FlyCorvair is to bump up the displacement to 2850 cc. An explanation of the second larger displacement of 3000 cc will follow. The 2850 cc displacement is accomplished by using Clark's new full-fin and thick-wall cylinders that are overbored 0.105" (to 90 mm) from the stock 3.437". (Clark's part number for these cylinders is C-11628ww). These are an off-the-shelf item although slightly expensive due to the additional boring operation required. These cylinders have been proven to be satisfactory and reliable by the FlyCorvair group, and since they work for aircraft, then they will also do so for any automotive application too. Special pistons and rings will then complete the job. These 90 mm pistons (and rings) that use the stock Corvair connecting rods can be obtained from Ray Sedman at www.american-pi.com. (Email him at rsedman@american-pi.com.) These pistons can also be obtained with "flat tops" or dished if you want to reduce the CR back to stock, or even a lower CR. Dished pistons will also improve the combustion chamber and help control detonation. No machine work is required on either the crankcase or on the cylinder heads to make these Clark's cylinders with American-Pi pistons fit properly. Also stock connecting rods can be used too, without any modifications other than,

possibly, ARP bolts and resizing/balancing. That is the nice part of using this setup. Use Clark's standard copper base and head gaskets with these cylinders.

The next larger displacement step is to 3.0 liters or 3000 cc, using Volkswagen 92 mm cylinders, but with Corvair-style pistons and rings. This upgrade will require machine work on both the heads and crankcase to make room for the larger cylinders. Kits to accomplish this upgrade are available from Mark Petnuias (Petz) at Falcon Machine (Falconmachine.net, 2043 S. Fish hatchery Rd., Fitchburg, WI, 53575, 608-835-3317). He will supply 3.0L kits and do all the associated machine work involved. The 3.0L kit includes, new 92 mm cylinders, new forged pistons, new pins, new plasma moly ring sets, labor to gap the rings to the cylinders, labor to install your rods on the pistons (pressed pins), and labor to inspect and bore out your cases to accept the larger cylinders. The price is \$1800. The cylinder heads also have to be bored out larger. If he is already rebuilding your heads at the same time, it's only a \$70.00 extra charge, if it is a separate operation it's \$200.00 to take them apart bore them out and reassemble them.

In addition, Roy Szarafinski of Roy's Garage (Roysgarage.com, 3564 Hudson Rd., Osseo, MI 49266) can also supply similar kits and services. Both Falcon Machine and Roy's specialize in Corvair engine parts and services. Of course, there are other Corvair shops that can also provide these kits and services. Right now you may be wondering why 3000 cc was chosen when it is possible to "go all the way" to 3100 cc, the current maximum size available at reasonable cost. There are several reasons as described below by William Wynne.

"The single biggest factor aiding the standardization of the 3,000 over the 3,100 is the fact that the design and geometry of the 3,000 is all Corvair, compared to the 3,100 which has the piston pin and compression height of a VW engine. These compromises make the 3,100 require modified rods and custom length pushrods. The 3,000cc engine, by our design, uses stock Corvair rods and standard length pushrods.

[In addition,] the primary reason why we went to 92mm as the 3,000cc bore over the 3,100s 94mm bore is to improve the head gasket area and decrease the over-

size required when machining the case. A 3,000cc engine's case has the 2mm difference in the case bore. This may not sound like a lot, but it is a great improvement if you need to put a Helicoil or Timesert in the case for a head stud. On the top, the 3,000cc's head gasket surface does not break out into the head stud holes as the 3,100 does."

So there you have it. Two ways of achieving increased displacement over the standard overbore of 60 thousandths for you to consider. Both at increasing but reasonable costs.

from *Vegas Vair* (Jan 2014)

Late Model Tail Light Lenses

Here's a bit trivia from the January issue of *Vegas Vairs* about late model tail light lenses. It's easy to tell the '65 lenses from the others, but you probably didn't know that there were two different trim rings used in 1966. From mid-'66 till the end of production the same lenses/trim rings were used.



Well, I took Cora on an extended trip. I joined six other gearheads in the Veteran Motor Car Club of America, Las Vegas High Rollers Chapter and journeyed to Amargosa Valley, Nevada and then on to Death Valley National Park in California.

This snap was taken from the summit of Dante's Peak which affords an unparalleled view of the entire valley. The whitish colored areas are borax. Remember, 20 mule team borax?

The entire trip over two days consumed 285 miles. Apparently, Cora Vair was up to the task although I only got 25.1 mpg this time. So much for a super tune with rebuilt carburetors!!!

- - - - The older I get, the better I was!

Harry Ransom

The Twenty Mule Team has nothing on *Cora*



Rockin' Brier

The Chevrolet Corvair Greenbrier has long been known for its handling abilities on the race track. Here is a fine example of its racing performance as it takes a championship run at a typical autocross event ... or is it just another Corvair enthusiast taking his girl friend for a Sunday drive?



These pictures were found on the internet with no explanation. You'll have to admit, this looks like a lot of fun!





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

NEW MEETING PLACE:

Kettle Restaurant, 748 W Starr Pass (I-10 and 22nd),
Tucson, Arizona.

Board of Director meetings are held at 5:30pm before the regular monthly meeting at the same location in the months of January, April, July and October . All members are welcome to attend.

This newsletter can also be accessed at www.corvairs.org



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2014 Dues are due.

Pay at the next meeting or send them to:

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