



TUCSON CORVAIR ASSOCIATION
Established 1975

TCA 2018 Events at a Glance

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 one name tag). Make checks payable to the Tucson Corvair Association and mail to the TCA Treasurer.

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

CORSA membership dues are \$45 per year (\$90 for 26 months) and include a subscription to the CORSA Communiqué, a bi-monthly publication. Rates are \$37 per and \$74 for 26 months for a "virtual" membership. CORSA memberships is not required for membership in the Tucson Corvair Association, but is highly recommended. See any TCA officer for more information.

Business Mailing Address: 4842 W Paseo de las Colinas, Tucson, Arizona 85745

Website: www.corvairs.org. Email address: tucsoncorvairs@yahoo.com

Sep 27 Wed

Regular Monthly Meeting. Parking Meeting starts at 7:00pm. Come a little early if you're going to have dinner. Golden Corral, 4380 E 22nd St, Tucson, Arizona (near Columbus).

Oct 26-28

Great Western Fan Belt Toss and Swap Meet. Sunrise Park, Palm Spring, California

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Don't miss the September meeting!

Come learn some of the trick of repairing and modifying body panels.

Wednesday, September 27

August Meeting Minutes

Minutes from the monthly meeting of the Tucson Corvair Association held August 22, 2018 at Golden Corral, 4380 E 22nd Street, Tucson, Arizona.

The meeting was called to order at 7:05pm by President Mike Lake. In attendance were Mike Lake, Ron Bloom, Allen Elvick, Frank Pella, Doug Scott, John Young, and Van Pershing. Guest and newest Club member Mitch Dun was introduced. Mitch purchased Bill Maynard's Lakewood and also owns a '61 Monza 4-door..

Allen Elvick gave the treasurer's report. The opening balance on July 1 was \$2,295.71 with an end of moth balance of \$2,311.08 Merchandise chairperson Doug Scott reminded everyone that there are plenty of oil filters available.

Minutes for last meeting were approved.

An apology was given by President Lake for the quality of the carburetor presentation at the last meeting. He promised a more organized, more hands-on delivery in the near future.

The donation to the homeless vets project has not been made as yet. President Lake will get the contact information needed.

The cars that were donated to the Club and that been in storage to Bill Maynard's yard have been disposed of. Another Club car is still there but will probably be hauled off for scrap if not removed soon.

Several shows are coming up including the United Way show at the Caterpillar proving grounds, the Nam Jam on Sep

22, the big show at the Gregory School on October 2, Cars in the Park at Sierra vista and the Cops and Rodders show on Nov 3.

Suggestions for the location of this year's Christmas party were discussed. Possible locations included Nevada Bob's, Razzie's, plus several others possibilities.

The Club library was discussed. Van Pershing went to Bill Maynard's and collected all of the library items as well as the Club's loaner tools. Van disposed of all of the old issued of the *CORSA Communique*. Old issues of the *Corvairsation* were also assign to the recycle bin except those that needed to be scanned and loaded to the website. All *Communiques* are available to CORSA members on line. The *Corvairsation* is also available on line. It is believed that all of the Club tools are accounted for. Doug Scott has an engine lift that belongs to the Club that was not on the tool inventory.

Frank Pella gave information regarding a '65 coupe that is for sale in Huachuca City. The information will posted in the For Sale section of the Club website.

Van Pershing gave a presentation on the Rochester fuel injection that was in developmental stages and came very close to going into production. He displayed heads, and intake manifolds that were built by the Chevrolet model shop for the project.

The meeting adjourned at 8:25pm.

Submitted by Van Pershing

Library Update

As many of you know, our librarian retired a few months ago. Earlier this month, I collected all the library material and Club tools. There are loads of materials in our library but most of it is pretty much worthless to us since 99 percent of the information is easily available on line.

There must have been 100 pounds of past issues of the *CORSA Communique* and almost an equal amount of old *Corvairsations*. All CORSA publications are available on the CORSA website and since no one has visited the library to check out any of them in decades, they will be sent to the recycle bin. One great discovery was that there were more than 5 years of *Corvairsation* issues that had had not been previously scanned and posted on the TCA website. They will be posted on the website in the near future at which time they will join their *Communique* friends in the recycle bin. With the exception of only a few issues, we will have everything back to the very beginning— 1976!

Many of the so-called Club tools are pretty sorry and most of them have not been used in decades. There are a few shining stars that will be polished up and made available to Club members. A complete inventory will be published in the *Corvairsation* and posted on the website in the near future.

There are several Corvair related DVDs and VHS tapes. I will review the VHS tapes and if they are still in working condition, will convert them to DVDs and make them available to Club members to view.

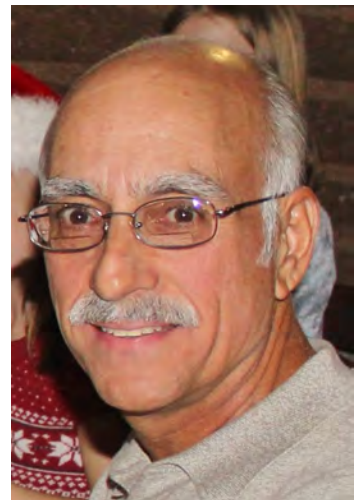
New Vice President

At the July meeting **Frank Pella** accepted the opportunity to serve on the TCA Board of Directors as the Vice President for this year.

Frank also has been serving for the passed couple of years as the President of the Classic Chevy Club of Tucson and has been spearheading the organization for the Chevy Showdown during that time.

Frank owns and operates a beautiful 1968 Monza convertible that has won many awards at local cars shows.

He is a great attribute to both the CCCT and TCA. We appreciate his willingness to step in to help the Club stay on track.



Tire Pressure Monitoring Systems

Jim Pittman

As we all know, Corvairs require a pressure differential between front and rear wheels to handle properly. Most of us trained ourselves to regularly check front tires for about 20 psi and rear tires for about 30 psi. This check is especially important right after a mechanic does anything to your tires (new tires or an alignment) because the typical mechanic will just set all four tires to 35 psi. A good tire pressure gauge is pretty much standard equipment for most knowledgeable Corvair owners.

New cars are equipped with Tire Pressure Monitoring Systems (TPMS) as standard, and the aftermarket industry has come out with devices to provide TPMS functions for older cars. Some of these provide not only a warning, but also a readout of each tire's pressure. Should you get one of these for your Corvair? Maybe. Are they simple, inexpensive and reliable so you can just "set it and forget it?" Well, maybe not.

Wikipedia will tell you how these things work. Google may help you find reviews of aftermarket systems to install on your Corvair. And Amazon will sell them to you. Some cost in the \$40 to \$60 range while others top the \$1,000 mark. Whether you buy a new car or buy an aftermarket system for an old car, can you think of TPMS as just another safety feature that you can ignore until the warning light comes on? Maybe you should find out how your system works, the different ways it can fail and what to do if that warning light comes on.

The first car we owned with TPMS as standard equipment was a 2013 Honda Civic. It had a "Direct TPMS" which means each wheel had a special valve stem with a sensor to send signals related to tire pressure. The car's onboard computer monitored these signals. If one (or more) sensor indicated below some threshold pressure an idiot light on the dash would come on. Honda didn't say much about how the system worked but only what to do if the dash indicator came on and

how to re-set the system. Knowing nothing about the system, I thought about accuracy, failure modes and the cost of repair. Google told me that the sensor valve stems were fairly expensive, were subject to failure by vibration or corrosion, and needed to be carefully installed. Since the system came with the car there was little I could do about it. While we had the car the low pressure light came on twice, each time for a slow leak due to a nail in the tread. So, it worked as advertised.

Later we traded the 2013 Civic for a 2016. There were features of the 2016 that appeared to be "better" than the 2013, but there were a few things that in my opinion were definitely not better. I'm not reviewing Honda Civics here, so let me just discuss the tire pressure monitoring systems.

You'd think the systems on these two Civics would be the same. Not so. The 2016 Civic has ABS (automatic braking system) and that means the car's computer continually measures the rotation speed of each wheel independently. In case of a skid or slippery road conditions, it can modulate the amount of braking applied to each wheel separately. With the computer measuring the speed of each wheel all the time, there was a way to do tire pressure monitoring without those pesky valve stem devices. This "Indirect TPMS" works by having the computer keep track of the normal rotation speed of each wheel. If one wheel has a faster rotational speed than the rest, the computer turns on the idiot light. The assumption is that a lower pressure tire will have a slightly smaller diameter and rotate faster than a correctly-inflated tire.

There is a critical functional difference between a Direct TPMS and an Indirect TPMS. That is, the direct system with pressure sensors in the tire stem can signal low pressure while the car is sitting still, but the indirect system depends on wheel rotation and therefore cannot work without some number of rotations. How many rotations? Honda does not tell you. If you

start up the car and all seems well, a low tire would make the idiot light go on only after you had gone some distance.

Ten feet? A hundred feet? Half a mile? Who knows?

We have had the low pressure warning light come on more than once in the 2016 Civic. When I'd stop the car and check the condition of the tires by feeling the sidewalls for overheating, they seemed fine, and when I later checked the pressures with a gauge, the pressures were fine. But, on one occasion when the warning light came on I felt I needed to drive a mile or so before getting off the road. The tire had lost all pressure and was ruined. I consider the warning light not particularly reliable. It certainly does not distinguish between a slow leak and a sudden deflation.

After reading about TPMS for new and aftermarket cars I conclude that, like most new safety systems, there are conditions when they can be helpful and conditions where they can be misleading or may completely fail. If I still drove a Corvair I would do what I have always done: (1) buy good quality tires, (2) err on the side of a little too high pressure, and (3) check those pressures regularly.

Having said that, I found reading about these things on the internet was fascinating. It's nice to know that you can equip your older car, truck, RV or trailer with a relatively inexpensive monitoring system. Here are some interesting web sites I found:

[www.en.wikipedia.org/wiki/Tire-pressure_monitoring_system](http://www.en.wikipedia.org/wiki/Tire_pressure_monitoring_system)

www.vbestreviews.com/tire-pressure-monitoring-systems-reviews/

www.10bestproduct.com/best-tire-pressure-monitoring/

www.amazon.com/dp/B012AEFDSC?tag=10bestproduct-20

I have Fun Everyday

by Steve Goodman

Every so often I hear the comment "No one drives a Corvair everyday these days". I bristle when I hear those words. Yes, most do not use one everyday BUT I STILL DO! All I own is Corvair or Corvair powered and have since the 60s except I do have an old Jeep for deep snow days. In fact my work car sits outside so no matter how cold or iced the glass etc. gets. I clear the car off; the heater works so well I turn the blower off after warmed/defrosted and drive the 12 miles to the shop.

So I get to enjoy driving to the shop in a Corvair which brings all kinds of that 'fun' above. Plus drivers coming at me wave/thumbs up and at traffic lights folks will ask what year, etc. Many times the comments about how their family had Corvairs in the past are made. In parking lots/service stations the comments are the same. I ask if the family lived here in Denver and if they reply "yes" I ask if they remember the shop on Morrison Rd. Often they say "yes" and I tell them that was me. Sometimes they say they were pretty young and don't remember where dad took the car. Thanks for making me feel old!! I always ask for family names and luckily I remember almost every name and cars connected with the

shop. When I describe the car the family owned in 1975 they are impressed that I remember the family. I always hand them a fresh business card and invite them and family members to the shop for a visit.

If out of the area I continue to press for location and names. Being a CORSA member since it began and attending many of the conventions through the earlier years I came into contact with lots of owners and sometimes a name rings a bell.

One of the comments made by many who I visit with say they don't

see Corvairs on the road anymore. I answer that there are many still around but folks just use them on weekends and nice weather. I tell them about both CORSA and our local club here and Colorado Springs and quickly throw numbers such as 50 Corvairs and over 100 people drove their Corvairs to Crested Butte this year and name the states involved. That helps convince them the Corvairs aren't collecting dust in a garage.

Invariably the conversation will turn to Nader. There are many Corvair owners who immediately get their back up when Ralphie is mentioned BUT I have a different

approach. I skirt Nader quickly and say there are other reasons the Corvair failed. I talk about the introduction of the Mustang with V8 power in 1964. I talk about the differences in advertising between Mustang and Corvair.

If I still have their attention I also say the emissions of the early 80s would have spelled the end of the air-cooled engine anyway just as the 911 became a water-cooled engine.

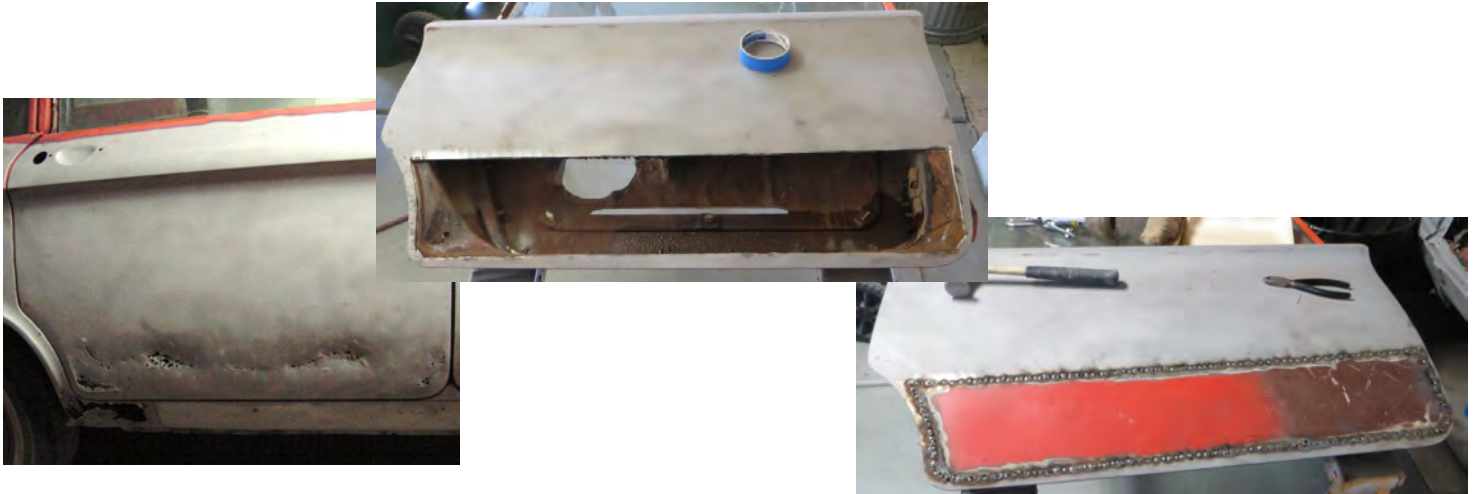
My fun continues when someone will pop into the shop and show me what they just found and it turns out to be something from years past. I enjoy being able to fill in a little history of their new toy and many times can get former owner and new owner together. Just last week that happened. New owner of the Manta Mirage that Harlan Colburn Sr and Jr built before the 1981 convention walked in. Harlan had lost track of the car in the mid 80s and now it is back in Denver. I even dug out my spare copy of the 1981 COMMUNIQUE showing the Manta auto crossing at CDR and showed to the new owner. That night in a restaurant parking lot I answered more questions about my car. On Wednesday evenings at Wendy's Larry Yoder and Dale Nielsen and myself have 3 Corvairs parked together and comments are always made about them. Saturdays at lunch 'the Corvair guys' attract much attention and comments about our cars.

THANKS TO ED COLE I HAVE FUN EVERYDAY IN MY CORVAIR



September 26, 2016

Coming at the September meeting will be a how-to presentation on how to do rust repair/mods on body panels. Come and learn some new/old tricks!



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

The November meeting is traditionally 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
4380 E 22nd Street, Tucson

Read this newsletter on line at www.corvairs.org