

1st Annual Arizona Corvair Challenge

Several months ago Mike Lake and Steven Lubliner of the Tucson Corvair Association and Dave Dean of the Cactus Corvair Club met to plan a joint Corvair event. A couple of activities were held in years past but the idea was to do something more consistently. From their many hours of planning the Arizona Corvair Challenge was born.

The 1st Annual Arizona Corvair Challenge was held on Sunday, February 22, 2022 at the Pinal County Fair Grounds in Casa Grande, Arizona. Both clubs competed against each other in sever grueling events that included a gymkhana, slow drag races, a fan belt toss and a Corvair trivia game.

A fun time was had by all but unfortunately the Cactus club won every single event and took home the beautiful Arizona Challenge trophy which will certainly return to where it belongs in Tucson after next years event.



Pushrod Drop



Fan Belt Toss



TUCSON CORVAIR ASSOCIATION

Established 1975

The **Corvairsation** is a quarterly 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 (COSA) as Chapter 357.

Membership dues are \$25 per year for individuals. 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 or email changes to tucsoncorvairs@yahoo.com

COSA membership dues are \$45 per year (\$90 for 26 months) and include a subscription to the COSA Communiqué, a monthly publication. Rates are \$37 per year and \$74 for 26 months for a "virtual" membership. COSA 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

TCA 2022 Events at a Glance

**4th Tues of
each month**

Monthly Meetings: 6:30 pm at the Franklin Automobile Museum, 1405 E Kleindale, Tucson, Arizona

Sat, Apr 23

Rodders Days at Pima Community College downtown campus, 1255 N Stone. 9am—3pm. See TCA website for more details

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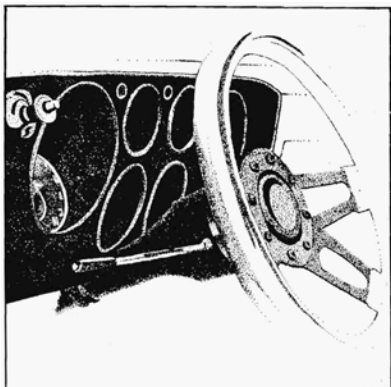
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**Go to www.corvairs.org
to check out future TCA
activities!**

Greg Davis' Part Inventory

John Young has been in contact recently with Zodi Davis, the wife of Corvair guru Greg Davis who passed away recently. Many of our Club members have know Greg for many years and have had work done by him. Her phone number is 520-266-3722. There are hundreds of used Corvair parts for sale contact and she can be contacted for information.



Something tells me that the Corvan used in this advertisement is not air cooled!!

Marana High School Car Show



This beautiful '68 Monza convertible powered by a 3-cylinder 140 engine was Frank Pella's entry.



Mike Lake's turbo Corsa—slightly modified



Pat Croan's 1962 Spyder convertible with many, many upgrades. Brad Bacon's Mercury Cougar can be seen in the back ground.



This '63 Greenbrier was at the show owned by Quaid Comaduran (Van's grandson)

The Marana High School Car Club sponsored a car show on March 19 with about 130 cars in attendance. The entry fees were cheap they had demonstrations of the national competitions that the kids win almost every year and the proceeds go for the improvement of their automotive program giving the students a real heads-up for making a career in the auto repair business.



Van Pershing's Yenko Stinger replica was also there.

SOME THOUGHTS ON ENGINE REBUILDING

By Bob Helt (August 2013)

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 thickwall 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 Petnunas (Petz) at Falcon Automotive, 2043 S. Fish Hatchery Rd., Fitchburg, WI, 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 (3564 Hudson Rd., Osseo, MI, 608-835-3317) 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 oversize 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.



Ron Miles of Tucson built a STOL Zeith CH-750 aircraft about 10 years ago and powered it with a Corvair engine enlarging the displacement to 3000cc.



MONZA GT Concept Car

1962
Wheelbase: 92"
Height: 42"
Styling: beautiful!



A 4x4 Chevolet Corvair Zombie Hunter Van: 100% Road Legal

Although it's listed as a Corvair van it actually just uses a Corvair Greenbrier body. From the sills down it's actually a 1965 Ford F100 four-wheel drive chassis that's been fitted with a 350 cubic inch small block Chevy V8 which is mated to a GM Turbo-Hydramatic automatic transmission.

Fast Facts – The Zombie Hunter

- Believe it or not, this unique Corvair is 100% road-legal in Nevada, despite the considerable amount of “reengineering” it's had and the fact that there's a machine gun mounted on the roof.
- The vehicle has a 1964 Corvair Greenbrier body mounted to a four-wheel drive Ford F100 chassis, and it's powered by a small block V8.
- The Greenbrier is capable of highway speeds and it tracks straight, the front driveshaft has not been installed so for the time being it's rear-wheel drive.



Photos from the 1st Annual Arizona Corvair Challenge





Gymkhana



Pushrod Toss



Slow Drags

Go to www.corvairs.org to see many more pictures of this event.



Loser!

Photos courtesy of Brad Bacon and Pat Croan