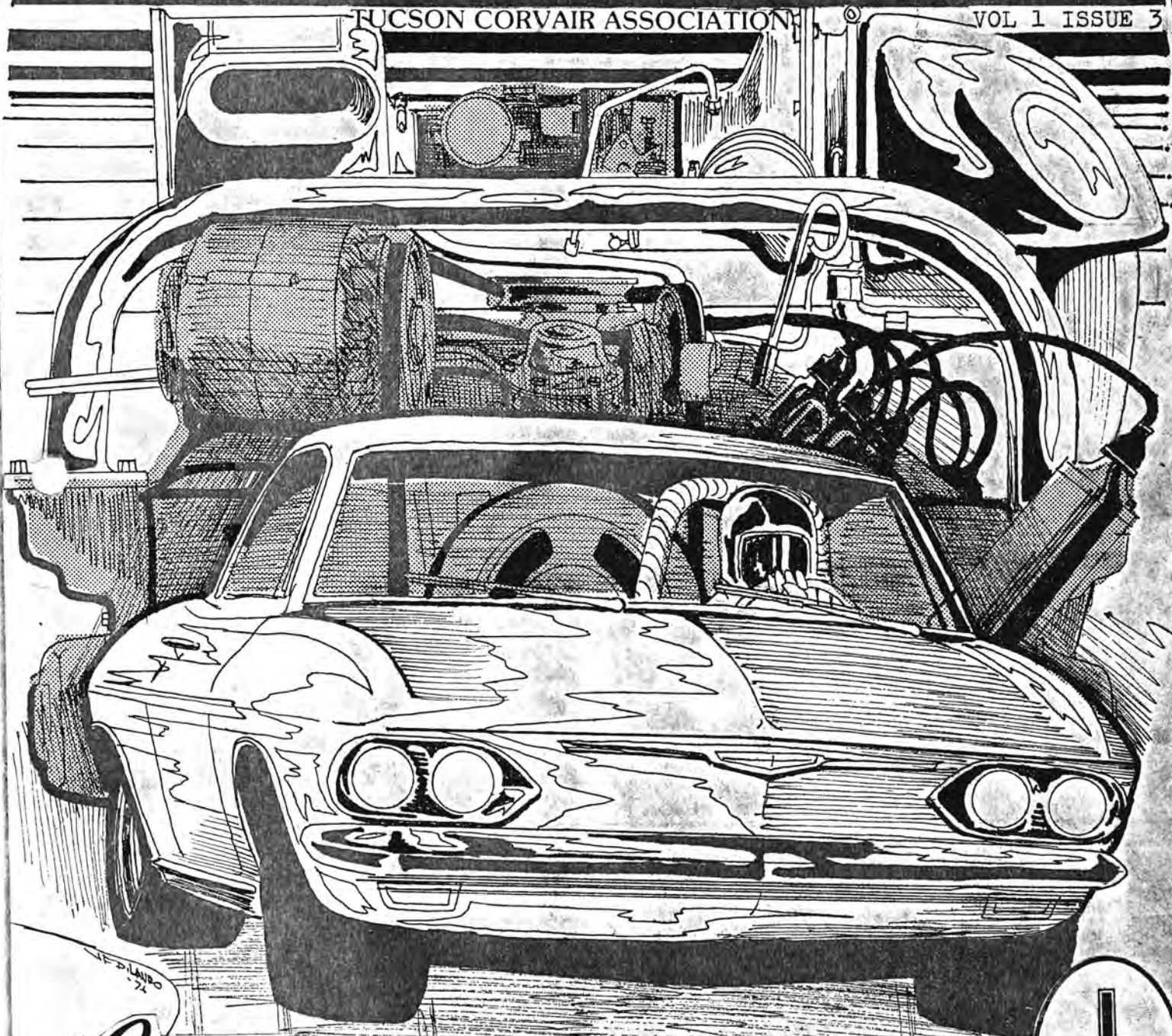


Corvairsation

TUCSON CORVAIR ASSOCIATION

VOL 1 ISSUE 3



TUCSON, ARIZONA

June 76



REFLECTIONS FROM A RECENT VALVE JOB

What was Found

Loose rocker stud (head bolt)
Loosened rocker adjusting nut
Rocker arm off pushrod
2nd pushrod, same cylinder, broken about 2" from top end
Valve stem hammered over (peened)

Pulling the Heads--Stud Problems

Car came from up North. Exposed head studs were rusted away, nuts rusted solid. Top studs backed out with nuts. Replacement studs must be .003" oversize, but a plus three may have been used originally, and then you must go to .006 over to torque to 10-30 ft. pounds at proper length, 8 9/32". Replacement nuts and washers will grip only 3-4 threads on rusted studs, so use original type nut, or replace stud. Studs will drive "double nutted". Heads can be difficult to separate from cylinders. Pull away with rocking action. If cylinders come with head, pull out about 1/2 inch, then using a block of wood knock cylinders back to block by hitting on base lug. Keep head square as it is pulled away over studs.

Tools

To avoid injury to push rod tubes, use correct tool. (Available from Clark's in Mass.)

13/16" deepwall socket used for rocker stud nuts, usually has a chamfer on end of 12 point opening. Grind end of socket square to remove chamfer. As reported earlier, use 6 point socket on exposed head nuts, but be sure it is "thin-wall"--space is limited under intake manifold.

Sabotage or Negligence?

A neatly wadded shop rag (clean) was found on oil cooler, blocking all air flow. Oil cooler seal was cocked on installation, blocking 25% of oil flow through cooler. Oil will bypass cooler if differential is 10 pounds or more--even less cooling!

Tip on Setting Valves

Rocker adjusting lock nuts have a limit of 55-125" pounds. If you can use "wrist action" on ratchet head when adjusting nut, the nut may bell loosen in use. Replace with nut of proper torque capabilities.

Experiment

It's experimental, but lithium based, white grease was used on all studs and bolts put into aluminum. This may be similar to white lead in its action by preventing galling and corrosion of threads.

Theories and Actualities

It may be that most general engine noise comes from worn rockers and balls. This is to be expected after high mileage or poor maintenance. Some of this wear can be attributed to lifter face wear on the cam lobe. The lifter face is ground with a slightly convex curve. This causes a twisting action on the lifter which in turn is transmitted to the pushrod. Without this turning action, the oil squirt hole in the side at the top of the pushrod usually stays in one place, resulting in improper lubrication to ball, rocker and valve stem.

Don't overlook noise from the blower bearing, idler pulley and/or the generator/alternator. Check these when the opportunity arises.

Another source of noise in other than slush boxes can come from loose rivets in the three piece flywheel. This is a "deep" job. It is sort of a clunk when you engage the clutch or back off on the throttle. It doesn't happen every time, but it will get more frequent as time passes. Of itself it is not important in the early stages. The problem comes when it gets so loose that there is excessive runout of the flywheel causing all sorts of problems. Since the pressure plate carries the starter ring gear, you will hear an irregular noise as the engine is cranked. This is the beginning of the end. It will eventually get so far out of true that you will experience a broken casting on the starter drive end. In any event, the imbalance of the loose flywheel will cause a vibration in the engine at different speeds and in the end ruin the main bearings. Centering, peening the rivets, welding at the periphery (short, one inch welds), 3-4 places and rebalancing is the only way to avoid purchasing a new or good used flywheel.

6. TURBOS * TURBOS * TURBOS * That is all you read about in Car Craft and Hot Rod Magazines. If you own one, you know what I mean. The response, when you put your foot in it in third gear is something else. You can buy a turbosupercharged German Corvair (Porsche) for \$22,000 plus or find an American mass produced model called a Spyder or Corsa 180 in reasonable shape for \$1,000. If you have a turbo that isn't performing and you think it is the blower a rebuild kit costs about \$74 from Clark's. The shop manual tells you how. Special tools needed include a dial indicator, two or three "C" clamps and a lot of patience.

7. Clark's new catalog is out. Lots of new items. I bought a set of his carpets and they are super.

SEE YOU AT THE MEETING

FOR SALE

Two blue bucket seats for a 1965 convertible. Good Condition
Frank McKenna 885-8571

12 Plate oil cooler for 140, 3 plate oil cooler for 1966,
Steering gear for 1966, 140 Distributor, tail light lens
for 1962(now still in the box) Left muffler bracket(140)
John North 326-2086

1963 Spyder Distributor. Ted Lloyd 885-7766

HOT HOT HOT

1963 SPYDER CONVERTIBLE, 150 HP, 4 Speed, New Transaxle, Wire
Wheels 50,000 miles Best offer over \$2000 Excellent Shape
Ted Lloyd 885-7766.

ASSOCIATION EXPERTS

Pin Striping, distinctive lettering, art work ----- John DiLauro
D-Signs and Art 747- 7272

CARBURETOR REBUILDING

Carburetor rebuilding may or may not solve your carburetion problems. What should work in theory sometimes goes astray in practice. So far, I've rebuilt 4 Rochester HV carburetors with 3 successful and one that refused to work. Carb rebuild kits come from several sources. The cheapest come from auto parts stores and run about 4 dollars. These include a new accelerator pump, a new float needle and seat and other small parts. Instruction sheets vary from good to confusing. The best thing to do is to work on one carb at a time, so if you get confused you can refer to the other one.

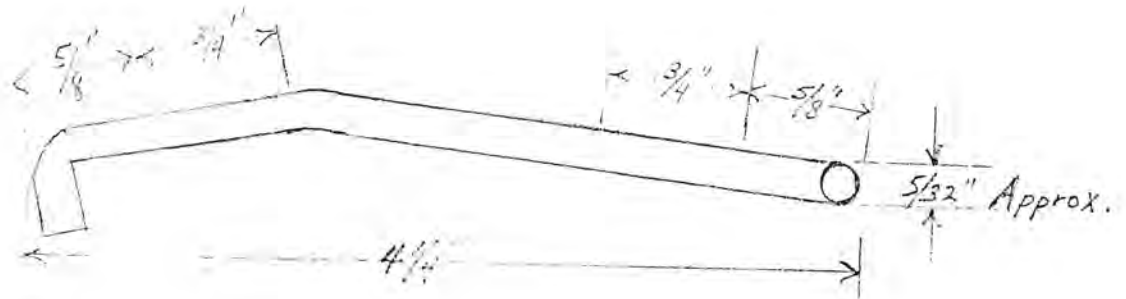
The float needle, seat and float adjustment must be handled with care. Make sure the dimension for float level is correct or you may wind up with a more severe problem than you started with. continued---

carb rebuilding--continued

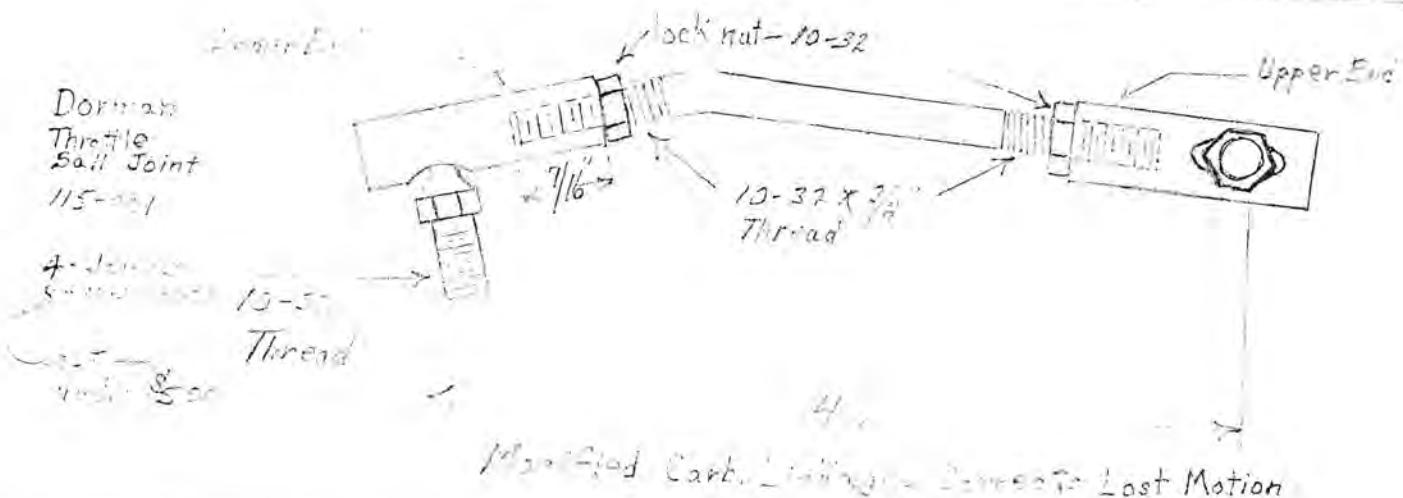
You may also have to take springs and clips from old parts and transfer them to the new parts. Be sure to read the instructions that come with your kit. A shop manual is also a great help. Do all adjustments on carbs before bolting them back onto the engine. Take care when bolting the carb onto the long stud -- if you overtighten the gasket will split and fuel will leak into the carburetor barrel. Good luck!

Corvair carburetor specifications

YEAR	MAKE	CARB. NO.	FLOAT LEVEL	FLOAT DROP	PUMP ROD	IDLE VENT	VACUUM BREAK	AUTO. CHOKE	FAST IDLE	CHOKE ROD	UN-LOADER	IDLE R.P.M.	
												NORMAL	FAST
1960	CORVAIR	ALL	1-7/32	1/3/4	INDEX LINE	--	--	INDEX	--	--	.250	SYN.-500 A.T.-500D HI-PER.-600N	2200
1961	CORVAIR	ALL	1-7/32	1-3/4	INDEX LINE	--	--	--	.045	--	--	SYN.-500 A.T.-500D HI-PER.-600N	--
1962	CORVAIR	ALL	1-7/32	1-3/4	INDEX LINE	--	.160	--	.065 A.T. .050 SYN	.160	.250	SYN.-500 A.T.-500D HI-PER.-600N	--
1963	CORVAIR	ALL	1-3/16	1-3/4	INDEX LINE	--	.160	--	.065 A.T. .050 SYN	.160	.250	SYN.-500 A.T.-500D HI-PER.-600N	--
1964-66	CORVAIR	ALL H.V.	1-1/16	1-13/16	INDEX LINE	.015	.190	--	.075	.190	.325	SYN.-500 A.T.-500D HI-PER.-600N	--
1965-67	CORVAIR	ALL H	1-1/16	1-13/16	INDEX LINE	--	--	--	--	--	--	--	--



Original-Stock
Carb. Linkage



Modifying Carburetor Linkage --to correct lost motion.

Sooner or later the carburetor control linkage will wear at the control rod ends or the holes will enlarge. When this happens it is impossible to synchronize the carbs for full performance at any speed. The above drawings are self explanatory, but just in case here are some additional directions.

Cut 5/8" off each end (right side only). Cut a 10-32 thread, 3/4" long on each end. On left side rod, cut only top end. Usually the bottom adjuster (already threaded) does not wear as fast and will be useable. However, if it is worn (the hole or the joint), cut additional threads and then cut off enough of the rod to hold the over-all length. Use 10-32 nuts to lock the rods after adjustment. The Dorman throttle ball joints are available from most auto parts stores. Some of them come with a rubber dust boot over the swivle. However, it is not necessary to get them. Be sure that the ball is centered in the joint when tightening the lock nut, as this is necessary to prevent binding on movement.



THE TWICE-MONTHLY
NEWSPAPER FOR THE HOBBY

24

4 May 1976

OLD CARS

OLD CARS PRICE GUIDE

CORVAIR PRODUCTION MODELS

	5	4	3	2	1
1960					
Series 500					
coupe	75	225	675	925	1300
sedan	75	150	450	675	1125
Series 700					
coupe	150	425	850	1300	1650
sedan	100	250	600	1000	1300
Series 900 Monza					
coupe	100	425	950	1500	2500
1961					
Series 500					
coupe	50	175	450	700	1000
sedan	50	150	350	500	850
wagon	125	300	600	1000	1400
Series 700					
coupe	75	300	500	900	1200
sedan	50	200	400	675	900
wagon	100	350	800	1400	1850
Series 900 Monza					
coupe	100	400	750	1200	1600
sedan	125	400	700	1200	1500
1962					
Series 500					
coupe	50	200	500	800	1000
Series 700					
coupe	50	200	500	750	1250
sedan	50	150	375	550	900
wagon	125	325	650	1150	1600
Series 900 Monza (6-cyl)					
coupe	100	450	800	1250	1700
sedan	75	350	550	900	1400
wagon	125	600	1100	1400	1950
convertible	150	600	1100	1600	2000
Spyder cpe	300	700	1300	2000	2500
Spyder conv	450	850	1600	2150	2800
1963					
500 Series					
coupe	50	200	450	750	1100
700 Series					
coupe	75	250	600	900	1250
sedan	50	150	300	500	1000
900 Monza					
coupe	100	325	800	1250	1600
sedan	75	250	500	900	1300
convertible	200	550	950	1300	1900
Spyder coupe	150	500	950	1300	2200
Spyder conv	200	700	1400	1700	2500
1964					
500 Series					
coupe	75	150	450	750	1000
700 Series					
sedan	75	150	350	500	900
900 Monza					
coupe	100	400	900	1400	1850
sedan	75	300	550	1000	1450
convertible	150	500	900	1400	2000

VEHICLE CLASSES

- 1) EXCELLENT: Restored to current professional standards of quality in every area; or original with all components operating and appearing as new.
- 2) FINE: Well-restored; or combination of superior restoration and excellent original; or extremely well-maintained original showing very minimal wear.
- 3) VERY GOOD: Completely operable original; or older restoration showing wear; or amateur restoration; all presentable and serviceable inside and out. Also combination of well-done restoration and good operable components; or partially restored car with all parts to complete and/or valuable NOS parts.
- 4) GOOD: A driveable vehicle needing no or only minor work to be functional; or a deteriorated restoration; or a very poor amateur restoration. All components may need restoration to be EXCELLENT, but are mostly usable "as is."
- 5) RESTORABLE: Needs complete restoration of body, chassis, interior. Not driveable, but is not weathered, wrecked or stripped to the point of being useful only for parts salvage.

600 Spyder					
Spyder cpe	400	850	1300	1850	2600
Spyder conv	500	1100	1500	2150	2850
1965					
500 Series					
coupe	100	200	600	900	1250
sedan	75	175	550	700	1000
Monza					
hdtp sedan	75	275	550	1000	1500
spt coupe	100	300	600	1200	1750
convertible	150	500	900	1400	2000
Corsa					
(add \$300 for Spyder 180 h.p. option)					
coupe	250	500	850	1550	2600
convertible	300	650	1000	1700	2800
1966					
500 Series					
coupe	75	175	450	700	1000
sedan	75	150	400	600	800
Monza					
hdtp sedan	75	300	600	1000	1600
spt coupe	75	350	650	1200	1750
convertible	150	500	1000	1450	2000
Corsa					
coupe	250	500	850	1550	1950
convertible	300	650	1000	1700	2900
1967					
500 Series					
coupe	100	200	600	900	1250
sedan	75	175	500	700	1000
Monza					
sedan	75	325	625	950	1500
coupe	100	375	675	1350	1700
convertible	150	625	1000	1450	2100
1968					
500 Series					
coupe	100	200	600	1200	1700
Monza					
coupe	125	350	800	1600	2250
convertible	200	400	1000	1800	2750
1969					
500 Series					
coupe	150	250	800	1500	1900
Monza					
coupe	200	300	1100	2000	2500
convertible	250	800	1500	2500	3000

FOR SALE

Two blue bucket seats for a 1965 convertible. Good condition. Frank McKenna, 885-8571.

FOR SALE

12 plate oil cooler for 140; 3 plate oil cooler, steering gear for 1966. Distributor off 140, tail light lens for 1962 (New, still in box); muffler bracket (left, for 140). John North, 3002 N. 20th Street, 326-2086 or see me at the next meeting.

FOR SALE

1962 CORVAIR Custom ^{SOLD} pinstriping Call John DiLauro 747-7272

FOR SALE

1966 CORVAIR 4dr. Power Sludge Engine Needs work, Frank McKenna 885-8571

FOR SALE

1963 SPYDER Distributor Ted Lloyd 885-7766

ASSOCIATION EXPERTS

Seat Covers, Convertible tops, Custom Interiors-- Jake Webster --
J&F Auto Upholstery 294-2630

Pin Striping, distinctive lettering, art work---John DiLauro --
D-SIGNS & Art 747-7272

TECH TALK FROM GEORGE TILLOTSON (continued)

The timing slips after a run are the proof of whether the builder has done it right or not. Winning is all important and most dragsters are reluctant to circulate the trick secrets. Wouldn't it be interesting to know?

1960 CORVAIR GRACES COVER OF ANTIQUE MOTOR NEWS

The December 1976 issue of Antique Motor News carried a cover photo of a 1960 4-door Corvair.

It was a lead photo which was meant to highlight a feature article on the 1960 Motor Age Auto Show. The article was a reprint from Chilton's Motor Age, October 1959.

The piece on the Corvair, along with photos of the power package, rear suspension and bottom view, was very brief, but of course highlighted the rear engine-transaxle arrangement.

Since this was among the earliest articles written about the Corvair, it is ancient history.

It is interesting to note that the same feature reported on the Studebaker, Falcon, and Valiant with almost equal enthusiasm, but with somewhat of a disclaimer.

The forward of the original article said in part..."All the 1960 cars are competitive. In their fashion. Come on thru the 1960 Motor Age Auto Show. It isn't a question of may the best car win. It will!"

Does anyone know of a Falcon or Valiant club? Yes, there is a Studebaker Drivers Club and there is CORSA!

UNCLASSIFIED

For Sale: 1966 rear air outlet panel. In prime, ready for final sanding. 12-plate oil cooler, 3-plate oil cooler, steering gear (2nd design--65-66) complete box, pittman arm and lower half of shaft. John North--326-2086.

For Free: Space in your newsletter to advertise your surplus parts or what have you. Call the editor at 326-2086.

Free space to advertise for a part you need. We just try to bring seller and buyer together. Call the editor at 326-2086.

Sound off--If you have a pet project you are working on and need advice or help, we'll try to get you together with the expert or parts. Drop the editor a note with your needs. 3002 E. 20th St. Tucson, Arizona 85716

Services for Sale: Custom pinstriping. Call John DiLauro for details. Also distinctive lettering, art work. John's place is called D'Signs and Art. 747-7272.

We are not sure that the information we got on your membership application is still applicable. If you have moved, changed phone numbers, or anything else pertinent, please let us know. We want to prepare a new membership roster and also try a new way of making labels for newsletter mailings.