

Corvairsation

January 1977

TUCSON CORVAIR ASSOCIATION

Volume 1 Number 7

Aluminum Can Collecting

Hey.. the Tucson Corvair Association treasury is richer by \$6.35 as a result of a plan voted on at the November meeting.

Come on now, we can do better than that. We don't ask you to become a guzzler but we do ask that you ask your friends to give theirs. Another natural place to find them is in the trash bins at popular parks, or while taking a bike ride or a walk. Do your part, and keep Arizona beautiful. Bring them to the next meeting.... crushed if you will. Less space, you know. They will pay us 17¢ a pound for aluminum cans and 15¢ for aluminum scrap.

Now don't tear down your carport, just to help the club out but, if your neighbor's blows down... and it is scrap... give him a hand and he might be willing to donate it to the cause.

The editor spent three hours stripping the insulation off 50 feet of 4 conductor transmission cable which went into the pile. Can you give that much time each month to the project? Sure, you can!

You will note the new format for the CORVAIRSATION front page. The art lettering is courtesy of VP, John DiLauro.

The changes were made so we could use the space formerly occupied by art-works thus reducing reproduction and mailing costs. Other changes are coming up but we welcome your suggestions.

The January meeting night has been changed to MONDAY, the 24TH... The place is the same. Western Savings Building, 3002 N. Campbell Avenue. It's across the corner from Coco's. Time: 7:30 P.M.

Check the minutes of the December meeting for added details about possible changes in meeting days and/or meeting format. If you would like to voice your opinion, attend the January meeting.

UP-COMING EVENTS

Want to get in on some fun?????

January 23, a Sunday Fun Rally for those who like to search for answers and play some games. Expect some twists in this rally. It will begin at the Randolph Park tennis courts on Sunday, January the 23rd.. Call Ted Lloyd for details. 885-7766

January 28-30 Phoenix International Autorama at Phoenix Civic Plaza. This is not a Hot Rod Show! On display will be one of a kind, non-production show cars from around the world. It's an opportunity to see how some independent designers and craftsmen interpret the four wheel love affair.

WINTER WANDERLUST ROAD RALLY, Sunday 30 January. Flagstaff. Sponsored by the Northern Arizona Corvair Club. Not strictly a Vair meet. Primarily time/speed/distance. 100 miles--ends at Sedona. Details Call Frank McKenna 885-8571

FROM THE PRESIDENT'S CHAIR
by Frank McKenna

Incidental Tech Tip

It seems we have a good start on 1977; several new members, a successful can collection, I have started work on my car, and the North Central Corvair Association has finalized the dates for the National convention. Keep these dates open 28, 29, 30 & 31 July. That is the week all Corsavers will gather in Minneapolis/ St. Paul, it is also the week the Chamber of Commerce has summer scheduled. They are expecting a minimum of 1500 people and 600 Corvairs. Events will include concours, Autocross, swap meet, banquet, seminars etc.. Sounds like a wild week. One quip from their newsletter was "With all the good highways, even the late models will be able to make the trip." Looks like 1800 miles from Tucson. That's a lot of rest stops. I will keep you informed on registration information.

When you do a reseal job on your pushrod tubes, be sure to snap the springs off the cylinder baffles and remove any debris that may have gathered below or between the cylinders. If you fail to do this, you might cause some localized overheating and subsequent ring problems. Don't forget to put the baffles back before you replace the pushrod tubes or you will be removing the tubes one more time. It's embarrassing to have a fellow Corvair owner ask you what you are doing replacing those good Viton seals just after you have discovered your mistake and had to remove the tubes.

I ordered "Vair Tips" from the San Diego Club. Lots of good technical information and well worth the dollar.

PARTS FOR SALE CONT.

1966 Front and rear suspension. New rear strut assemblies, good shocks \$75.00 Robert (RV) Varon 887-6686

We have several new members whose names are listed inside the front cover. Let's make them welcome.

Hydraulic Top Mechanism for early model convertible. \$30.00 Electric Top Mechanism for 1965 Convertible \$30.00 Frank McKenna 885-8571

Somewhere about the jackets... The price of \$14.00 was determined on a buy of 25 jackets. Therefore, before they will start making the jackets, 25 members/wives/children will have to drop by Callee's Variety Store, Oxford Plaza, Wilmot & 22nd be measured and make a deposit. We will all have to cooperate in this venture.

Looking downstream.. March is election month and we will be selecting new officers. Be thinking of those you would like to see nominated.

See you at the meeting ---- Remember it's Monday the 24th not Tuesday.

TUCSON CORVAIR ASSOCIATION

Minutes of the Meeting
28 December 1976

1. The meeting was called to order by Frank McKenna.
2. Guests were introduced. There were 15 members present.
3. Chris Cunningham presented the Treasurer's report. Funds on deposit totaled \$46.92.
4. The November minutes were approved.
5. Callee's Variety Store was selected to supply the association with jackets.
6. A change of the meeting dates was discussed. January's meeting will be held on Monday the 24th rather than the 4th Tuesday. February's meeting will be held at one of Tucson's pizza parlors. The change in time and place was recommended to increase attendance at our monthly meetings.
7. The need for an activity chairman was discussed. Walt Mathis and Ace Royer volunteered to serve in this capacity. The consensus of the members was the need for an additional get together during the month.
8. A motion was made and seconded to purchase a corvair parts catalog for the association. This catalog would be available for each member's use and would be the initial volume for the association's Technical Library.
9. Ted Lloyd proposed the use of the Wilmot Library as a meeting place because of its central location. Action: Ted Lloyd
10. Mark McKenna won the raffle
11. Slides of the association's activities at Randolph Park, Picacho Peak and Wheelarama were presented.
12. The meeting adjourned at 9:30 PM.

STOP THAT 'VAIR !

by GARY JARVIS

Brakes are one of the more trouble-free systems incorporated into a car's engineering. Except for the routine shoe changes, little else is usually done in terms of servicing the brake system. Only the more expensive professional brake jobs include such things as rebuilding wheel cylinders and turning drums. Most driveway jobs are simple shoe changing operations, nothing more.

When the time for a brake job comes around there are several things to keep in mind, especially if your Corvair has seen many years and more miles than you'd like to think about. Restoring all of the braking to your car involves more than haphazard approaches.

The first question is usually, "What kind of brake shoes should I use?" There are several basic types with advantages and disadvantages to be considered. Riveted shoes are the type auto manufacturers usually supply. This type of shoe construction is relatively cheap and ensures smooth, squeak-free braking. These shoes have one major drawback, neglected linings wear down to the rivets and then score expensive brake drums. Bonded brake shoes are the type many parts stores carry as rebuilt items. Their main advantage is longer life at the expense of occasional squeaks and a higher initial cost. Finally there are the race-proven powdered metallic brakes; complete with underwater and extreme heat testing to prove their efficiency. They really are fine brakes and do perform very well under heavy duty usage. For street use, however, those first few stops can have you wondering where the high performance went. Avoid metallic brakes unless you are willing to put up with higher pedal pressures and the special wheel and master cylinder needed for acceptable operation.

Wheel cylinders should be rebuilt at each brake shoe change. It's really false economy to save the \$1.75 for each of the four rebuild kits, only to have a leaking cylinder ruin good brake shoes later on. Really rusted or pitted cylinders that can't be cleaned up with a hone (available in many auto parts stores; it works in a drill) should be replaced. Remember that cleanliness and care are of utmost importance when reassembling wheel cylinders--the presence of a grain of sand could destroy an otherwise perfect job.

If the brake drums are scored or have gouges in them, they should be turned down on a lathe. Most auto stores charge \$2-3 for this service. Turning a drum actually makes it oversized and brake shoes should be arc-ground at the same time to insure accurate fit. An alternative is to install the brakes and let 500-1000 miles of driving wear the shoes into the drums. This method is acceptable, cheaper and little braking efficiency is lost.

Master cylinders sometimes have strange habits that can cause the average person to go crazy trying to find a cure for the brake pedal that slowly goes to the floor although a check shows no fluid is being lost. Master cylinders can be rebuilt, but 90% of all car owners usually replace faulty ones with new units.

Flushing the entire brake system by removing the brake lines at the wheel cylinders and pumping through clean, fresh fluid goes a long way in prolonging brake system life. (Continued on next page).

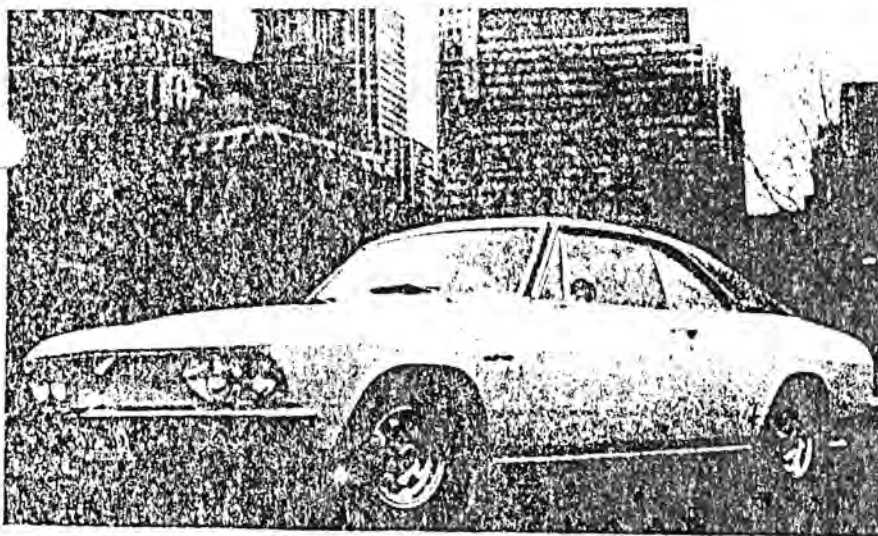
STOP CONTINUED

Clogged brake lines and dirty fluid play havoc with delicate rubber seals and may destroy all benefits gained from your not quite finished rebuild. You'll be surprised at the amount of sludge that actually accumulates.

Corvairs love to rust in places you didn't even know existed. Check the brake lines above the gas tank, a favorite spot for really rusty trouble. The main line travelling down the tunnel also rusts up front by the gas pedal quite regularly on older Corvairs. Check it now so a burst line doesn't cause instant panic in a tight spot.

Lastly, check the rubber brake hoses. These haven't been changed since the car had no miles on it. Cracked or frayed hoses should be removed and replaced. A few dollars may save you a bent car and many more dollars later on.

Doing a good brake job on a Corvair, even at home is not cheap. It's often dirty, messy, and unbearably nerve-racking at times, especially when you don't have the right tools (spring removers, hone, and tubing wrench). If you decide not to do the job yourself, don't expect a \$29.95 brake special to include all of the things that should be done. Read the fine print in any advertisement to determine exactly what you



The 1969 Corvair?

Well... maybe.

It seems that Fitch & Company's Sprint has a built-in three year advantage over the standard Corvair. And it shows.

This most civilized Grand Touring Car (the only true G.T. built in this country) accelerates from 0-60 mph in only 9.5 seconds. Its top speed is 122 mph... timed. The Sprint is available from Authorized Chevrolet Dealers and we invite you to drive this hybrid of European originality and American dependability.

think of anything within \$1,000 of the Sprint's price range that will do what it will do with comparable handling, silence, maneuverability, economy and comfort."

And, after all, how many people have the opportunity (and pleasure) of driving a '69 in '66?

The Corvair Sprint is available through Authorized Chevrolet Dealers or send 25¢ for a components catalog to John Fitch & Company, Inc., Falls Village, Conn. 06031.

SPRINT

are getting. If you expect near original performance levels, make certain that all of the following are included: new brake shoes, drums cut, wheel cylinders rebuilt, and brake fluid flushed and replaced with new fluid. A good visual inspection of all lines and fittings should also be included. Don't expect to get the above for less than about \$100.

It's nice to have a Corvair that will run from 0-60mph in 10 seconds when you want to, but it's twice as nice to know you can get back down from 60-0 when you have to.

& Driver Magazine stated, "We can't

Not Available

Tech Tip by
George Tillotson

When doing a tune-up, be sure to watch the timing mark move when you blip the engine. If it doesn't move at all or is slow to return when the engine drops back to idle, go into the distributor.

First try turning the rotor by hand. If there is no movement or it is sluggish on snapping back, it may be something as simple as a cleaning and lubricating or it could be something else.

Remove the two screws on the point plate and lift it off. Below are the weights and two spings inside what is called a retainer or cage. Remove the two screws holding the cage. remove the weights and springs. Clean any rust or accumulated grease, check the pivot holes and springs to see that they are o.k. Replace any weights that have elongated holes or bush them to size. If all that is needed was the cleaning, put it back together. If new weights are needed check your local supplier for correct springs and weights for your type distributor. A little cam lub on the pivots and where the weights impinge on the cam. Try the action before putting it all back together.

On the other hand if the weights seem to be out of place put them back in position and try the action. One of the reasons they may be out of position may be due to a sticky rotor. If you have to pull hard to get the rotor off it can deform the cage. Then the weights can get out of place. The cage should be perfectly level across the top. If not, make it so. If the rotor has been the offender, get a new one. If the rotor still is the problem burnish the end of the shaft where the rotor fits so that it slips on easily.

The editor had the mis-fortune to have one of the weights get out of the cage, rub on the inside of the distributor housing and eventually cut the top right out. It cost much money to replace the distributor, and the bronze gear on the crankshaft.

The only consolation on the above incident was that the mechanic expressed admiration of a clean engine.

THIS and That

A report from one who attended the Kruse auction in Scottsdale tells the editor that he saw a Lakewood wagon go for \$1200 and a '64 Spider convertible for \$1400. Rain seems to have been a damper on buyers. The Spider was reported to have been a steal at that price. Not all prices were that low. But, Mark II Continentals went for \$9000 and even some Rolls went for \$40,000. The highest price the reporter heard was for a 1935 Deussenberg SJ--get this, \$267,000. One man is reported to have bought a Million dollars worth of cars at the auction.

UNCLASSIFIED

This column is for free advertising by club members. Use It!! (Deadline for inclusion in the next newsletter is the 2nd Tuesday of each month.)

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FOR SALE 1963 Spyder body shell Still has a 61-80hp installed, plus 4 speed & positraction. Bill Fournier 298-7801

Parts Wanted Moulding for Rt. front fender 1960-63 models. 1961 grill--the piece that goes across the front panel, will trade a 3 piece 62 grill 1964-69 rear engine mounting plate. It is offset for the damper or 2nd pulley; will trade for an early non-damper mount. Moulding for front edge of luggage compartment lid. Used on the 1960-63 deluxe models. All pieces must be mint or near mint condition. John North 326-2086

FOR SALE 1960 heads, complete with valve job. \$60.00. Early 4 speed plus rear end \$75.00. Several early engines, need rebuilding \$40.00 ea. Automatic Trans \$40.00. Air Conditioner Compressor (2) \$30.00 Ea. Frank McKenna 885-8571

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John DiLauro 272