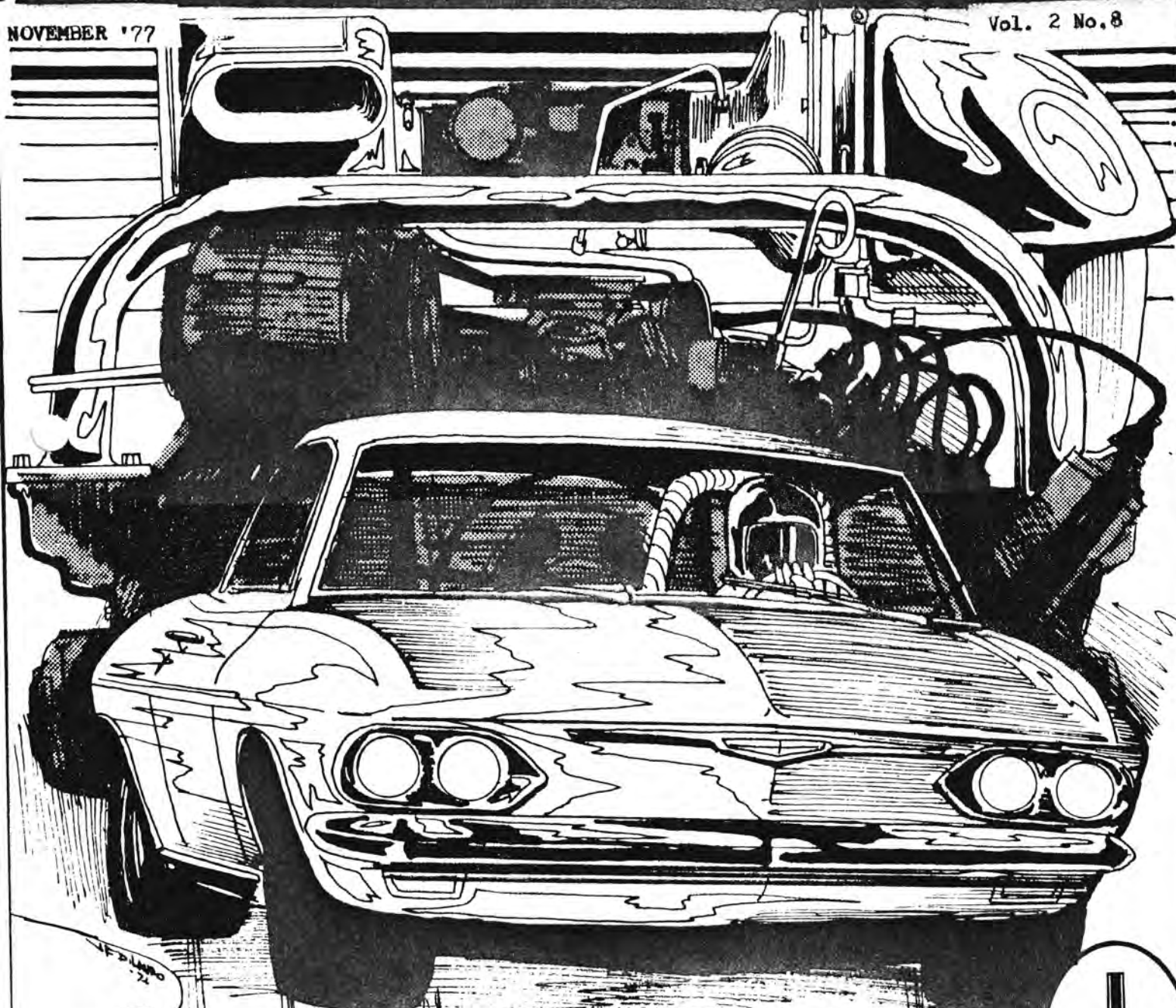


# Conversation

NOVEMBER '77

Vol. 2 No. 8



UDSON  
*Corvair*  
ASSOCIATION



CORVAIRSATION is the monthly newsletter of the Tucson Corvair Association. Copies are free to members of the Association. Members may also submit Want Ads or For Sale items, which will be published as space allows. Prospective members may receive two issues of CORVAIRSATION. Information concerning advertisements, ads, articles for publication, or extra copies may be obtained by contacting the editor: Temporarily GORDON CAUBLE.

Tucson Corvair Association is a chartered chapter of CORSA, Corvair Society of America. The Association holds regular meetings monthly on the 4th Wednesday, and has additional social or Corvair related activities each month.

ANNUAL MEMBERSHIP DUES of this Association are \$8.00, and CORSA membership is \$10.00. Separate membership in CORSA is \$12.00 yearly. There is an initiation fee of \$2.50 for first-time membership in TCA. Further information may be obtained by contacting any of the following officers:

**President:**

GORDON B. CAUBLE  
9950 N. Camino Arispe  
Tucson, AZ 85718 299-1122

**Vice-President and Activities Chmn.**

PAT BENDER  
1025 E. Windsor  
Tucson, AZ 85719 888-2224

**Secretary and Historian:**

JEANNE ROYER  
2541 South Treat  
Tucson, Arizona 85713 882-4483

**Treasurpr:**

BILL FOURMIER  
7740 E. 22nd St  
Tucson, AZ 85710 298-7801

Parts Committee Chairman:  
FRANK MCKENNA 885-8571  
1848 S. Regina Cleri

Technical Committee Chairman:  
DAVID (ACE) ROYER  
2541 South Treat  
Tucson, AZ 85713 882-4483

Librarian:  
JOHN NORTH  
3002 East 20th St  
Tucson, AZ 85716 326-2086

T.C.A. WHEEL-O-RAMA ENTRIES  
CHOSEN

On Saturday, November 5, Frank McKenna and his committee met to make the final selection of cars owned by club members to represent us at the annual WHEEL-O-RAMA show Thanksgiving week at Tucson Community Center. They chose three beauties:

Chuck Pettis' 1960 Coupe

John North's 1961 Lakewood

Bryan Lynch's 1969 Monza Coupe

The cars will be put in place, and our display arranged on Wednesday, the day before Thanksgiving. CAN YOU LEND A HAND? All volunteers, please give Frank a call. 885-8571.

NEW MEMBERS

GEORGIA L. LEWIS, 6657 E 17th,  
Tucson 85710. 747-1692

JOE AND FRANCES ENRIGHT, 3333 N.  
Montezuma, Tucson, 85716.  
793-8819

BOBBIE RIGGS, 6931 E. 41st,  
Tucson, 85710. 296-1100

HONORARY MEMBER & MASCOT

ROBERT PETRIE, 3070 Mustang Dr.,  
DMAFB, Tucson, 85708

# October Rally ~ Economy Run to Bisbee

NINE HARDY SOULS with 5 Corvairs met at Randolph Park Sunday, Oct. 16, topped off their gas tanks, and took off in caravan for Bisbee. We waited an additional half hour, hoping there would be others. Via Houghton Road to I-10 and through Sonoita, we reached Sierra Vista--where we stopped for coffee and doughnuts. Leaving S.V. around 11, we went East to the high school and South to Bisbee, arriving at the Lavendar Pit just at noon.

AFTER A DRIVE thru town (where we got lost at least twice) we stopped at the Queen Mine. The place isn't that big, but it's on the side of a hill, and the main drag was blocked off for an Art Festival!

AT THE MINE--(they don't mine copper anymore--they just conduct tours) we suited up with jackets, helmets and lights and prepared to mount the "train" which was to take us 2,000 feet into the mine where the temperature is about 45 degrees year round. The tour train seats 10 adults and one driver--who also was narrator.

OUR DRIVER was a retired miner, completely knowledgeable on the mine, its tools, and how they were used to get copper from the ground, to the train and to the smelter. By the end of 1½ hrs, we were thoroughly expert on copper mining--chilled to the bone, and ready to find some Arizona sun.

FROM THE MINE, we moved to the gas station to fill up and check our gas consumption. Since Pat Bender was unable to bring his Corvair, he was completely unbiased in filling the

tanks. Bill Fournier, as he told us before, used the least gas and won the competition in his '63 coupe with a "powersludge"--regardless of the three 4 speeds pitted against him.

OUR SCHEDULE OF prizes was for best auto trans, best manual trans, and poorest performance--the Gas Guzzler--three prizes for 5 cars as it turned out!

DON CHASTAIN HAD THE best performance for manual trans, and Joe and Frances Enright's '64 got the Gas Guzzler Award..

FOR THE BENEFIT of those who wonder why Joe's little car used so much gas, you should be interested to know the facts. A check of his engine showed these gas-consuming settings: Dwell- 35 instead of 31; timing, 2 ATC instead of 10 BTC, and carbs out of sync. Joe said the car had trouble climbing the hills even after shifting down. No wonder! Now after a simple minor tune-up, the car runs like a champ.

WE HAD DRIVEN 124 miles to the gas station in Bisbee, and planned to make our return by a different route...Tombstone, St. Davids, Benson, and on back to Tucson and Don Chastain's place. This route was significantly shorter.

FRANCES ENRIGHT AND ALL eight men had a full and enjoyable day--and arrived back at El Con before dark. Those of you who couldn't make it missed a wonderful outing.

--ED.

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## --How They Finished--

DRIVER	CAR	ENG HP	TRANS	MPG
BILL FOURNIER	'63 Monza Cpe	102	Auto	26.13
DON CHASTAIN	'64 Monza Cpt	110	Man	25.06
JOHN NORTH	'63 Monza Conv	110 (64)	Man	24.08
GORDON CAUBLE	'66 Monza Conv	110 (Smog)	Auto	23.62
JOE ENRIGHT	'64 Monza Cpe	110	Man	17.80



# TECH TIPS

FROM TIME TO TIME, it's advantageous to know what the engine you're working on was when Chevy made it.

ERIC BENDER found this info in chart form in a book in the library, and your



editor remembered it was in an earlier CORSA Quarterly, Vol. 4, No. 3. In this issue, we give you early models, '60-64; next month's issue will include '65-69. Many thanks, Eric. Keep up the good work!

## ENGINE SERIES NUMBER AND SUFFIX CHART

1960-62

CORVAIR

"145"—6 CYLINDER

Description	Type Designation	Description	Type Designation
Manual Trans. . . . .	YC	Automatic Trans. . . . .	ZB
Manual Trans. and High Performance . . . . .	YN	Automatic Trans. and C.A.C. . . . .	ZD
Manual Trans. . . . .	YH	Automatic Trans. and High Performance . . . . .	ZF
Manual Trans. and C.A.C. . . . .	YL	Automatic Trans., C.A.C. and High Performance . . . . .	ZG
Manual Trans., C.A.C. and High Performance . . . . .	YM	Automatic Trans. . . . .	ZH
Manual Trans. and High Performance . . . . .	Y	Automatic Trans. and C.A.C. . . . .	ZJ
Turbo-Charged with 4-SPD. . . . .	YR	Automatic Trans. and High Performance . . . . .	ZK
		Automatic Trans. . . . .	ZL

NOTE: Engines are stamped with a source, production date and type on serial pad.

NOTE: Corvair engine number stamped on top of engine block, forward of generator—oil filter adapter.

1963

CORVAIR

"145"—6 CYLINDER

Manual Trans. . . . .	YC	Automatic Trans. . . . .	ZH
Manual Trans. and High Performance . . . . .	YN	Automatic Trans. and C.A.C. . . . .	ZD
Manual Trans. and C.A.C. . . . .	YL	Automatic Trans. and High Performance . . . . .	ZF
Manual Trans., C.A.C. and High Performance . . . . .	YM	Automatic Trans., C.A.C. and High Performance . . . . .	ZG
Turbo-Charged with 4-SPD. . . . .	Y	Manual Trans. F.C. . . . .	V
Automatic Trans. . . . .	Z	Automatic Trans. F.C. . . . .	W

NOTE: Engines are stamped with a source, production date and type on serial pad.

NOTE: Corvair engine number stamped on top of block, forward of generator—oil filter adapter.

1964

CORVAIR

"164"—6 CYLINDER

Manual Trans. . . . .	YC	Automatic Trans. . . . .	ZH
Manual Trans. and High Performance . . . . .	YN	Automatic Trans. and C.A.C. . . . .	ZD
Manual Trans. and C.A.C. . . . .	YL	Automatic Trans. and High Performance . . . . .	ZF
Manual Trans., C.A.C. and High Performance . . . . .	YM	Automatic Trans. C.A.C. and High Performance . . . . .	ZG
Turbo-Charged with 4-SPD. . . . .	YM	Manual Trans. F.C. . . . .	V
Automatic Trans. . . . .	Z	Automatic Trans. F.C. . . . .	W

PART#    PART#    PART#

I thought you would be interested in the cost of rebuilding a Corvair engine. The prices I have listed below are current GM list and these are constantly increasing. The club can probably save you some money if you buy from one of the club members.

Main Gasket Set	\$ 10.80
Head " " 2ea.	28.80
Camshaft	38.00
Cam Gear	18.50
Blower Brg.	16.50
Valve Lifters 12ea.	70.08
*Clutch Disk	27.50
*Flywheel	56.00
*Pressure Plate	73.25
Cyls/Pistons/Rings	169.50
Vitons	11.00
	<u>\$519.68</u>

Add about \$350 - \$500 for labor plus some machine work and you can see that buying a used Corvair with a bad engine can end up costing you a pile of money if you can't perform the labor yourself. So a word to the wise, when they tell you that everything is original including the engine and the 85,000 miles, add about \$850.00 to the price if you want to estimate what the car will eventually cost. Even at these prices you will have an automobile that weighs around 2700 pounds and gets 27- 30 miles to the gallon, something the the Ford Motor Company is striving to produce in 1978-79. Ain't progress great??

I didn't intend to scare you with these prices, but there are a lot of Corvairs in Tucson whose owners, not club members, think each of their cars is a classic. One of the best price guides for Corvairs is the classified section of the Corsa Communique; most of the cars are honestly described and fairly priced.

--FRANK McKENNA

(\*) **FE:** These are unnecessary if you are rebuilding an automatic; however, you **WILL** need a rebuilt torque-converter at approximately \$65. ED.)



A WORD TO THE WISE

For those engines with the three piece pulley/damper--check the condition of the hard rubber separator between the inner and outer metal parts. If it comes apart while running, you can do irreparable damage to your engine. The last instance I heard about knocked the oil filter off and spilled \$20.00 worth of synthetic oil--just for openers!!

--GORDON

At our last monthly meeting, PAT BENDER reported on his efforts to get his car running after he doused the engine while cleaning it up at the car wash for the Bisbee Rally.

He found that the problem was improper procedure in timing the engine--and reminds us all that if you're going to use a "Shade Tree" method of timing, you must follow the procedure TO THE LETTER! If you don't, you can lose a lot of sleep and make the next Corvair Rally in your wife's Ford!

TUCSON CORVAIR ASSOCIATION

Minutes of the Meeting  
October 26, '77

The meeting was called to order by the President.

Guests and visitors introduced themselves and the President introduced BOB HELT and his son, MIKE, from the CACTUS CORVAIR-CORVETTE CLUB. Bob, a newly elected Director of Corsa was here to speak on Corsa activities nationally and in the Southwest Region.

CORVAIRSATIONS were given to each of the visitors.

The "Secret Word" prize was won by visitor BARRY CUNNINGHAM. The word was "Spyder."

The minutes of the September meeting were approved as published in the October issue of CORVAIRSATION.

BILL FOURNIER, the Treasurer, reported a balance of \$127.47 as of Oct. 1.

Members were reminded by the President to be aware of the renewal date of their dues according to information printed on the address label of the monthly "Communique."

BOB HELT reported on the following items:

- a. CORSA has had some communication problems, but the new officers are working to affect better teamwork;
- b. CORSA has no way to police vendors who don't live up to advertised claims except by refusing to publish their ads. This means we should report any vendors who fail to perform satisfactorily to the editor of the Communique;
- c. He is proposing a mini-convention in the Southwest Region sometime in the next 12 months;
- d. Insurance coverage of our club events by CORSA-sponsored insurance has been reduced to \$300,000 instead of the formerly \$500,000 limit.

FRANK MCKENNA reported on preparations for our club participation in the Wheel-O-Rama scheduled for Thanksgiving weekend in Tucson Comm. Center. Frank asked for volunteers to serve on a committee with him to select cars to enter the show. JOHN NORTH, PAT BENDER, and BILL FOURNIER will join Frank on the Selection Committee.

The President reported on the October Rally and Economy Run to Bisbee on October 16th, and announced the Joint Rally in Yuma on November 13. Eight of those present indicated their desire to participate. Gordon, who has been temporarily acting as editor of CORVAIRSATION, asked for help from volunteers.

JOHN NORTH reported on the club library, and also proposed ROBERT PETRIE be elected an Honorary Member of TCA and our official Mascot. It was unanimously approved.

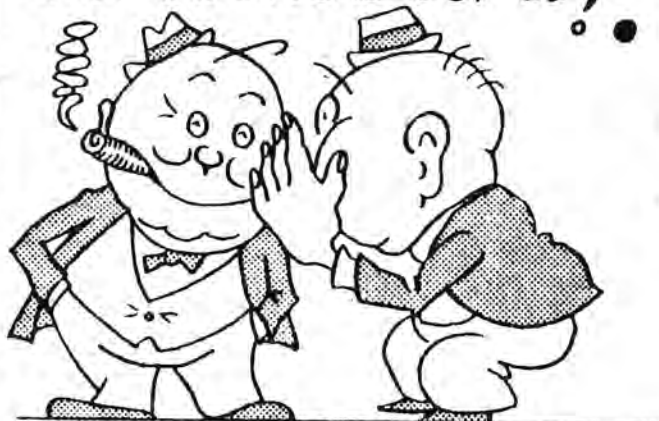
New Members GEORGIA LEWIS and JOE ENRIGHT were welcomed, and our next meeting was announced--November 23, 1977. Serving begins 6:30 p.m., Shakey's Pizza Parlor.

The meeting adjourned at 10:00 p.m.

Here's The Secret!

Barney offers to

TUCSON CORVAIR ASSN. MEMBERS substantial savings on mechanical repairs . . . .



MAKE IT LOOK NICE.....  
Dents, Dings, & Minor Body Repair

- \* 15% Discount on Parts
- \* \$10.00 Per Hour on Flat Rate Labor
- \* Offer Good Through December 31, 1977
- \* Applies to members' cars only

B A R N E Y ' S   A U T O   S E R V I C E

3029 North Alvernon Way

881-1315

(Member: Tucson Corvaire Association)

(Pd. ADV.)

Parts for Sale

1964 TRUCK CRANK-CASE with re-ground crankshaft and new camshaft installed. Also have rods and bearings. FRANK, 885-8571.

HYDRAULIC TOP MOTOR, lines & actuator. \$40. FRANK, 885-8571.

FOUR A78-13 tires, almost new, \$48. Pair 61 heads, complete w/ valve job. FRANK, 885-8571.

\*62 MONZA 4 dr, 4 sp 102 Eng, 2 new tires, Body straight, runs good but leaks oil. Call GORDON or DAVE LEWIS at 297-7670.

\*66 MONZA Conv. Red w/black top and int. Automatic. Good tires & top. Asking \$1200. Call GORDON, 299-1122.

\*61 RAMPSIDE- Nice, with new engine. (See at Jerry Bishop's). I Lloyd left it behind when he went to Cal. Asking \$950. and worth it!

PARTS, MECHANICAL REPAIR, & painting. Call ACE, 882-4483.

FOR SALE: DUAL AIR FILTERS (A-C) \$5.25 pr; Single (A-C) \$4.55 ea; 44FF and 46FF spark plugs; carburetor shaft seals- 2xl, \$3.25; 4xl, \$5.25. GORDON, 299-1122.

\*65 MONZA CONVERTIBLE. Auto, green w/white top & interior. Asking \$1250. 299-1122.

\*63 GREENBRIER VAN, A/C, good tires and extra '62 engine. Asking \$275. Call 299-1122.

PIN STRIPING and Art by D-Signs & Art, 5478 E. 29th St. JOHN DILAURO. 747-7272.

EXTRA!

CORVAIRS BOUGHT & SOLD... Cars and Parts

WRECKING OUT 30 CORVAIRS

JERRY BISHOP'S Towing & Salvage

4260 E Illinois 748-1444

Member: Tucson Corvaire Assn. (Pd. ADV)



5950 N Camino Arizpe  
Tucson, Az 85718

FIRST CLASS MAIL



NOVEMBER MEETING  
Wednesday, Nov. 23, 6:30 p.m.  
SHAKEY'S -- CRAYCROFT AND SPEEDWAY

Shakey's will serve us at 6:30 p.m. so we can eat and conduct our meeting, and get out by 9:30. Be sure to come before 6:30 to show your car, and look at everyone else's.

ATTENDANCE AT OCTOBER MEETING

37 members & guests

MEMBERSHIP AT PRESENT TIME

44, not counting family members

(NOTE: Thanks to Alan Atwood for taking on the membership roster and mailing list)

CORVAIR CAMS: We sometimes hear controversies over which engines had which camshafts. Here's what the 1969 Chevrolet Parts Book says:

<u>YEARS</u>	<u>ENGINES</u>	<u>Part #</u>
1960-63	All with Hi/Performance (98, 102 HP) and all with Turbo	3832586
1960-63	All others	3779332
1964-69	All - 110 HP, 140 HP*, 180 HP	3872304
1964-69	All others	3839889

\*1965 140's with PG first had the 3872304, then late 65's and all 140's with PG used the 3839889.

--Corvair Houston.