

Conversation

APRIL 1978

Vol. 3, No. 1



TUCSON
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: GORDON CAUBLE.

TCA holds regular monthly meetings on the 4th Wednesday of each month, and has additional social or technical activities related to the Corvair automobile each month.

Annual dues of TCA are \$8.00, and on initial joining, there is an additional fee of \$2.50. For family membership, add \$1.00.

CORSA membership is \$12 per year and is accomplished directly between individuals and CORSA, Inc., 7022 Holiday Rd. No., Jacksonville, Fl. 32216.

Further information about meetings, rallies and applications for membership may be obtained by contacting any of the following officers:

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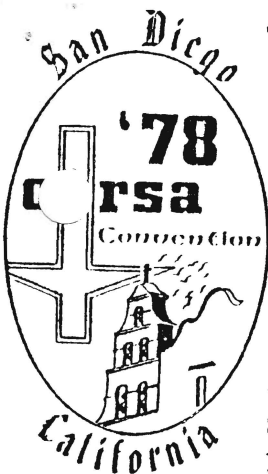
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THE SAN DIEGO CORSA NATIONAL
CONVENTION

JULY 20-23, 1978

Can you name some things that go together well? Besides bread and butter, what could go together better than a vacation and your Corvair? The San Diego Corvair club invites you to consider San Diego as your vacation destination in 1978. As your host for the CORSA Convention, 1978, the San Diego Chapter plans to make your next summer vacation one of your most memorable.

San Diego abounds with some of the most fantastic sights and attractions to be found anywhere. Consider the famous San Diego Zoo with the largest and most varied animal collection in the world. Or how about Sea World, or maybe Balboa Park with botanical gardens and a complex of eight museums all within a stone's throw. There's golf, fishing, miles of beaches, or maybe even a trip to Tijuana, Mexico in store! Or, to get away in your Corvair, there's just miles of two-lane back country roads from mile-high mountains to desert badlands--all within an hour's drive.

So plan now to come to San Diego for your vacation in July. Take in the Convention, then relax awhile...

Send now for your pre-registration package: Send your name, address and \$1.00 to cover postage and handling to:

The San Diego Corvair Club
P.O. Box 23172
San Diego, CA 92123

Attention: Registration Committee

See you in July!!!

* * * *

HAPPY NEW YEAR!

Seems the wrong time of year to be saying that, doesn't it? Not at all! On March 1, Tucson Corvair Assn. began its third year.

Year number two was an eventful one! We started the year with 28 members, and ended it with 53 members. Our membership nearly doubled.

Participation in the mid-month activities is increasing. That's encouraging.

Share your ideas, comments, and concerns with us. We need everyone's help to go forward.

--PAT BENDER



MONTHLY MEETING

WED, APR. 26, 1978

Meeting place for April will be the ELKS LODGE, a private club on the west side of Wilmot between Broadway and 22nd just south of HANDYMAN, in what is known as Wilmot Inn. Only members and their guests or members of a bona fide organization may utilize their dining facilities.

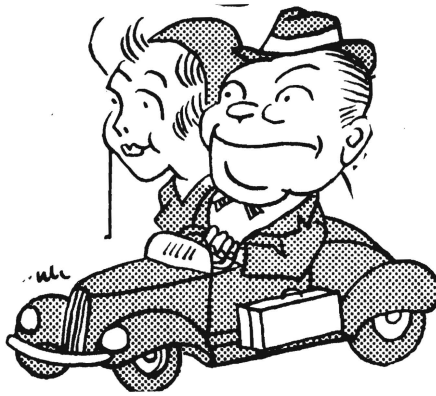
Cost of the dinner: \$3.75 for adults, \$1.50 for children under 12. Price includes tax, tip, coffee, tea or milk, and a small salad bar. The waitress will take your order after you have gotten your salad. There will be a choice of seven entrees--roast beef, roast pork, meat loaf, liver and onions, chicken (deep fried), spaghetti, and fish.

Bring the whole family! There is a parking area and entrance on the north side of the building. If you arrive late and enter thru the front door, it's necessary to ring the bell for the attendant, and he will direct you to the meeting room.

To avoid confusion and speed up the process, a member of the Corvair Club will collect for the meals and pay the Elks Club.

Come early! Show your Corvair!
DINNER IS SERVED AT 7 p.m.

ELKS LODGE
330 South Wilmot Rd



TCA OUTING TO THE CHIRICAHUA NATIONAL MONUMENT

(...or, "It's a Crying Shame")

Early on Saturday morning, April 15th, club members and their families gathered at Randolph Park for our mid-month activity--a trip to the Chiricahua National Monument.

An economy run was planned and carried out with Eric Bender being the record keeper and computer operator.

Gas tanks were topped off at Randolph Park, then filled up at Wilcox to complete the economy portion of the run. Of course, things are to be learned on a trip like this: never fill up at the first station off the Freeway; fuel was 73.9 a gallon. Down the road it was only 64.9. (Isn't that a crying shame?)

The results of the economy run:

Frank McKenna	25.6 mpg
Don Bortle	24.83 mpg
Gordon Cauble	24.1 mpg
Bill Fournier	21.56 mpg
Pat Bender	21.56 mpg

Don Bortle has registered an official complaint claiming a foul in the fill up procedure at Wilcox with spillage on the part of Pat Bender. But, it was noted, that while parked on the edge of the parking lot waiting to get underway, Don's car was leaking gas similar to the leak Joe Enright's car had on the last economy run. (A crying shame).

The trip was enjoyed by all. We had a picnic lunch on top of the mountain at the 7,000 ft level.

Communications via CB were provided by Flash Gordon Cauble KAVG 3270 and Nader's Raider Bender KPB5711. No emergencies were had on the trip, but Flash Gordon did miss one freeway exit.

It is logical to assume that a 6 cylinder car gets better mileage than an 8, and that a 4 cylinder car gets better than a 6. Bill Fournier tried a new twist to this logic. He ran down to Wilcox on 5 cylinders. One wire, somehow, "jumped" out of the distributor. (That is a crying shame).

The following day, my car was sitting in the driveway. My wife, Barbara, noticed a gas leak. The rubber line between the tank and the metal fuel line had a leak which has now been corrected.

We know that with Bill's loose wire and my fuel line corrected, we would have had better mileage. Also, the two of us being in the front of the convoy, bucking the head winds for the rest of the column has got to be a factor. And isn't that a crying shame?

--PAT BENDER

The following is NOT for the weak or the faint-of-heart backyard mechanic. However, if you have the guts and are willing to try it, good luck.

Some years ago, Don Chastain had the unfortunate experience to break a transmission output shaft while test-hopping a repair job. In the process, he found that the problem was lack of lube in the differential caused by a shade-tree mechanic who attempted to use an early differential on a '64 by drilling the diff. housing and bolting up a center mount for a transverse spring. The bolts were not sealed and the lube leaked out. The bearings failed, spun the clutch release shaft (snout), ruined the case, froze the rear pinion bearing inner race to the pinion shaft. The full driving load on the pinion shaft was taken by the output shaft and eventually the output shaft broke under the strain.

The gear box was made serviceable again with a mainshaft out of another box which had given up the ghost in the clutch gear, counter shaft area.

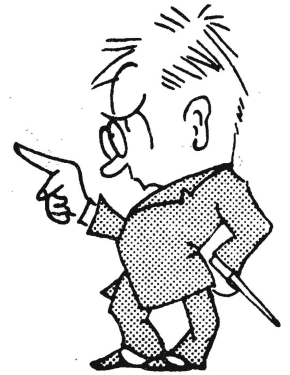
The old 3.89 shaft and ring gear lay around in the weather for 10 these many years. It became a conversation piece and, at a weak moment, the object of curiosity about how a hot item like a 3.89 gearset could be made serviceable.

This is where the can-do spirit can come to the fore. John North had a 3.89 gearset which had a broken tooth on a ring gear, and a small (my foot) wear pattern on the pinion gear. Well, he and Don (let's refer to them as DonJonCo) replaced a broken snout, fitted the ring and pinion into place and set up the gears using a paste of flour and gear oil.

Just to be sure, they (DonJonCo) took the whole thing to Pat Hayhurst to get a pat (pun) on the back for this effort. "No way!" said Pat. This is where the old pinion gear popped out of the box of "goodies" taken along to the experimental shop.

Now, a pinion gear can get loose on a shaft, since the gear is hard and the shaft is soft. But in this case, the gear wanted off the shaft was very tight.

TECH TIPS-



After the appropriate incantations were uttered at the end of a heavy hammer handle and a hot flame applied to the gear, all was well. Now, get the old gear on the new shaft. Again incantations were muttered.. The gear went on.

To shorten this otherwise gory story, we will say that shims were installed, pattern checked, shims removed, pattern checked, and finally satisfaction.

The whole process had taken 3 wrenchers four hours. Lessons were learned and a set of 3.89 gears had been salvaged from the scrap heap and a conversation piece disappeared from the mantel.

Who gets the credit for this bravado? Pat Hayhurst. He really is the man who will try anything. His attitude toward his fellow Corvair nuts is simply that he will help anyone who is trying to help himself. One should not be surprised to find that we can all help each other, each in his own way.

Yours for gooooooooood Corvairing,

JOHN NORTH

TWO TIPS TO MINIMIZE DAMAGING THE PAINT
when you're drilling mounting holes for accessories---

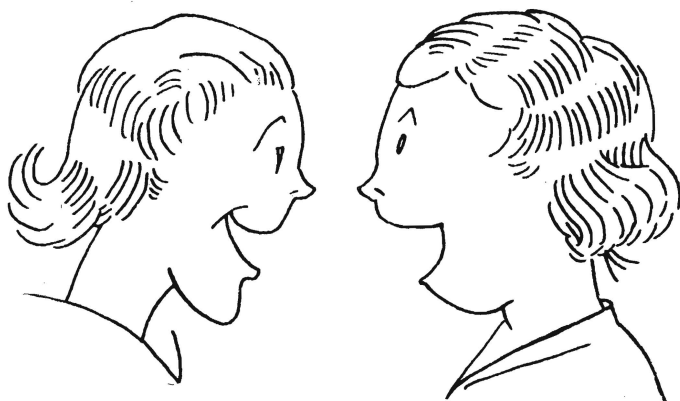
A square of masking tape over the punch mark prevents drill-skidding.

A rubber grommet over the bit will pad the chuck if you break thru unexpectedly.

--ERIC BENDER

.....AND IN THIS CORNER,

The 'Vair Sex



Does your guy spend so much time under the car that you wonder who or what his first love really is?

Jostle his memory and get him off that carport when the pleasant aroma of this simple oven dish wafts out the door. We promise it'll remind him who he really made his promises to!

CORVAIR WIVES CASSEROLE

2 eggs
1/4 c. milk
1 c. bread cubes
1# ground beef
2 1/2 c. corn (cream style)
1/4 c. onion (finely cut)
1 1/2 t. prepared mustard
1 t. worcestershire
salt to taste

Beat eggs. Stir in milk. Add bread cubes. Add ground beef. Add corn, salt, worcestershire, onion and mustard.

Mix thoroughly. Turn into a well greased baking dish. Bake at 350 for about an hour. Will serve six.

--VERNE

BRYAN'S SONG--

WORLD OF WHEELS

The annual WORLD OF WHEELS Car Show at the Tucson Community Center was held March 17-19. With a little bit of last minute panic work, the Tucson Corvair Association entered a club display with the allotted three cars--Joel Gemberling's '66 Monza Coupe in late model altered restored, and Bryan Lynch's '69 Monza Coupe and '64 Spyder turbo convertible in late model restored. Display material was compliments of K-Mart Valencia, with perimeter flags from McKenna & Co. The Corvair Club banners were supported by Gordon Cauble's banner poles.

Set-up time was Thursday afternoon. Plenty of advice was given by Joanne Gemberling and Marilyn Lynch before the club display was completed.

There were a total of 11 cars in Lynch's class and 3 cars in Gemberling's class. Joel and Bryan couldn't find a bad car on display anywhere--so competition was stiff. Come Sunday nite, Joel and Bryan were happy for it all to be coming to an end (it had been a lot of work on very short notice). But when the trophy presentation was called off, there were a couple of happy guys each walking off with a 1st place in their class, and Lynch even also had a 4th for the '64 Spyder. I think it should be noted that they were competing against all other makes and models in their class. This speaks pretty well for Corvairs.

With only two car shows a year here in Tucson, I'd like to see some advance planning for a Tucson Corvair Club display and possibly some individual entries as well. This is a good opportunity to advertise our club and show off Corvairs for the education of the public. It's also a good key-up time for getting ready for concours with other Corvair Clubs, as well as the mini and national conventions.

--BRYAN LYNCH



TUCSON CORVAIR ASSOCIATION

Minutes of Meeting

March 22, 1978



The meeting was called to order by President Gordon Cauble at 8:00 p.m.

The minutes of the February meeting were approved, as printed in the CORVAIRSATION.

Treasurer Bill Fournier reported that we spent \$109.60, and took in \$128.40, which left a balance of \$171.17 as of March.

Joel Gemberling brought a sample of the T-Shirt the club is purchasing. The club emblem will be on them. Price will be \$5.00.

Bryan Lynch and Joel Gemberling had their cars in the show at the Community Center. They each won awards for their class.

The club discussed the run to Picacho Peak, scheduled for May 21. Those participating were asked to bring soft drinks for the Phoenix club who are meeting us there.

Vice-President Pat Bender gave a rundown of the activities planned for the coming year. Darrel Hayhurst won the grab bag, and Don Bortle won the license plate drawing.

Nominated officers were elected unanimously: PRESIDENT, Pat Bender; VICE PRESIDENT, Bryan Lynch; SECY-TREAS., Don Bortle; RECORDING SECY, Georgia Lewis.

Verne and Gordon Cauble were commended and given a hand for the editing of CORVAIRSATION.

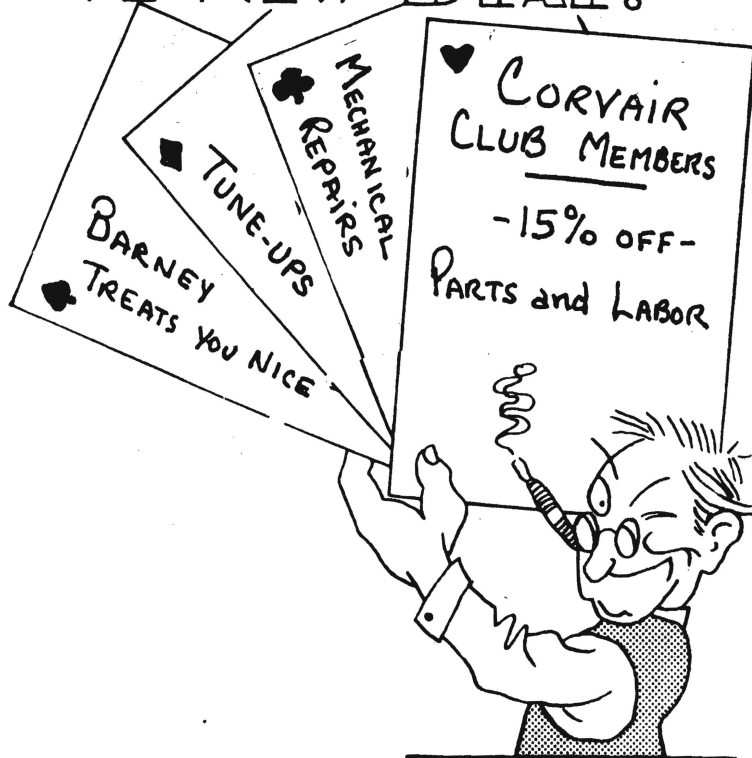
Bryan Lynch suggested a bake sale and show of Corvairs to raise money for the club.

It was voted to have the next meeting at the Elks Club on Wilmot. Price of the dinner will be \$3.75.

The meeting adjourned at 10:30 p.m.

JEANNE ROYER, Secretary

A NEW DEAL!



-SPECIAL-
NEW LIFTERS \$2.25 ea.

Barney's Auto Service

3029 N. Alvernon Way
881-1315

FCA MEMBERS KNOW.....IT'S THE PLACE TO GO!

-Classified Ads-

HYDRAULIC TOP MOTOR, lines and actuator. \$40. Frank. 885-8571.

COMPLETE BACK-UP LIGHT HOUSINGS and lenses, '65 & later. John. 326-2086.

EARLY 4 SP TRANSMISSION. \$50. Ace. 882-4483.

67 MONZA COUPE, 140 HP engine, mag wheels and radials, maroon. \$1100 or offer. Randy. 623-7196.

140 AIR FILTER INTAKE. Refinished in gloss black. John. 326-2086.

PAINTING, REPAIRS & PARTS '60-'69. Anytime after 3 pm weekdays, Sat and Sun. Ace. 882-4483.

'62 GREENBRIER CAMPER. Installed camping gear. Good tires and Int. Owner will sell or trade for pick-up. Clancy, 747-7094 or Gordon, 299-1122.

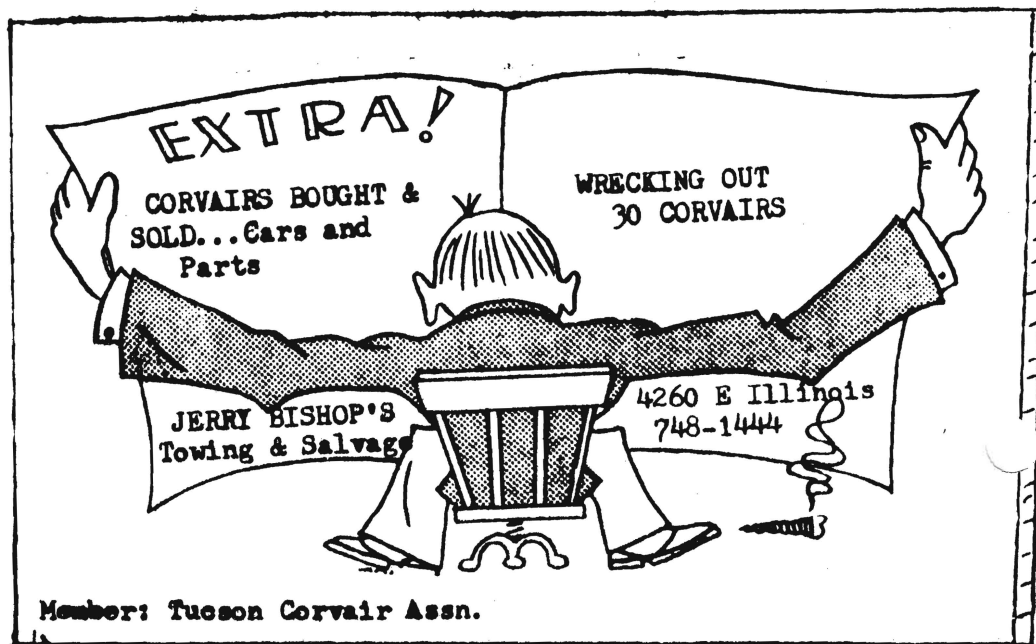
1960 3 SP TRANSMISSION, new. 3 sp. & 4 sp boxes and diff, '63-'65. John. 326-2086.

'64 MONZA 2 dr, 4 spd. Good tires. Needs interior & paint job. Asking \$300, or best offer. For info, call Gordon, 299-1122.

AIR FILTERS, (A-C) Dual \$6.75 pr; Single, \$4.55 ea; 44FF and 46FF spark plugs; carburetor shaft seals; many other parts & acc. Corvair Consultant, Gordon. 299-1122.

1964 TRUCK CRANKCASE with reground crankshaft and new camshaft installed. Also have rods and bearings. Corvair Parts Locator, Frank. 885-8571.

'62 GREENBRIER. Runs good. New tires, everything works. \$600 or best offer. Call Gordon. 299-1122.



It's still a very good year!

For the connoisseurs of automotive excellence who still fondly maintain the most distinctive Chevrolet ever built, Matthews Chevrolet, Tucson's most distinctive automobile dealer, would like you to know that your good taste in automobiles has not been forgotten.

Matthews still maintains an extensive inventory of Corvair parts and accessories, and our service department continues to service all models of Corvairs with tender loving care.

No matter what model Corvair you own
...at Matthews, it's still a very
good year!
Honestly!



MATTHEWS
CHEVROLET

22nd & Park 792-3950

Honorary Member:
Tucson Corvair Association

FIRST CLASS MAIL

Editor
5950 N Camino Arizona
Tucson, Az 85718



A P R I L M E E T I N G
Wednesday, April 26
at

ELKS LODGE #2532
330 S Wilmot Rd.

Parking area and entrance on the north side of the building. Come early and show your Corvair.

Dinner served at 7:00 p.m. \$3.75 for adults, \$1.50 for children under 12. Price includes tax, tip, coffee, tea or milk, and small salad bar. (SEE DETAILS INSIDE CORVAIRSATION as to menu and procedure).

Program includes special showing of "From Here to There"--showing Corvairs driving thru Central America to Panama. Don't miss this.

IS YOUR NAME HERE?????

MEMBERSHIP RENEWALS DUE:

Dec., Robert Varon; Feb., Jack Martin and Bob Willis; Mar., Walter Mathis, Tom Moore, Warren Palmer, Charles Pettis and Lee Vader; Apr., Jerry Bishop, and Mac and Lucy Post.

LOOK AHEAD

- 21 MAY -- TUCSON CORVAIRS TO PICACHO PEAK. Rally and Picnic with Cactus Corvair-Corvette Club. Meet at Valley Bank parking lot, Grant and Miracle Mile at 12:30 p.m. Depart promptly via caravan at 1 p.m.
- 24 MAY -- Regular Monthly Meeting
- 17 JUNE - Saturday Picnic and Rally at Rose Canyon, about halfway up the road to Mount Lemmon.
- 28 JUNE - Regular Monthly Meeting