

Corvairisation

JULY 1978

Vol.3, No. 4



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.

TUCSON CORVAIR ASSOCIATION is a chartered chapter of CORSA, Corvair Society of America, and members of TCA are required to join and maintain membership in CORSA.

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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The editors of CORVAIRSATION Gordon and Verne Cauble are on vacation this month. We had several months notice that they would not be able to produce the newsletter and tried to find a temporary editor for July. No volunteers stepped forward, so the job was assumed by Eric and Patrick Bender who are amateurs at producing this publication. We are looking forward to having Gordon and Verne back in August.

July is usually a busy month and, at the same time, one of our hottest months. Some of us are bustling around preparing for vacation. Yet others are preparing their automobiles for the highlight of the summer, the San Diego National Convention.

Bryan Lynch began preparing his 1969 Monza for the convention months ago. It received a fresh coat of paint and new panels for the seats among other things. Bryan is also making changes in the "imperfections" determined by the Phoenix Mini-Convention Concours judges.

John North is preparing a 1963 Monza convertible from the skeleton out with new paint, tires and top, padded dash, seats, door panels and carpeting.

A lot of time and effort has been spent by both Bryan and John on their cars and we all wish them the best of luck in their quest for the number one spot in their respective classes in the fast, furious and demanding competition of the concours at San Diego.

On the home front, the 4th of July weekend was spent dropping the engine and transmission from Eric's 1966 four door hardtop. And, with an ace mechanic helping me, it was not as much of a job as I had expected. Eric has since cleaned up and chipped a glob of grease and



T.C.A. is still looking for a Corvair-sation Editor. If you would like to know more about this position contact one of your officers.

dirt and found a transmission. Also I have seen what a cam and crank looks like first hand because Eric has the engine all apart and, with a little help from Huebner's Machine Shop, it looks like a new dime.

Another project this month was the acquisition of a 1965, 2Dr hardtop, automatic, body and running gear and assorted parts. The logistics for the move, from Catalina to Tucson, were in my estimation, more extensive than the trip that John & Gordon took back to Illinois. And I guess that sounds like a Vairy Tale doesn't it?

I hope to see many of you in San Diego and all of you at the regular meeting, the 26 Th. of July.

TUCSON CORVAIR ASSOCIATION

A regular meeting of TCA was called to order Wednesday, June 28, 1978, at 8:10 pm by President Pat Bender at Shakey's Pizza Parlor, 106 W. Drachman.

Present: 41.

Guests were introduced.

Don Bortle gave Can Project report in the absense of Bill Fournier. May Intake: \$13.43. **June** to date: \$5.10 with much more to be weighed.

All were reminded that TCA meets the 4th Wednesday of each month.

It was announced that Joel Gemberling has T-shirts available tonight for those who have paid for them and has extra ones for those who wish to purchase them. All money for T-shirts should go to Don Bortle. T-shirts may also be purchased at Transfer Junction, 5040 East Broadway.

Pat Bender reported on the Rose Canyon outing. Eric Bender took slide pictures which will be shown at a future meeting (still in camera).

Pat Bender reported that the institution of the Recall Committee (telephone committee) will result in a savings of \$15 to \$20 per month.

Pat Bender announced that we will run a Question & Answer column in Convairsation. Anyone having a question concerning Corvairs should direct them to the editor. Currently the editorship is shared by Pat Bender, Don Bortle and Bryan Lynch. Regarding a permanent Editor, it is planned that Pat Bender, Don Bortle and **Bryan** Lynch go over the list of the membership to determine those who may be qualified to handle the job, and approach them on the subject. It was emphasized that we now have advertisers and have achieved national recognition for our publication.

Darrel Hayhurst displayed a parts head of a Corvair engine, explained the function of its parts and offered suggestions in the buying of them.

Program of the evening: Frank McKenna showed a slide presentation of the Chiracahua outing

Intermission.

There were three drawings. Two by chances and one by license number.

Pat Bender announced that there were copies of Convairsations and fliers at the door for those who wished to pick some up for distribution under Corvair windshield wipers.

It was announced that the national Corvair **concours** will be held in San Diego on August 19 - 23.

Al Atwood asked that any changes of address should be reported to him.

Meeting adjourned at 9:30 pm.

Respectfully submitted,

- *Georgia Lewis*
Georgia Lewis, Recording Secretary

VAIR-Y TALES

During a conversation, Pat Bender learned about a Corvair owned by a distant relative of his neighbor in Catalina. Not wanting to miss a good deal we wasted no time in going up there.

Catalina is 15 to 20 miles north of Tucson on Highway 89 (Oracle Rd.). This gives you a different view of the Catalina Mountains which are often stained red from attempts to extinguish fires by slurry bombers.

When we arrived, we found a '65 Monza coupe with it's transmission strewn all over the passenger compartment, a 110 engine supported by the rear mount and some bricks, two broken windows, tires that were shot, and, as with most "abandoned" Corvairs the interior was torn to shreds.

In reply to our questions, the owner said that he did not wish to sell the entire car because he had put a great amount of work and money into the engine but he would let us have the body and the transaxle. When asked how much he wanted for the rest of the car, he told us he could give it to us. That answer totally caught us off guard because many people try to receive a great amount of money for their poor con-

dition "classics". We told him that we would be back the next weekend to pick the car up.

But how do we get the car back to Tucson? It could not be towed without a power train. Therefore, we devised a bracket connected to the front and rear mounts that would hold the strut rods. But Pat Hayhurst showed us that the strut rods alone won't support the wheels and that the axles are needed to keep the camber within plus or minus 20 degrees or more.

At 6 the next morning we loaded our Ford with tools, wheels, and also a spare transaxle just in case the one in Catalina would not work.

It was very hot and humid when we arrived in Catalina and not the slightest breeze was blowing. Unlike my father, I was certain that the old transaxle sitting beside the car could be installed again. The threads were packed with dirt but with a lot of Marvel Mystery Oil and delicate cleaning all of the bolts went into the threads except one that broke. Later the wheels were installed, and a bar supported by the shock absorber bolts with a chain supported the rear section of the transaxle. By then it was 5:30 and we were eager to leave. With one more task to do we were working very hastily. That one task was to install the towbar. This towbar was made to be used primarily with early model Corvairs. This made it difficult to install the towbar correctly, but we installed it anyway and pulled the car home on two

Continued Next Page

bolts instead of four.

Thunderheads had been looming up all day and, by the time we left Catalina, it was windy and much

cooler. We arrived in Tucson after a slow trip and were greeted by a cool thundershower.

Eric Bender

TECH CORNER

OILS

Many of us have misconceptions in the use of various grades and types of oils.

For years, before multigrades, people had a common practice of using straight weight, 20 in winter and 30 in summer, in their cars. When multigrades first came on the market, they were given a reputation for breaking down in viscosities (the chemical that gives the oil the ability to change its weight at different temperatures), usually at high temperature in a short period of time. Well, this may have been true of the early oils, but a lot has changed since then. This is contrary to opinions of many mechanics and service station attendants.

Do you know that Pennzoil's multigrade 10W40 at its highest heat range exceeds Pennzoil's own straight 40 weight?

A friend of mine who is a chief chemist for Mobile Oil and an avid Corvair owner, has done tests and compiled data which someday will be written and submitted to CORSA.

His findings reveal: In good quality multigrades with 6000 miles on them (in his own 140 Corsas), there was no evidence of breaking down in viscosity.

Top brands are Pennzoil, Valvolene and Kendall. Quaker State and Mobile are a close second. Quaker State is a bit overrated. In fact, look at a can of Quaker State and you will see "Pennsylvania Type oil."

With this type of evidence, I get a little shocked when I find people using 10W40 in winter and straight 30 in summer in this climate. Going to straight 30 in summer is like taking a step backwards. With the availability of 20W50 now and at the same price as 10W40, the best oil for your Corvair is 20W50.

Synthetic Oils:

New on the market now are the synthetic oils. Their claim is that they are not a petroleum base oil. Their price is quite high, however, with \$4.50 - \$5.50 a quart. With a rating of 24,000 miles between oil changes, this could pay for itself.

The benefit from synthetic oil is that it thins out and is great for cold weather since it goes to a viscosity equivalent of five. Now this is fine for a new car and with continued use will probably give it extended life, but in an older car with a good amount of wear and older seals, an oil this thin could cause more consumption and leaks.

Besides holding dirt in suspension in an older car for that period of time (unless changing the filter periodically), could be fatal to the engine.

Detergent Oils

It's very hard now a days to find a nondetergent oil. If there is any detergent specifications on the can, it is a detergent oil.

There are very few cars that still use non-detergent oils. Mostly classics and antiques. If you have one of these that hasn't a rebuilt engine, don't use detergent oil. It will loosen all the grime in the engine and clog up everything. At that point the engine would have to be rebuilt.

Reprinted- Fanbelt Flyer Cactus Corvair Club 6/78 Greg LaCosse

Did You Know?

A few of the first Cord 8/10 Replcars in 1964 were Corvair Powered with the engine in the front?

The first Corvair coupe off the line at Willow Run sold for \$1955 base price?

The first experimental Corvair engine was first run in a 1957 Porsche 356-A Coupe?

That the 1969 Corvairs were sold with a certificate worth \$150 against the purchase of any new 1973 Chevrolet?

That the Corvair, when it was first conceived, carried the name of La Salle?

That the 1965 Mustang had most of the blame for the demise of the Corvair, not Ralph Nader?

Had the Corvair been allowed to continue production, that it would have carried in 1965 a 176 Cubic Inch Engine with individual piston barrels and a specially designed Weber Type Carburetor on each cylinder? Oh, what a tiger!!!

Reprinted from Fan Mail, a publication of Hemis-Vairs of San Antonio Corvair Club.

CHECK LIST FOR T.C.A. CLUB DUES COMING UP

August

Barney Goodwin
Elliot Solheid

According to our records, these members are coming up for renewal now, or in the near future.

Past Due Members

March

Walter Mathis
Warren Palmer

May

Maurice Cooper
Sam Sharp

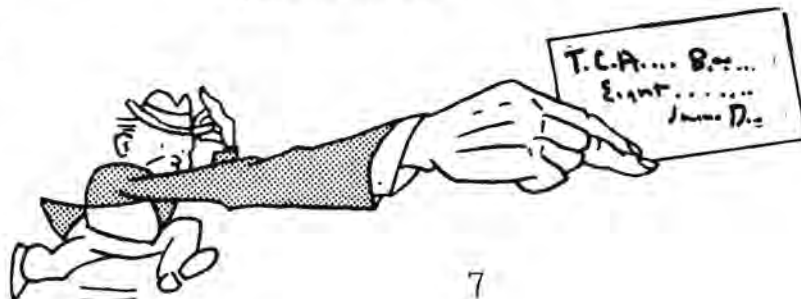
June

Duane Small
Edwin Avery

Check the expiration date on YOUR membership card. Are you due for renewal?

Remember, if your dues are unpaid, you'll be dropped from membership and CORVAIRSAION mailing if two months have elapsed since your expiration date. (Not yours, your card's.)

WHAT TO DO? See the treasurer at the next meeting, or put your renewal check in the mail.



DON BORTLE
Secy-Treas.

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TUCSON CORVAIR ASSOCIATION
JULY 1978

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Fred & Patti Zimmermann
542 E. Bromley St.
Tucson, AZ 85704
887-6805

Honorary Member
Robert Petrie
3070 Mustang Dr.
DMAFB
Tucson, AZ 85708

-New Members-

We would like to welcome
the following new members
to the Tucson Corvair **Asso.**

Linda Coon
4064 N. Via Carcaj
Tucson, Arizona 85718
Phone 299-9529

Linda is a student at the
U Of A and owns two Corvairs.
One, a 1965 140 Monza and
a 1967 110 Monza coupe.

Fred and Patti Zimmermann
542 E. Bromley St.
Tucson, Arizona 85704
Phone 887-6805

The Zimmermann's are the
proud new owners of a 1966
Monza convertible.



Member: Tucson Corvair Assn.

LATE MODEL CASE including crank & cam for rebuilding. \$25. 299-1122.

'61 RAMPSIDE TRUCK, new Spyder engine. See at Jerry Bishop's. Ted Lloyd left behind when he moved to California. Asking \$950. Call Jerry, 748-1444.

'64 Rr A-FRAME for 4 speed, and manual top from '64 convertible. \$50 each. Gordon. 299-1122.

A-C AIR FILTERS, oil filters, & spark plugs. Many other seals, grommets and hard-to-find parts for your Corvair. Gordon, Corvair Consultant. 299-1122.

'64 MONZA CONVERTIBLE, auto, red with black interior. Excellent condition. \$1500. Jerry. 748-1444.

'62 HEADS. Recent valve job. Frank. 885-8571.

ACE IS SELLING many parts at extremely low prices. Call after noon. 882-4483.

EARLY MODEL HEAD with valve job & new guides. Like new. \$75 or trade. 299-1122.

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

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

CLASSIFIED ADS

PAINTING, repairs, pars. '60 to '69. Saturday and Sunday. Weekdays after noon. ACE. 882-4483.

'64 BLACK INTERIOR for Monza coupe. Headliner and side panels. Excellent condition. Trade for '63 red interior panels, or what have you? Call 299-1122.

'63 BUCKET SEAT black. Seat back, blue. Panels good, but tears in sides. Offer or trade. Gordon. 299-1122.



Barney's Auto Service

3029 N. Alvernon Way
881-1315

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

**AGAIN—IT ALL
BOILS DOWN TO**

O'RIELLY CHEVROLET

**6100 E. Broadway
747-8000**



SALES

**FOR
ALL
YOUR
NEEDS**



PARTS

SERVICE



EMPLOYMENT



LOOK AHEAD

- 20 July-23 July - Annual CORSA NATIONAL CONVENTION, San Diego, Calif.
- 26 July, Wednesday - Regular Monthly Meeting, Shakey's 106 W. Drachman
- 12 August, Saturday ~~**CANCELLED**~~ - ~~**DUE TO HOT SUMMER WEATHER**~~ Rally and Picnic at Kiwanis Best of the Best at the Peak
- 26 August, Wednesday - Regular Monthly Meeting
- 17 September, Sunday - Fall Tuneup Clinic.
- 27 September, Wed. - Regular Monthly Meeting
-

REGULAR JULY MEETING

Wed. July 26th

Fourth Wednesday of the Month

AT SHAKEY'S PIZZA PARLOR 106 W. Drachman
COME EARLY AND SHOW YOUR CORVAIR
DINNER WILL BE SERVED AT 7 p.m. SHARP
ALL YOU CAN EAT FOR ONLY \$2.10

Remember, this is a different Shakey's than we used to patronize.
Be sure to note the address!



EDITOR
5950 N. Camino Arizipe
Tucson, AZ 85718



FIRST CLASS MAIL



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