

Corvairsation

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REGION
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.

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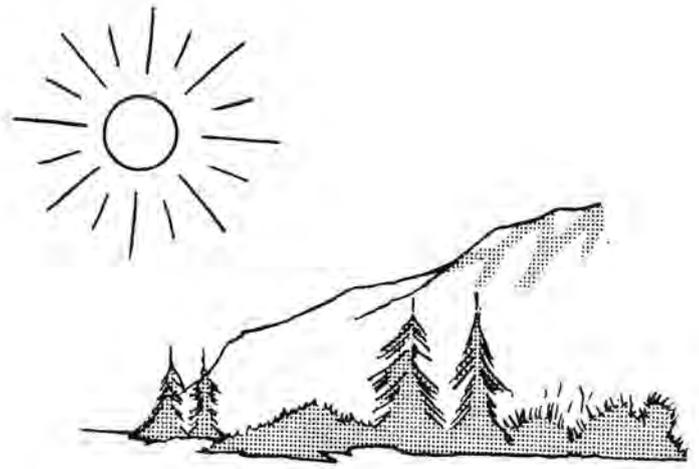
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Monterey, CA 93940

CAN COLLECTION

BILL FOURNIER reports that a good weight of cans has been turned in, and he has turned them into money. Bring your flattened aluminum cans to the meeting, and fatten our club treasury. You, too can win the "Golden Can" award.

(Reprinted from FANBELT FLYER, newsletter of the Cactus Corvair Club, Phoenix, this timely article by KEN KROL is a big help to all of us. Many thanks, Ken!)



PREPARING YOUR CORVAIR

FOR THAT VACATION TRIP

PLANNING ON DRIVING YOUR CORVAIR to San Diego this summer? Or maybe back East to see the relatives? This article will tell you what you need to know about preventative maintenance for your Corvair before you hit the highways this summer.

The first step should be to take a fairly long drive--40 or 50 miles-- to see how it is performing at highway speeds for long distances. If you take your Corvair on fairly long trips out of the city, you can forget about this step--but if the normal use of the car is limited to driving a few miles a day to work and back, the car may be developing problems that won't present themselves until you have been driving awhile and everything is warmed up. Just take a Sunday drive...and after you have been on the road for 20 miles or so, turn the radio down and listen. Listen to the engine. Does it sound smooth? Does it make any funny knocks, pings or other equally unpromising sounds? An increase in overall noise is normal when everything gets warmed up and the oil thins out, especially at high speeds; but any serious sounding noises should be looked into. A steady vibration from the engine could mean a worn out flywheel if the car has manual transmission. If it hasn't gotten too bad, you will only notice it at highway speeds; but after it gets worse, it could vibrate at all speeds. Listen for a grinding or whining sound, such as a noisy rear axle bearing, or less likely--but possible--a bad front wheel bearing. Also, roll the window down and listen for a steady squeaking sound coming from the rear. This would probably mean one of the "lifetime packed" rear axle bearings is dry.

When you return home, leave the engine running and go around back and pop open the deck lid. Listen to the engine, especially to the alternator or generator, the idler pulley and the blower bearing. A whine or howl from any of these areas could mean potential trouble.

After ten years or so, the factory lubrication tends to dry out in the the alternator, blower bearing and idler pulley bearing. The generator is lubricated, hopefully at regular intervals (by you), by filling the oil cups at both ends with motor oil. Finally, bend down and look under the drive train. A long drive will reveal oil leaks that short trips won't show. If there are only small drops, you can ignore them--but if there are any large puddles, especially around the bell housing, they should be checked. The fan belt should also be inspected thoroughly for cracks and frayed areas, mainly on the inside edge. It goes without saying that a spare belt and necessary tools should always be carried with you on long trips.

Now that the preliminary checks are completed, the following PM are recommended before taking off on a trip.....

1. TUNE-UP: If it has been over 4-5,000 miles since the last tuneup, it would be a good idea to go thru and give the car a thorough tuneup before the trip. This should include spark plugs, points, condensor, rotor, cap, high tension wires and a careful timing adjustment. It should not necessarily be set to factory specs, but rather to the highest setting you can go to on the grade of gas you are using, without any pinging under any conditions. Setting the timing in this manner will guarantee the best possible performance and gas mileage. Every tuneup should include a can of "Gumout" in the gas tank. I hope this doesn't sound like a commercial, but it is really incredible stuff!

2. LUBRICATION: Someone once said that if your car was kept properly lubricated, it would last a lifetime. I don't know if this is true, but it makes sense. Have you ever heard of a bearing failure that resulted from anything except a lack of, or contaminated lubrication? Most engines will
(next page...)

(.....con't)

run for 150,000 plus miles if the oil is changed regularly. Complete lubrication should consist of:

- Lubricate all grease fittings on front suspension with moly grease.
- Fill steering gearbox with gear oil. If the seals are worn, the gear oil will probably leak right out. If this is the case, you can fill it with moly grease. This will not work as well, but it beats running it dry.
- Repack front wheel bearings with moly grease. Be sure to very carefully wash out the old grease before you put in new. When you think it's clean, pour some gas(regular) into a pie plate (aluminum) and shake the bearing around in it. See all the grit coming out? Now you can see why cleanliness is important in bearings; all that dirt could have been mixed in with your fresh grease, scoring all the rollers and races. You should always use new seals too. I once repacked a set of front wheel bearings, only to have one start making noise again. A teardown revealed a path of grease from the seal right down to the bottom of the backing plate and completely dry bearings!!
- Change engine oil and filter. For summer driving in Arizona and across the desert, 40 wt oil will give extra protection against thinning out from heat, and is highly recommended. This oil may be used safely until night time low temperatures get down to 55-60. It can be used in colder weather, but excessively long times are required to reach normal oil pressure, since the oil gets too thick when it is cold.
- Change trans-axle gear oil, 90 wt (normally changed at around 50,000). If the car is equipped with powerglide, automatic transmission fluid should also be changed at this time. If you want to do it right, buy a new powerglide pan gasket and remove the pan and screen and clean them out.
- If the rear axle bearings have never been repacked, it would be a good idea to disassemble them and grease them. It is a very involved job

on a late model, but on the early model it is relatively simple. If the bearings are not squeaking or making noise, chances are pretty good that they will not give you any problems. If you are the type that worries about things like this, you can take a spare early model axle/bearing assembly or late model hub/bearing/backing plate assembly that you know is good along with you, just in case. If you are not the worrying kind, you wouldn't be reading this article. Seriously, if you do want a worry-free vacation, plan on repacking them. After all, you wouldn't drive a car 9-18 years without greasing the front wheel bearings, would you?

On an early model, remove the rear brake drums and remove the four 9/16 inch nuts accessible thru the one inch diameter hole in the hub between the wheel lugs. Pull out the axle. It is easier to work on if the U-joint yoke assembly is removed and the axle is removed completely, but it can be done on the car. First, loosen and slide off the two aluminum dust shields. Very carefully pry out the rubber seal. Don't ruin it, as the only way to buy a new one is to buy the complete bearing assembly (\$\$\$). Next comes the snap ring. This theoretically can be worked out with a small screw driver. Be patient. Eventually it will come out. If GM put it in, then it has to come out. It is tricky tho. To lubricate the bearing, purchase a grease injector tool for around \$1.75. This tool sticks in the end of your grease gun and terminates in a hypo-needle. Slide it past the first bearing with moly grease. Move the housing in and out to work the grease in. Now do the same for the second bearing. Re-install the snap ring, grease seal and dust covers and it is ready to put back in the car. It would be a good idea to grease the U-joints while they are out, too.

For late models, it is such an involved procedure, involving pressing off the bearings, adding shims, etc., that if you really want to do it, consult the '65 shop manual for the exact procedure.

(con't)

.....con't.

While you have the grease injector handy, lubricate the blower bearing and idler pulley. (I do not recommend drilling a hole in the bearing housing as it is too easy to get metal filings into the bearing--I ruined a good new GM bearing this way on my Monza). It can be done if you magnetize the drill bit (about a #55 is right) and are very careful. A wood awl works well to punch a small hole in the metal cover above the ball bearing. Then just pump in some grease. If you are really serious about lubricating everything, then you can also lubricate the parking brake cable, clutch cable, accelerator linkage, doors, trunk hinges, etc.

3. TIRES - If they are getting pretty bad, or if you already own a set of "Bald Eagles," now is a good time to buy a set of radials. They already seem to be on a good number of Corvairs, and they do improve your highway mileage. My Michelins improved my highway mileage by about 5-10% on my Monza. On a long trip this can save you money.

4. FRONT END - If your car's front end is doing anything nasty like shimmying or clunking, have it checked. Often a bad shimmy can be cured by simply replacing a bushing or idler arm. Be wary of front end shops, though. If they insist that the front end is about to fall apart and will require \$500 worth of work, have it checked again somewhere else. If several shops all give you the same estimate and advice, then suspect trouble. Corvair front ends are so lightly loaded that unless they have never been greased or the car has excessively high mileage, major work should not be required.

That about wraps it up! These hints should help you to have a great, trouble free vacation this year. See you in San Diego this summer for the convention!

---KEN KROL
Technical Comm.
Cactus Corvair-Corvette
Club



On Saturday, June 17th--
CORVAIRS TO ROSE CANYON

"A rose is a rose, is a rose...."

I don't know the author of that phrase, but Rose Canyon is the place to be during Tucson's dog days....

We had nine cars this year, and the trip up was uneventful.

Evelyn Thatcher had reserved the ramada for us, and that is the way to go. We had a covered ramada, 10 picnic tables, and reserved parking. Thanks, Evelyn!

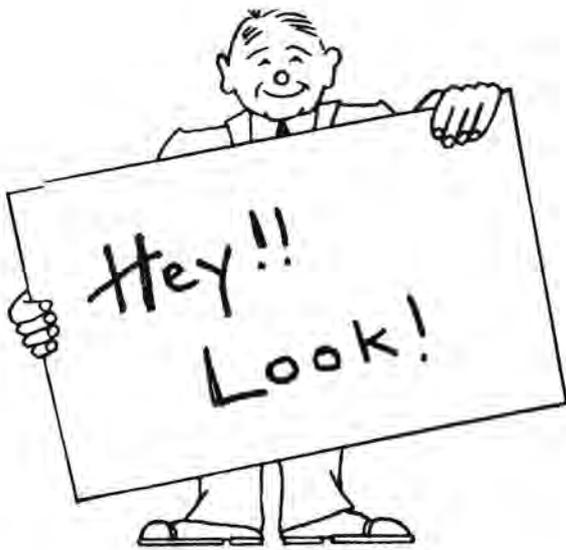
Pat Bender brought the horseshoes, and had problems finding a level spot to set up the stakes. The temperature was a delightful 80 degrees, and the flies that besieged us at Picacho Peak were happily absent.

DONJOHNCO did a little tech work on Chester Bockstedt's car. Seems it wouldn't go into reverse after making the climb. After a few adjustments and suggestions, it made it down the mountain.

A few of us journeyed up to Pat and Danielle Hayhurst's cabin after we left the canyon. Another 5 degree drop in temperature--and a lovely cabin nestled in the ponderosas. We enjoyed the hospitality, and it was difficult to tear ourselves away and head back to the blast furnace we know as home.

Another fine outing--and I wish we could entice more members to take part in these functions.

--FRANK McKENNA



OUR MONTHLY MEETINGPLACE CHANGED!!!!

Our regular monthly meeting for June
will take place June 28th--Wednesday nite--
at

SHAKY'S PIZZA PARLOR
106 West Drachman

We've never met here before, so be sure and
note the address. Dinner will be served at
7 p.m. sharp.

The price for "all you can eat" is \$2.10.
The price for children is 17¢ a year for children
under twelve years of age.

Plenty of parking. Come early! Come
hungry! Show your pride and joy!

FROM THE OFFICE OF THE VICE-PRESIDENT:

The Can Man Sez....

In the absence of our illustrious
President, Pat Bender, I would like to
pass on a few comments.

Our club has had a high attendance
level at our meetings, and we have added
new members each month. This last month's
meeting was the exception. Our attendance
wasn't as good as usual.

One comment that was passed on to me was
that the meals may be getting too expensive
from our original Pizza meeting place. If
anyone has any comments on this, pass them
along please to any officer.

HEY.....LOOK AGAIN!!

This newsletter is published primarily
for, and at the expense of the members
of this club.

In order to be of interest and respon-
sive to the members and readers, the
editor needs input in the form of
comments, questions and articles for
inclusion in Corvairsation.

Georgia Lewis has suggested that we
run a Question and Answer column. We
can do that! So send in your question
about repairing or maintaining your
Corvair, about the TCA or any of its
activities, or about CORSA, our parent
club.

Do you have parts you'd like to sell,
or do you need a hard-to-find part?
Some TCA member might just have it
gathering dust in his carport!

Input of any kind for this newsletter--
articles, want ads, tech tips, or
questions (things you've wondered
about but were afraid to ask) should
reach the editor by the second Tuesday
of each month.

--Ed.

Regarding events: I feel our dinner is
an event and our meeting after our dinner
is also an event. These two Corvair functions
have had almost 100% attendance in the past.
Many local car clubs have participation by
only half of their members. All they seem
to want is the T-shirt, patch and jacket.
I feel we have more to offer than those
items. This is your club; tell us what
you want from your officers.

Frank McKenna reported we had 11 cars
at our Picacho Peak function. Let's keep up
our participation in our monthly rallies.

--BRYAN LYNCH



TUCSON CORVAIR ASSOCIATION MONTHLY MEETING

MAY 24 1978

Meeting was called to order by Vice President Bryan Lynch in the absence of President Pat Bender who was out of state on business. Total attendance for the evening was 26.

Motion was made and seconded that Secretary's minutes for April as appeared in Corvairsation be approved. Treasurer, Don Bortle reported a balance of \$243.90. He also announced that we have 14 name tags left, selling at \$3.25.

Corvairsation address labels reflect phone number and expiration date of your membership. Call Alan Atwood, our Corvairsation Circulation Manager if you wish this changed in your individual case.

Guests were introduced and the sign-in sheet passed around. We will have a sign-in sheet at future meetings and events.

Eric Bender was in charge of the grab bag drawings, and the evening winners were Betty Chastain and Will Ray. The license plate drawing was won by Bryan Lynch.

Frank McKenna reported on the Picacho Peak picnic with the Phoenix Cactus Corvair Club on May 21. There were 11 cars each from Phoenix and Tucson--a tie.

June event will be picnic and rally to Rose Canyon Lake Saturday, June 17. Meet at OK Corral Parking Lot on Tanque Verde for 10 a.m. departure.

Motion was made by Frank McKenna and passed by the members that June meeting be held at the Elks Lodge, 330 S Wilmot Rd. Frank also gave the aluminum can report.

Bryan Lynch gave a brief rundown of the National Corvair Convention to be held next month in San Diego July 20-23. A group will be going from our Tucson club. Bryan also announced that one of our members, Ace Royer, is doing excellent, reasonable paint jobs for anyone interested.

Technical question and answer period was conducted.

Joel Gemberling showed the club T-shirts, \$5.00 each. Purchase thru Don Bortle. If size is in question, visit Joel's store, 5040 E. Broadway. He has ladies T-Shirts available for a slightly higher price. Transfer may be added.

Gordon Cauble gave Corvairsation report. Noted deadline for articles is 2nd Tuesday of the month. We still need an editor for July. Gordon gave report on magnetic sign with club logo to stick on the side of your car. If enough ordered, price around \$17. After discussion, Bryan Lynch agreed to look into license plate brackets with club name which would be cheaper.

Darrel Hayhurst agreed to be club technical advisor for Ace since Ace is now working the late shift and cannot get to all meetings.

Frank McKenna gave a parts and technical talk.

Meeting adjourned, 10:25 p.m.

Respectfully submitted,
MARILYN LYNCH
Recording Sec'y pro tem

VAIR-Y TALES

(That illusive dream Corvair in somebody's barn in Illinois was the reason John North and Gordon Cauble took off in Gordon's 63 Ford Stationwagon for the 3,000 mile round trip in early May. They found the dream (?)--and now the topless black beauty with red interior -- and with tarp pulled taut over her, is ready for towing the long way home.

This concluding chapter finds them leaving Illinois.....)

LOVE IS WHERE YOU FIND IT

or

If you want it, Go where it is.
by

JOHN NORTH
Tucson, Arizona
May 1978

Now the road is completely familiar. Springfield..the wild animal farm on the left, the rolling northern Ozarks are behind us. Better stop in Joplin tonight. Raining cats and dogs. Are the ropes holding tight on the tarp? Haven't had this much rain since last winter in Tucson.

The night was all too short. That 55 mph limit and the "tow job" are taking their toll.

That call last night to the guy in Oklahoma City was a stroke of genius. He sold his cars before the ad appeared in Old Cars. But "There's a guy who has 92 Corvairs and a pile of NOS parts." We'll look him up.

Well, it has quit raining. That was part of a storm that caused several twisters last night in Oklahoma City. A horse was carried a mile by the tornado and only got a broken leg. Glad we stayed in Joplin last night!

Jimmy, (that's the guy with the 92 Corvairs) turns out to have been an old dirt track racer, and a cigar smoking "good old boy." You want to ask.."have you got???" well, just about everything. Two buildings--an old house and a shed and an old store front. Full of hub caps, wheel covers, engines, starters, NOS stuff. "Hey, have you got a '63 rear grill?"

(cont)

"Naw, can't get them anymore. But, I got a new '64, still in the box." "How much?" ..\$10. OK. Just keep track of it."

Like a kid in a candy store. Just have to get out of here. Let's go to the yard. Fifteen minutes later, with the '63 Spyder in tow, we arrived at the yard. He wasn't kidding! Five acres of Corvairs. Which one shall we look at first?

Got any "bow tie" mirrors? Some early model tail and backup lights? What about a front bar for a '64? Any rocker panel mouldings for '63 and dog-legs for '64 wheel arch trim? Any jacks?

"Help yourself, boys."

Jimmy swung out his tool box and off came the mirrors, mouldings.... "Look, there's a gas filler guard! That's a good tail light. I think I'll pick up a couple of '65 wheel covers to go with the two I got from Bryan Lynch. Hey! There's a 140 CORSA. Never been touched. "How much, Jimmy?"

Well, this went on for more than an hour. The best buy was a complete, new front panel section for an early model. \$10.

"Hey, you guys want to see something special?" The 140 CORSA had a special shroud which shunted the outside air directly to the blower and the carbs. There was no other air leak except where the fan belt slipped through a couple of slots, just as it does on the early thru '65 air conditioned installations. Just a fantastic piece of design and it looks factory.

Come on, Gordon. Let's get out of here.

On toward Amarillo. The wind had sprung up. The tow had dropped the gas mileage from 15 to about 12 mpg. Stopped at a Howard Johnson's, and the night was shot before we could close our eyes. We hit the road again before six.

Rain hitting the windshield and splashing. Tucumcari. Let's stop for coffee. Hey, look at the snow on that car that just pulled in. We gulped down our coffee. Look at the snow! And it's May. There are tracks on the highway. Twenty miles down and up. It got to be 3 inches. The signs are covered..

"John, can you reach out and clear that wiper blade on the right?"

"Try to keep in the track. Slush will pull you right over. There's a car in the median. Looks like 2 gals got caught by the slush when they tried to pass a truck and spun off. Don't stop on this grade.."

We're stuck..try again..Yeah, I'll push. Three inches of slush. Burn it, Gordon. Huffing and puffing, the door slammed. Sure wish I had my overshoes..my feet are soaked.

We'll just sit here. In an hour those semis will pound that slush off the pavement. Let's put Channel 19 on...Hey, contact the highway patrol and tell them we're stuck. Now it's been an hour since we pulled off. Burn her out. That's what it took. Hot tires on wet snow. We're out.

The highway patrol has told everyone to stay off the road. It's nearly noon now. The small problem of a high discharge on the ampmeter seemed trivial while we were fighting the last 10 miles to town. Now, we had to find out. A little Mexican waved us into the multi-stalled shop. After several hours, the trouble was found...A bad lead to the battery. It wasn't soldered when repaired. A sound lesson to the wary.

Well, we've hit rain, wind..missed tornadoes...now snow. What else? It took 100 miles to get out of the snow as we headed south for Alamogordo. White sands are ahead of us now. Up, up..then the long coast down to Las Cruces. Our ETA, sundown.

The tarp is a shambles now..Winds are hitting pretty hard, first from the right front quarter, then the left. Well, that's it. We've come full circle. Just about everything Mother Nature can offer.

It's the seventh day, and even GOD rested then.

The jagged outline of the Tucson Mountains are wreathed with the glow of a setting sun. The time, 7:10. ETA met.

The lessons? That's a chapter which is up to you.

Love that '63 Spyder.

-- JOHN NORTH

-Classified Ads-

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.

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

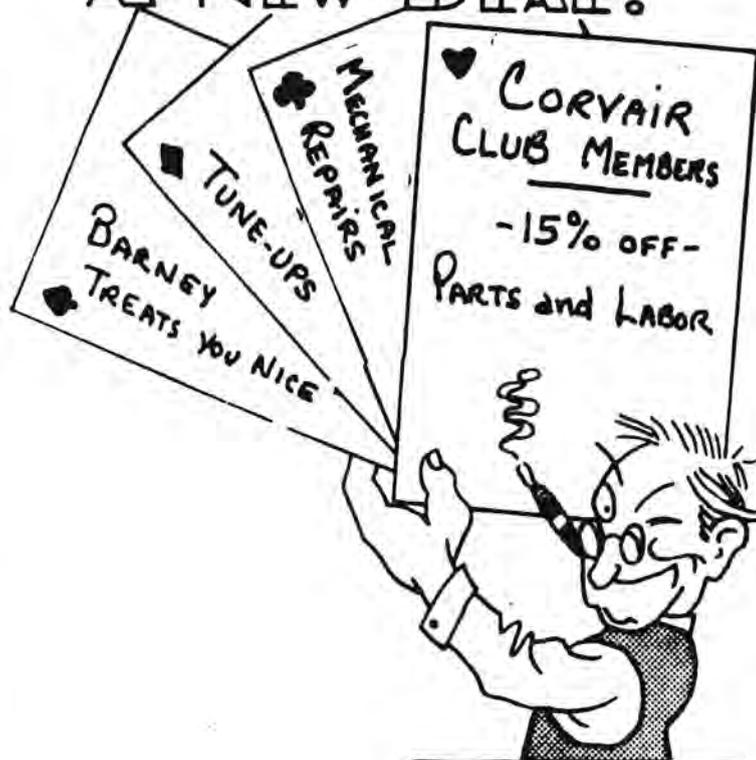
'61 RAMPSIDE TRUCK, new Spyder engine. See at Jerry Bishop's. Ted Lloyd left behind when he moved to California. Asking \$950. Call Jerry, 748-1444.

'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.

A NEW DEAL!



**-SPECIAL-
NEW LIFTERS..... \$2.25 ea.**

Barney's Auto Service

3029 N. Alvernon Way
881-1315

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

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.

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

EXTRA!
CORVAIRS BOUGHT & SOLD... Cars and Parts

WRECKING OUT
40 CORVAIRS

JERRY BISHOP'S
Towing & Salvage

4260 E Illinois
748-1444

Member: Tucson Corvair Assn.

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

EDITOR
5950 N Camino Arizpe
Tucson, AZ 85718

FIRST CLASS MAIL



REGULAR JUNE MEETING

Wed. June 28th

- + 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

You'll find more details inside your Corvairsation. Remember, this is a different Shakey's than we used to patronize. Be sure to note the address!

LOOK AHEAD

- 28 June, Wednesday -- Regular Monthly Meeting, Shakey's, 106 W. Drachman
- 20 July-23 July -- Annual CORSA NATIONAL CONVENTION, San Diego, California
- 26 July, Wednesday -- Regular Monthly Meeting
- 12 August, Saturday -- Rally and Picnic at Kitt Peak
Beat the Heat!
- 23 August, Wednesday-- Regular Monthly Meeting
- 17 September, Sunday - Fall Tuneup Clinic. We plan to make this a semi-annual event!