

# CorVairisation

MARCH 1978

Vol. 2, No. 12



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. 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 on initial joining, there is an additional fee of \$2.50. CORSA membership is \$12 per year. CORSA membership or renewal is accomplished directly between individuals and CORSA, Inc., P.O.Box 5890, Sarasota, FL, 33579. Phone (813) 365-0070.

Further information and applications for TCA and CORSA membership may be obtained by contacting any of the following officers:

President:

GORDON B. CAUBLE  
5950 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, Az 85713 882-4483

Treasurer:

BILL FOURNIER  
7740 E 22nd St  
Tucson, Az 85710 298-7801

COMMITTEE CHAIRMEN:

Parts: FRANK McKenna 885-8571  
1858 S Regina Cleri  
Tucson, Az 85710

Technical: DAVID (Ace) ROYER 882-4483  
2541 S Treat  
Tucson, Az 85713

Librarian: JOHN NORTH 326-2086  
3002 E 20th  
Tucson, Az 85716

NOTE FROM THE PRESIDENT:

Rain or bad weather occasionally washes out our rallies or outside activities. HERE IS OUR ALTERNATE PLAN:

If we are "rained out", the planned event will be held ONE WEEK LATER, SAME TIME, SAME DAY, SAME PLACE.

This will be SOP from now on, so we won't need to call everyone on the phone.

--Gordon

MORE NEW MEMBERS OF TCA:

Knud Swensen  
3902 Los Portales  
Tucson, Az 85718 299-2236

John C. Downing  
5750 Calle Del Ciervo  
Tucson, Az 85718 299-2178

Donald Notter  
201 S. Norris Av #19  
Tucson, Az 85719 884-9812

THESE HAVE CHANGED THEIR ADDRESS:

John B. Thomas  
647 Kalani Puu St. (new)  
Honolulu, Hawaii 96825

Gary Lewis  
4225 St. George Pl. (new)  
Riverside, California 92504

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-carbon powered 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 cylinders 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

TECH TIPS



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, and 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 500-1,000 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. 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  
(con't next page)



## TECH TIPS (con't):

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 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 it to, but it's twice as nice to know you can get back down from 60-0 when you have to.

## WRITE FOR CATALOG

Clark's Corvair Parts new catalog will be ready in June or July. It will list over 3,500 different items. Call Clark guarantees double your money back if it isn't the best, most useful Corvair catalog you have ever had. For special bulk rate mailing, send in \$1.75 and order C8001 on your next order (or just mail in separately). Allow until July for arrival. (OFFER GOOD UNTIL MAY 31, 1978). Clark's Corvair Parts, Shelburne Falls, Mass. 01370.

## "Another Point of View"

Once upon a time (sounds like the beginning of a Vairy Tale), there was a major auto manufacturer--and in 1960 Chevrolet had a different point of view.

While other manufacturers were thinking water-cooled engines, Chevy was thinking air-cooled; while others were thinking one piece rear suspensions, Chevy was thinking individual suspensions for the rear; while others were thinking front end engines, Chevy, with still another point of view, was thinking rear end engines. Still another point of view regarding front vs. rear end engines is Jack Martin's mid-engine Corvair. Well, anyway, here is an auto manufacturer that decides to incorporate all of the above-mentioned points of view into one automobile, the Corvair.

Thanks to Chevrolet and Ralph Nader, we all have some common goals: to enjoy our Corvairs, to keep the Corvairs alive and well, and to enjoy each others' company at all of our TCA functions.

--Pat Bender



LUCKY LADY

.....and her name is Gertrude King! She joined our club last year, and has participated in most all of our activities--and take it from us, she's the Grab Bag Queen of all time. Over the past few months, she has won 3, 4 or 5 times--but who counts. Congratulations again, Mrs. King--and keep on buying those tickets.

Her winnings have included 3 sets of pedal pads (brake and clutch). One point of view is that she has 2 sets too many! Yet another is that she has 2 sets of pedals too few. Just another point of view.

--Pat Bender



# CONVENTION TECHNICAL NEWS by Jim Craig

The Convention Technical Committee is hard at work organizing a number of different programs that will have something of interest for everyone. The technical sessions are planned for Friday, July 21, from 2:00 - 5:00 p.m. and Saturday, July 22, from 10:00 a.m. - 4:00 p.m. and possibly Sunday morning.

The first session will be an introduction of the events to follow. An excellent movie by General Motors will be shown about how our cars were made. From that point on, we will get into some of the following subjects as time permits: Carburetion synchronization, major tune-up tips, fan belt replacement and battery care. Suspension tuning and tire and wheel modifications will be covered for you slalom buffs.

A "for ladies only" hour is planned for Friday and Saturday. These sessions will give the girls a chance to ask questions about their Corvairs that they have always wanted to ask.

Send now for your pre-registration package containing full information. Send \$1.00 to cover postage and handling along with your return address to:

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

Attention: Registration Committee

## Earliest or Latest?????

This is Gordon's fault--no question about it. You see, Gordon gave me an application blank for a concours to be held in San Diego. I looked at the dates and it said that entries after 15 February would be penalized and have to include a late charge. I thought they must be expecting a lot of cars for the National Convention to close the entries in February. However, I thought it might be some incentive for me to get working on my Spyder if I sent in my entry fee. So I did. I was talking to Gordon and told him what I had done. He chuckled; no, in fact he burst out laughing. I then found out that the application I had submitted on 1 March was in fact for a concours conducted on the 18th of February. I must have the distinction of being the latest entry for the February concours or the earliest for the National Convention.

See ya  
Frank M.



Due for Club renewal?  
Check your expiration date  
on your membership card:

DEC: Robert (RV) Varon  
FEB: Chris Cunningham  
Jack Martin  
MAR: Walter Mathis  
Tom Moore  
Warren Palmer  
Charles Pettis  
Lee Vader

Members whose dues are unpaid after 2 months will be dropped from membership and CORVAIRSATION mailing. Send your renewal check to Bill Fournier, Treasurer, or see him at the next meeting!

BILL FOURNIER  
Treas., TCA



New officers for our Club will be elected at the March meeting.

The nominating committee has recommended the following slate for your consideration:

PRES: Pat Bender  
VICE PRES: Bryan Lynch  
SECY-TREAS: Don Bortle  
RECORDING SECY: Georgia Lewis

Nominations may be made from the floor, but consent must first be received from the nominee.

The above nominees have been contacted and have agreed to serve if elected.

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#### ACTIVITIES COMING UP

31 Mar - 2 Apr --Phoenix Mini-Convention  
16 April -- Tucson Corvairs to Picacho Peak - Rally and Picnic  
26 April -- Regular Monthly Meeting  
20 May -- Saturday Rally and Picnic Chiricahua Ntl Monument  
24 May -- Regular Monthly Meeting  
17 June--Saturday Picnic and Rally at Rose Canyon, about half way up Mt. Lemmon

#### NEW MEETING PLACE FOR MARCH

Don't forget. We have a new meeting place for March.

Sir George's Royal Buffet  
4343 E 22nd Street  
(Columbus & 22nd St)

Buffet is served at 7 p.m.

Menu includes:

Golden Fried Chicken  
Beef Stroganoff  
Baked Ham w/ Fruit Sauce  
Fillet of Sole

PLUS Vegetables

Salad Bar

Beverage (milk, tea, coffee)

(Dessert is additional)

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#### PRICE FOR BASIC BUFFET & BEVERAGE:

\$3.70 (includes tax & tip)

(For children 10 and under, the cost is 55¢ plus 20¢ per year)

Yes, you can go back for seconds--but clean up your plate.

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For those of you who have not been to Sir George's at 22nd st:

They have a double line food service area. Just walk in, pick up your salad plate, fill it with the wide selection. Pick up your entre plate, make your choice, and walk on off the end of the line with bread, butter, sauces, etc.

Tell the hostess at the end of the line that you are with the CORVAIR CLUB. She will direct you to the room reserved for us.

A waitress will serve the beverage, take your order for dessert if desired. She will give you your check and you pay on your way out.



# VAIR-y TALES

A BRIGHT RED Corvair Spyder Coupe pulled into my driveway in February of 1963, and the driver got out and left the car running. With a big smile on his face, my father rang my doorbell, and I opened it to hear the deep-throated rumble of the Spyder engine and my father saying "How do you like it?"

I don't think the Chevrolet mechanics of that era understood the turbo-charged engine or why this man had so much trouble keeping his four-on-the-floor running, but WOW, when that Spyder was properly tuned, nothing could keep up with it except perhaps a Corvette. One hundred fifty horsepower moved that small car handily through city traffic and country roads--where its speed, sports car handling, and the sound of its muffler gave you a thrill.

My father died in '73, and my love for the Corvair fell asleep until two years later--July of 1975--when I bought a '65 Coupe for restoration. My sons, Dean and Scott, and I joined the Niagara Frontier Corvair Club in August, and a friend and neighbor started piling my arms high with catalogs of NOS parts, tech data, and addresses of contacts to help in the renovating process. My wife, Joanne, looked at me as if to say "Here we go again on another of his projects". But she encouraged me; green lights from your wife help a lot when you get into a situation like this.

The engine was started in August of '75 and completed in about 3 weeks.

Complete exhaust, tune-up, shocks, valve adjustments, many front end parts and countless smaller items were repaired or replaced. Next, my sons and I pulled out the entire interior. We started metal-patching the floor and used a wire brush to get every bit of rust off the metal in preparation for the primer. We put in new sound deadener and left the inside just the dashboard and driver's seat in it until the body work was complete.

"Fun" was the word used when we unwrapped shiny new bumpers, Monza crosses and Corvair scripts. Steel belted radials were purchased and installed on Ieco aluminum mags. Rugs, car cover, front windshield, door skins were carefully maneuvered downstairs, catalogued and stored in the basement. It took seven months to round up everything we needed to outfit our car. No one was allowed to go near the workbench unless they covered any Corvair part that might become damaged.

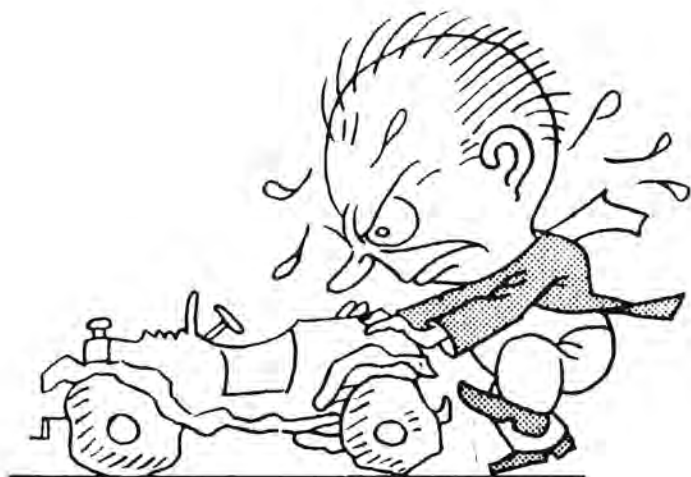
The entire engine, top and bottom, and the complete undercarriage were steam cleaned, and the engine painted and detailed in black lacquer.

It took over 7 weeks to complete the body work and apply the lacquer, but when it emerged from our garage, what a difference! The color is 1975 Lincoln Continental dark jade metallic lacquer. Two narrow silver pin stripes the length of the car accentuate the silver Porsche racing stripes at the bottom.

Of course, as night and day, you can't compare a 110 h.p. to a Snyder--and if you've never driven a turbo-charged Vair, do hunt one up and be ready for a thrill.

More than a year passed before my Corvair was complete and ready for competition in the local shows--but the time and money spent gave results beyond expectations! And my boys will be car buffs from now on; they learned as much as I did. As I drive the '65 today, it reminds me of that red Corvair, and my father, and the thrill I get out of my Corvair every time I get behind the wheel.

-- Joel Gemberling



### SAFETY CHECK & TUNE UP CLINIC

Tune-em up and Move-em out!! That was the call to action at Pantano Park on 12 February. You've never seen such a collection of experts. Ex- is an unknown quantity and -sperst is a drip under pressure. John North and Don Chastain were manning the floor jack with the help of Bill Fournier while Pat Hayhurst and yours truly were looking into engine compartments.

The safety check included all those items that most states checked prior to the FFA. You know, the important things like; do your brakes, lights, horn and windshield wipers work and is your front wheel going to fall off the next time out of the barn. Believe it or not, John and Don found one steering wheel that almost came off in their hand. Surprisingly though, with one or two exceptions, our Corvairs were in exceptional condition. You all didn't check all those items we had on the checklist the day before so you wouldn't be embarrassed if we found it? You didn't - did you?

The engine tune-up was an eye opener for me. After Pat slapped my hands a few times for hooking the dwell meter to the battery and the timing light to the coil, I got organized. I don't know why Pat got so excited, it was my dwell meter and John North's brand new timing light. Sorry John, I was going to keep it a secret. We found all kinds of strange things in the engine compartments. Vacuum leaks, loose fan belts, bad fan belts, improper distributors, i.e. manual distributors installed on automatics an vice versa. One of our members disregarded our advice concerning his fan belt and was seen two days later on 1-19 changing his fanbelt.

In addition, we discovered many carburetors that were not synchronized. The Unisyn really proved its worth in solving those problems. Another carburetor problem that was very apparent was the number of idle systems that were inoperative. There is no easy fix for this problem and for those that were bad, I guess a rebuild and some new insulators is the only solution.

In all, thirteen of the twenty Corvairs present went through the line. I hope most of them ran better after. We would have had a better turnout if Gordon would have ordered some decent weather. The snow that fell the preceding night on Mt. Lemon prevented the reporter from returning to Tucson. However, the photographers made it and we weren't even dressed for the occasion. I think Bill Fournier's coffee pot saved most of us during the first few hours. Pat Bender has another clinic scheduled for later on in the year. By that time Pat will have me retrained and we shall be operating like a well oiled machine.

See Ya  
Frank McKenna





TUCSON CORVAIR ASSOCIATION

Minutes of Meeting

February 22, 1978



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

Secretary Jeanne Royer read the minutes of the January meeting, and they were approved by the members.

There were self-introductions by new members and guests.

Treasurer Bill Fournier reported that we spent \$153.35, took in \$173.75, and have a balance of \$88.61.

The club received an Oregon Corvair Underground parts book, which may be ordered by members for \$1.25. We can also order Clarks Catalog by contacting Gordon Cauble.

The club librarian, John North, received Chevrolet shop manual supplements '66-'69 which are available to club members.

It was decided by majority vote to hold the next meeting at Sir Georges Royal Buffet (Cafeteria) 22nd and Columbus.

There were three grab bag drawings and two license plate drawings. They were won by John North, Pat Hayhurst, 2 by Pat Bender, and this is number 4 for Gertrude King. A total of \$23.90 was collected for sale of tickets.

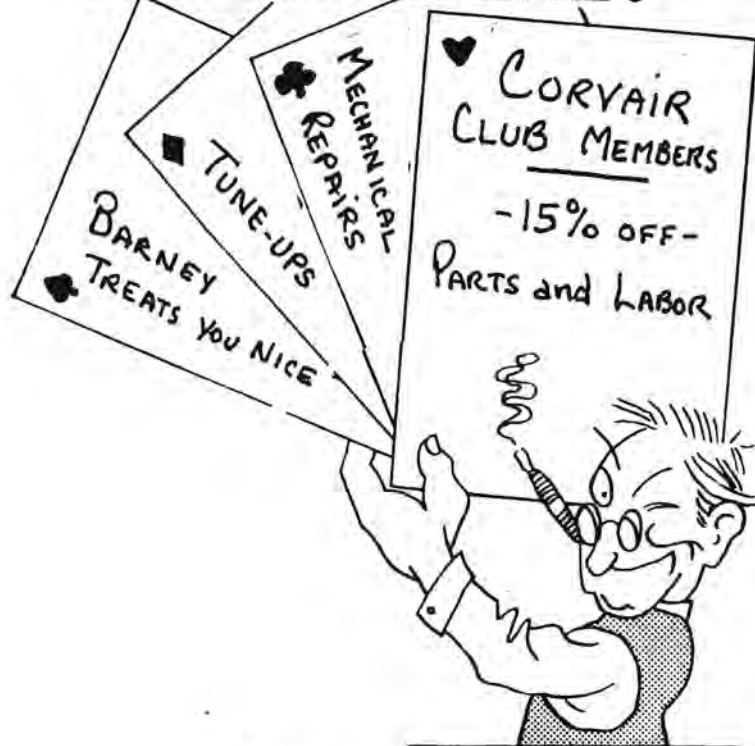
Members were reminded of the coming Phoenix Mini-Convention starting the last day of March. Contact Gordon for a set of Concours rules.

John North and Don Chastain reported on the safety check they gave the Corvairs at the Pantano Park Rally. Frank McKenna and Pat Hayhurst checked the cars and gave them a tune up.

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

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

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

1964 Truck Crankcase with  
reground crankshaft and new  
camshaft installed. Also  
have rods and bearings.  
Frank. 885-8571.

# -Classified Ads-

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

'64 Corvair Monza Coupe, 4sp.  
yellow, black int. \$650 or offer.  
Joe Enright, 793-8819.

Complete Back-up Light Housings  
and lenses, '65 & later. John.  
326-2086.

Early 4 sp transmission, \$50.  
Ace. 882-4483.

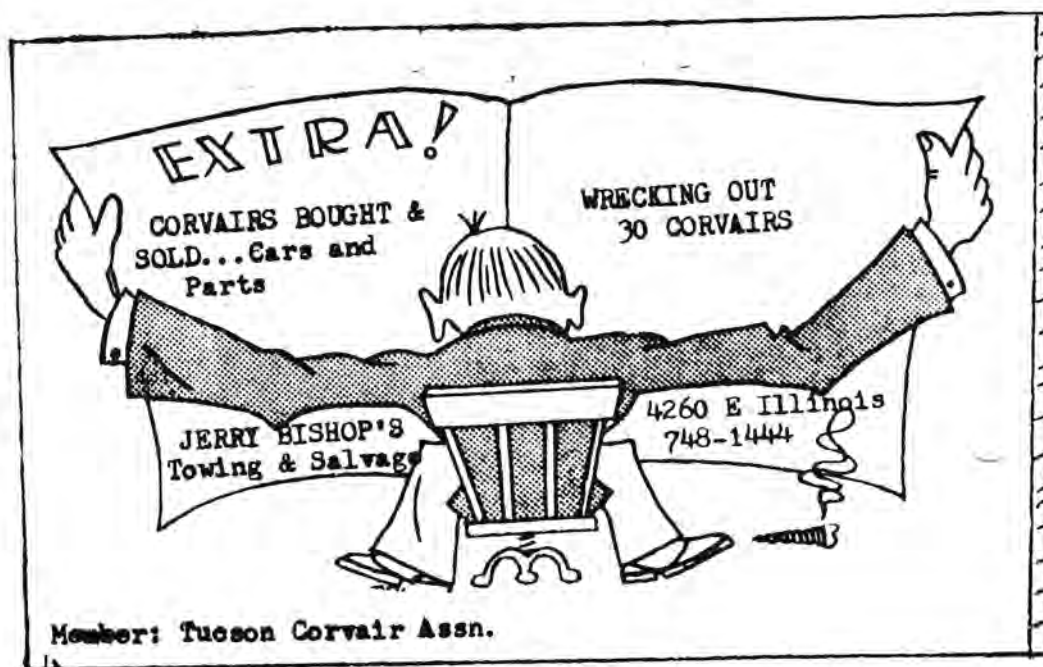
67 Monza Coupe, 140 HP engine,  
mag wheels and radials. Maroon.  
\$1100 or offer. Randy. 623-7126.

140 air filter intake. Refinished  
in gloss black. John. 326-2086.

Painting done: Also many parts for  
'60 to '69. Ace. Anytime after 3  
weekdays, SAT, SUN. 882-4483.

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

'62 Greenbrier-Camper, factory inst.  
camping eqpt. Good tires & int. Owner  
will sell or trade for pickup. Info?  
Call Gordon, 299-1122.

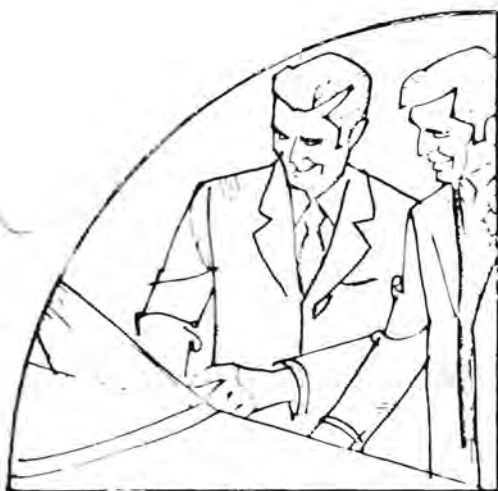


Member: Tucson Corvair Assn.

**AGAIN—IT ALL  
BOILS DOWN TO**

# **O'RIELLY CHEVROLET**

**6100 E. Broadway  
747-8000**



**SALES**

**FOR  
ALL  
YOUR  
NEEDS**

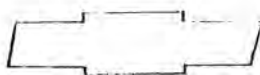


**PARTS**

**SERVICE**



**EMPLOYMENT**





Tucson, Az 85718  
9950 N Camino Arizoe

FIRST CLASS MAIL



WEDNESDAY, MARCH 22, 1978

Regular Monthly Meeting

SIR GEORGE'S ROYAL BUFFET (Cafeteria)  
4343 East 22nd St.  
(22nd & Columbus)

Family and friends welcome

Come early and show your Corvair

Dinner is served at 7 p.m. Menu and more  
details inside this issue.

FRIDAY, Mar. 31, Apr. 1 & 2

Phoenix Mini-Convention Make reservations now!

SUNDAY, April 16

Picnic & Rally at Picacho Peak. Assembly, 1 p.m.  
West side of Randolph Park. Departure, 1:30 p.m.

WEEKEND OF

MARCH 31, APRIL 1 AND APRIL 2, 1978

Cactus Corvair Club of Phoenix is planning a regional Mini-Convention on the above dates.

In addition to a Concours d'Elegance and a typically outstanding 'Cactus created' Slalom, there will be a Gymkhana, Scenic tours of some historical and unique points of interest, a Swapmeet, and a Banquet.

Registration will be open to all Corvair enthusiasts. Want to have information packet and registration forms? Send \$1 as soon as possible to CONVENTION REGISTRAR, 3229 E. Yale, Phoenix, Az. 85008.