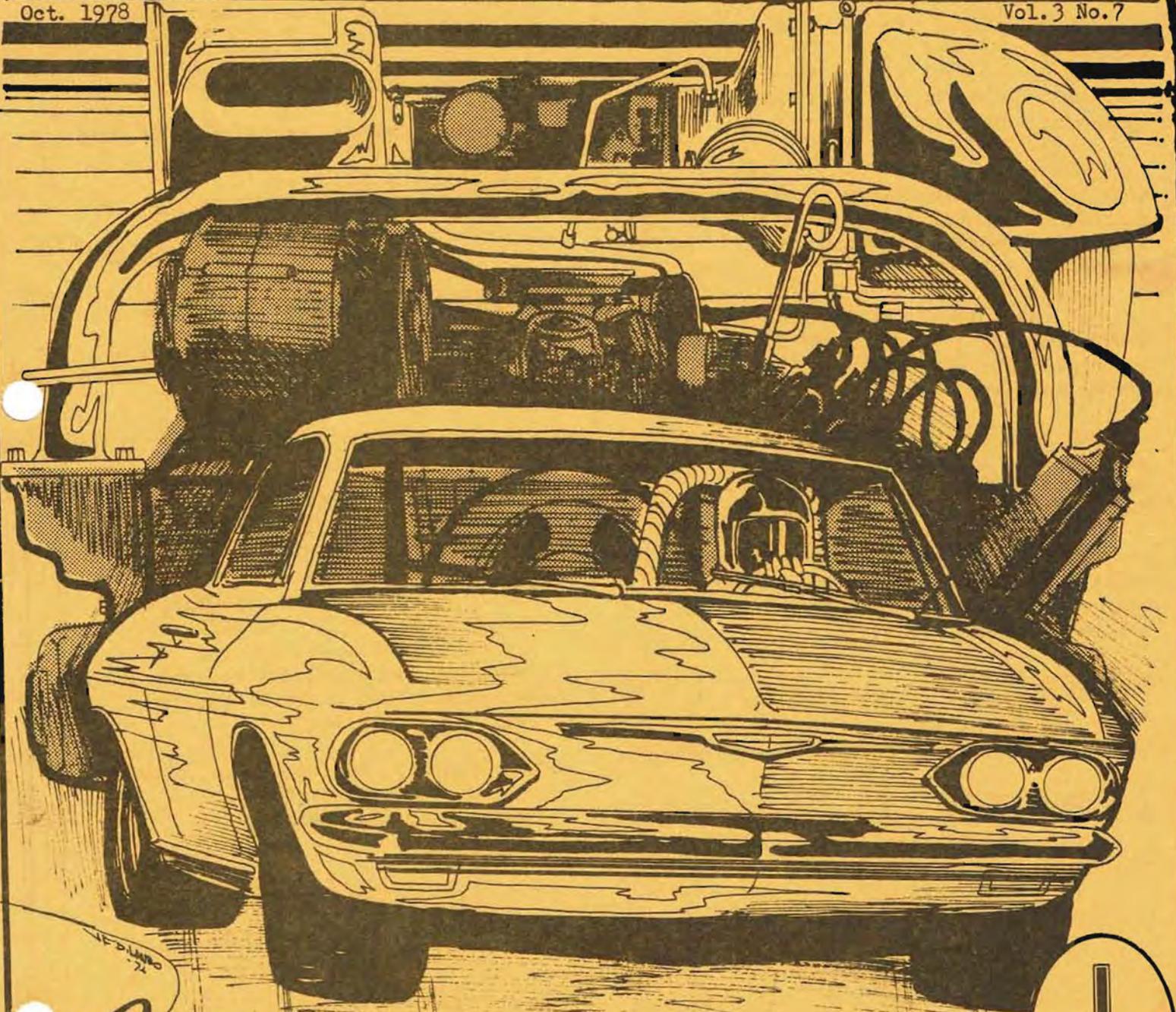


Corvairsation

Oct. 1978

Vol. 3 No. 7



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 \$9.00, 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., P.O. Box 2488, Pensacola, FL, 32503.

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

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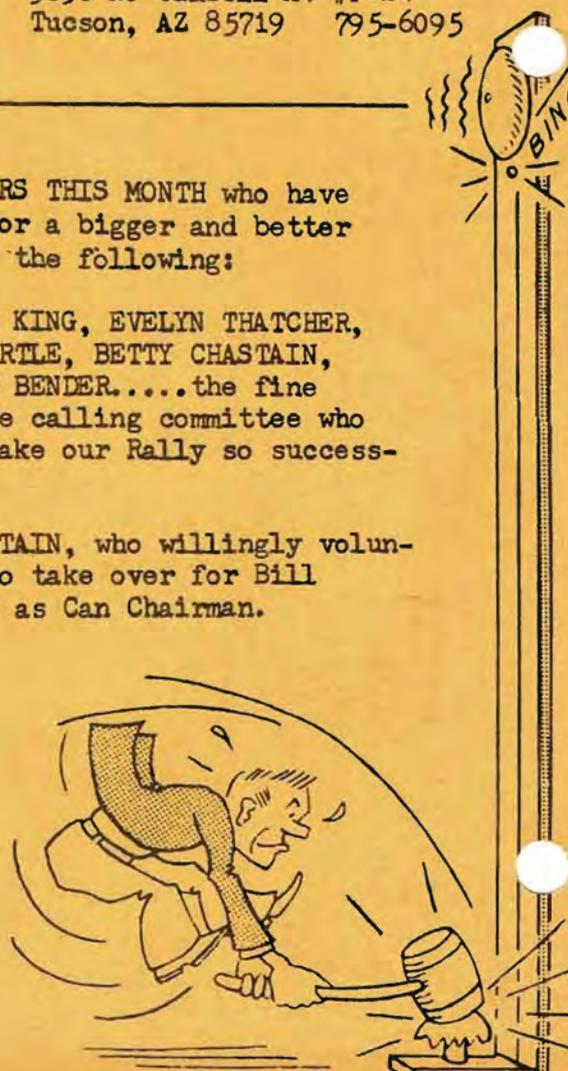
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VOLUNTEERS THIS MONTH who have worked for a bigger and better Club are the following:

GERTRUDE KING, EVELYN THATCHER, MARTY BORTLE, BETTY CHASTAIN, and ERIC BENDER.....the fine telephone calling committee who helped make our Rally so successful;

DON CHASTAIN, who willingly volunteered to take over for Bill Fournier as Can Chairman.



A Word from Our President....

My Corvair experiences the last month have been interesting. The mid-month activity for September was the tune-up clinic, and it was a big success.

I'd like to thank Don Chastain and John North, who were responsible for the safety check of lights, brakes, suspension, etc. Also Pat Hayhurst and Frank McKenna, who tuned up the power end of the cars, adjusting the dwell timing and balancing the carbs, etc.

Four of the best Corvair technicians anywhere did their thing at Pantano Park. If only GM would have had them on their staff when they needed help!

Going through the inspection line, you saw John and Don (DonJonCo) or (JonDonCo) checking the suspension. These fellows don't just guess. They know because they look. Further down the line, all we saw of Pat and Frank were four back pockets and four elbows--all of which were moving--because these boys were busy adjusting with their heads and hands in the engine compartments.

Twenty-five cars showed up for this activity; twenty went through the inspection. Yours truly went through and found a couple of items requiring attention which have since been repaired.

Thanks to these boys, our Corvairs will be alive and well for some time longer--a job well done, fellows!

--PAT BENDER

Don, our Treasurer, Says...

ACCORDING TO OUR RECORDS, these members are coming up for renewal now, or in the near future.

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 CORVAIRSATION mailings if 2 months elapse.



*DUE IN AUGUST:

Elliott Solheid

*DUE IN OCTOBER:

Joe Enright
Georgia Lewis
William Nichols

*DUE IN NOVEMBER:

Bobby Riggs
Barry Cunningham
Linda Badger

..Don Bortle
Treasurer

WHEEL BEARING LUBRICATION

Of all the failures on the road, the worst is probably wheel bearings. Whereas engine or transmission troubles can be very inconvenient, usually a tow bar will get said vehicle back home. When a wheel bearing goes, however, the tow truck must be summoned to move the car, usually with resultant damage to both the rear grille and wallet.

Generally, the only reason for bearing failure is lack of lubrication. As long as one keeps the bearing well packed, it should never go bad. Front wheel bearings are ridiculously easy to disassemble and grease, so we won't go into that here. If you believe what Chevrolet tells you about "lifetime lubricated rear wheel bearings" however, I hope you know a good towing service.

Anyway, '60-'62 cars and all trucks use a 2-piece shell riveted together encasing the actual bearing. To lube up there, just remove the 4 nuts that hold the bearing to the control arm, then pull the axle out. (This may require the use of a large hammer and chisel to hit the backing plate next to the bearing to get it out.) Just punch or drill out the rivet, allowing the outer case to be removed. Pack the shell with grease and reinstall on the control arm. Reriveting won't be necessary as the axle studs and nuts hold the halves together.

'65-'69 poses quite a different problem as the bearing is not readily accessible nor easy to remove. In this case, a grease fitting is the sure-fire cure for long life. To install a fitting, remove the primary brake shoe from either side. Center punch a hole in the bearing hub $\frac{1}{2}$ inch away from the backing plate, or so the hole lines up with the ends of the backing plate studs. Do not drill elsewhere or you will hit the bearing races. Best to drill the holes about the 5 or 7 o'clock position to allow metal chips to fall downward rather than into the bearing. Drill and tap the hole for a $\frac{1}{8}$ inch grease fitting. A 45 degree fitting works best. Install the fitting, then grease it up, using a standard cartridge grease gun. Be sure to use wheel bearing or moly lube, not regular chassis grease. I'd say fill it till a

(cont.)

TECH TIPS-



little starts to seep out at the spindle flange. (It'll take a lot.) Reinstall the brake shoe and adjust it, if necessary. That's all there is to it!

It's an easy job that will only take an hour or so, but could save you lots of grief later.

--LARRY CLAYPOOL

(From CORVAIR HOUSTON, reprinted from The Airhorn, published by Chicagoland Corvair Enthusiasts)

(ED. NOTE: Alan Atwood's '65 Corsa and Pat Bender's '66 Conv. already have the late model lubrication treatment recommended in this tip. Pat & Eric did the job on the 2 cars early this month. In next month's Tech Tips, we'll report on results of the treatment).

TIRE KIT AVAILABLE

Air pressure in radial tires must be tested often. Normal sidewall bulge makes drivers careless. Your best bet is to get a gauge and use it often. A special tire kit is offered by the Tire Industry Safety Council. The kit includes air and tread-depth gauges and a 16 page tire guide. Send \$2.25 to:

Tire Industry Safety Council
Box 1801
Washington, DC 20013



- MID-MONTH ECONOMY RUN TO KITT PEAK -

Twelve Corvairs rallied at Gene Reid Park on Saturday, October 14 for the economy run to Kitt Peak, and 11 of them participated in the run. The day was beautiful. The Corvairs performed flawlessly.

Don Bortle and Pat Bender topped off the fuel tanks at the rally point. Not a drop was spilled. Don saw to that. Frank McKenna took down the entry information.

We arrived at our destination about 12:15 p.m. after a prompt 11 a.m. departure. The group enjoyed a picnic lunch and some socializing. We were able also to get in on a guided tour of the observatory.

The return trip was without incident, and fill up at the end of the run was at Penney's Service Station in El Con, with Frank as the pump man and I did the statistical recording. We retired to the Chastain home to quench our thirst and to calculate the official results.

Official mileages ran from 22.5 to 29.6 MPG for automatics, and 23.3 to 29.3 MPG for standard shift cars. Awards will be presented at the October meeting.

Top three in each category are:

AUTOMATICS

CHASTAIN.....	102 HP.....	'63 700 Coupe.....	29.6 MPG
CAREY.....	110 HP.....	'66 Monza.....	27.2 MPG
HAYHURST.....	102 HP.....	'63 Conv.....	26.7 MPG

STICK SHIFT

NORTH.....	110 HP.....	'63 Conv. 4 sp.....	29.3 MPG
LAGE.....	110 HP.....	'69 Monza 4 sp.....	28.0 MPG
McKENNA.....	110 HP.....	'64 Conv. 4 sp.....	24.9 MPG

--Pat Bender

Frank-ly Speaking...

Well, this time Gordon furnished some fine weather for the Fall Tune-Up, '78, and not surprisingly we had more cars.

With Pat Hayhurst and myself on one end of the line, and John North and Don Chastain on the other, we made an unimpeachable team. Never saw so many 140's with all kinds of carburetion. Some of the carbs were so large, it would take a 427 to use all the air they supplied. However, if you like 'em, you like 'em. One thing about them--you don't have to depress the accelerator pedal because they idle about 2000 RPM.

Tuning a Corvair is becoming more difficult as time goes by. The factory specs are becoming less meaningful with the reduced octane ratings of gasoline, change of spark plug designations, and just plain old age. In most cases, we set everything to specs, however. A few cars didn't respond to that sort of treatment, and audibly complained as they pulled away. We had them make a 360 turn, and detuned the spark advance to eliminate the pinging noises associated with detonation.

We found a few cars that were running poorly for the lack of a few dollars' worth of vacuum hose, or a \$1.50 choke pulloff. It's a good idea, now and then, to check all the hoses in the engine compartment for cracks and resiliency. If you get your hands dirty while you're doing this, it might be an added incentive to drive by the carwash and clean up the engine. A vacuum leak can seriously affect overall performance--and in the case of the balance tube hoses, could lead to a leaner than desired fuel/air mixture with resultant valve problems.

One engine was about to lose the outer portion of its harmonic balancer. It was just that time of day; and when I noticed the timing mark walking around the balancer, I thought I had inhaled too many exhaust fumes. This is a fairly common problem with the '64 and later engines, and everyone should know how to inspect their harmonic balancer and

what the symptoms are in case it happens while you are driving. If not detected, serious damage can occur very quickly. If you're not sure what I'm talking about, ask me at the next meeting.

Well, I hope all the cars we worked on are running better--and for those of you who didn't take advantage of the clinic, try to make it next time.

--FRANK McKENNA

SIX TCA MEMBERS ATTEND MEETING OF CACTUS CORVAIR CLUB IN PHOENIX

On the 4th of October, six of us went to Phoenix to visit the Cactus Corvair Club...Bryan and Marilyn Lynch, Pat Hayhurst, Chris Crowfoot, Don Bortle and myself.

Bob Morey, the Cactus club president, acknowledged our presence and welcomed us to Phoenix. We happened to be in on their election of officers...Would you believe they had two, and sometimes THREE nominees for each office!

We met some old friends, and made some new ones. Four of us had our TCA club shirts on, and it just so happened that shirts were on the meeting agenda. We were asked to give our experiences with the subject, and Don supplied figures on the Tucson shirts.

The trip took a little over 2 hours each way, and with 6 TCC members in one car, the trip was like a 4 hour think tank! We did a lot of thinking about how we could enrich our club. On the return trip, Pat H. and Chris got into the subject of racing turbos, fuel flow, air flow, air fuel flow, quench heat, ec. At one point the lingo got real technical with a term "no guts in the lower end". Now to some of us that means really nothing. P to technical people, those six words say a lot. The think tank was enlightening, and the trip a rewarding one.

--PAT BENDER

TECH TALK

DESIGN FRUSTRATION

A WORD ABOUT FAN BELTS

Inferior belts or poorly tensioned belts can cause slippage, squealing, heat build-up, etc, and simply do not meet the high requirements of today's modern power plants and accessories.

The GM die-cut V-belts have no wrap-around cover. This "coverless" manufacturing technique permits more versatility in design and construction of a line of belts which can meet the distinct requirements of accessory drives on modern engines.

The plain base die-cut belt earned its reputation because of its unique gripping ability. Greater grip means greater power delivery. Die-cut belts run cooler, quieter. Polyester cords are virtually stretch proof. Neoprene compounding insures heat, oil and grease resistance.

--From Chev. PartsMart, Sep't. '78,
Contributed by Frank

HIDDEN QUALITY DESIGNED INTO YOUR CORVAIR

Did you ever notice that the blades on the late Corvair cooling fan are not evenly spaced? The same is true of the blades on the generator fan. Why? Because Chevy engineers were trying to reduce engine noise. If the blades were spaced evenly, there would be certain engine speeds at which resonant noises would build up. The uneven blade spacing spreads the noise over a much wider RPM range and makes the total level of noise much less objectionable.

The same reasons exist for the "tuned snout" air cleaner housings. They don't make the carbs breathe any better, but they do tune out resonant pulses from the intake manifold that at certain RPM ranges could cause objectionable noises.

These are just a couple more examples of some of the hidden quality designed into your Corvair. Do you know of any others?

--From CORVAIRS OF NEW MEXICO

The development of an automobile design can be frustrating, interesting, and sometimes--just plain horse-sense. A recent conversation with a member of the Corvair engineering development staff, Ed Benda, brought this out.

The engine installation design crew, specifically the electrical guys, originally put the voltage regulator as close to the generator as possible. This simplified the wire harness, cut costs, and placed the regulator in a convenient position to be serviced, if needed.

Problems developed when the generator would not recharge the battery at a rate high enough to maintain good starts or provide enough reserve power for running all the electrical gear during cold weather.

A regulator depends on resistor couplings to control the flow to the field of the generator and provide a ballast. The resistors work on the principle of a wire coil heated by the current flow and giving off heat at a pre-determined rate. The design of the regulator had been used in other GM cars without fault. It was dependable. It worked the 1960 models just fine. But--when the 1961 models came out, there was a design change in the cooling system which recirculated heated air from the engine back into the engine compartment for fast warm-ups and to prevent carburetor icing. Complaints of electrical power problems got to the front office. "FIX IT" went out the word. Communication had been finally achieved.

The regulator was reacting to the heat being recirculated in the engine compartment. The heat was pouring directly onto the regulator where it was installed in the left rear corner.

The answer. Move it out of the direct heat onto the firewall. Now, the regulator no longer would react as though it were summer all the time. A time when electrical loads are less severe than in the winter. Problem solved. That is the position in which all regulators were placed to the end.

--GEORGE TILLOTSON

Bryan's Spyder Project...

My Spyder smoked on acceleration in gears and over 60 miles per hour from the day of purchase up until a month ago. My idea of a good engine is one that uses a reasonable amount of oil during normal driving...but one quart with every tank of gas is out of the question!

Over the months, I had improved my '64 Spyder--new paint, rear window repair, seat repair, clean undercarriage, painting inside panels, new carpeting--to the extent that it won 4th place in World of Wheels. Yet, in the back of my mind, I wanted to do something with my Spyder engine.

Around the first of September, in several visits to Don Chastain's home and with John North at hand, the question came up about my Spyder's oil problem. I told John and Don that, whenever they wanted to go into my engine and find out the problem, to let me know. About a week later they came, and Don drove my Spyder home and said it ran great.

A few days later the engine was out and the problem found. I guess you'd say it was just plain worn out tired and sick. Looking around for some used pistons and maybe a set of rings from Penney's was suggested. This was to be a Marilyn low-budget overhaul! My friends Pat Hayhurst and Frank McKenna felt this type of job would not hold up. TRW pistons, moly rings, new bearings would better do the job at less cost in the end, I was told. There went my low-budget overhaul, but by now I wanted that engine fixed so badly I agreed willingly. (cont)

By September 19th, the engine was back in the car and running. No more smoke... more pickup, smoother running, and one happy guy! Without the help of my Corvair friends, the job would have been done on the West Coast and the bill would have been over a thousand dollars.

How many Spyders are running in Arizona and in the USA? So you can see how proud I am to be one of the few owners with a running turbo Spyder.

John, Don, Frank & Pat made all of it happen--parts, technology, labor. We have some of the best talent in the country here in Tucson. Thanks to all!

...Bryan Lynch

FIRST ANNUAL SOUTHERN CALIFORNIA REGION

FANBELT TOSS

Victoria Park, Palm Springs, Calif.

Hosted by

SAN DIEGO CORVAIR CLUB

19 November 1978

Save the Day!

Take a Trip!

THERE'S LUCK IN THOSE GRAB BAG TICKETS

The September meeting was a lucky one for Frank McKenna. He won the grab bag for the first time in three years' attendance at TCA meetings. Well.....with a little help, he won.

Since a grab bag couldn't hold all the us have dreams (or maybe nightmares about), a grab box. His box included some broken instructions on how they could be welded; with a valve butt extinguisher; a worn-out a condenser that had been run over by many other such treasures.

As you might have guessed, really a put on, and Frank experience in the spirit intended. Maybe Frank luck with the real thing.. King might have an idea.



treasures most of Frank was given piston rings with a piston ashtray ball joint, several cars, and

this grab box was took the whole in which it was will have better next month, maybe? Gertrude --PAT BENDER

TUCSON CORVAIR ASSOCIATION
Regular Meeting - September 27, 1978

Meeting was called to order by the President, Pat Bender, Wednesday, September 27, 1978, at 7:40 p.m. at Shakey's Pizza Parlor, 106 West Drachman. Present: 47.

Guests were introduced and attendance sheet was circulated for signing.

The Minutes of the August 23 regular meeting were approved as they appeared in the September Corvairsation.

Donald Bortle gave the Treasury Report as follows: Balance \$330.00. Cost of the last Corvairsation \$67. 18 T-shirts will be reordered as we have only 7 or 8 left. Name tags will be reordered as we have only 6 on hand.

Frank McKenna gave the Can Report in Bill Fournier's absence. Revenue through August \$46. Prior to the meeting John North turned in \$7.59. \$19.22 obtained in September. Mrs. Carey presented Frank McKenna a 4½ pound aluminum foil ball.

Pat Bender reported that the Board will be drawing up a calendar of events for next year and asked for suggestions. Only suggestions from the floor were: 1) More joint events with the Phoenix club and 2) Hold summer events in cool places such as a swimming pool. There being apparent satisfaction, Pat Bender remarked that we will continue to follow the present format.

Pat Bender reported that the remaining 1978 regular meetings will be held on the following Wednesdays: October 25, November 15 and December 13. The November and December meetings are being changed so they will not conflict with holidays.

Joel Gemberling reported that the first available weekend for a car show at Park Mall is February 3-4. Consensus of opinion was to hold an annual show this time each year. He also announced that the CHVA (Contemporary Historical Vehicle Assn.) invited TCA members to their Car Swap Meet, Sunday, October 15, 9:00 am to 3:00 pm, at Woolco parking lot at 22nd near Alvernon. Those wishing to participate should let him know.

It was announced that Bryon Lynch's first place Convair is on display at Matthews' show room.

Pat Bender announced that the Kit Peak outing will be held Saturday, October 14. Meeting place will be west side of Randolph Park just off of Country Club at 10:30 am. Departure time will be 11:00 am. Everyone is to bring boxed lunch.

Awards were presented to past President Gordon Cauble (belt buckle) and Vern Cauble (pendant). Awards to past officers Bill Fournier, John North and Jeanne Royer will be presented at a future date due to their absence from meeting.

Intermission, drawing and raffles followed.

Pat Bender reported that a TCA good will delegation will attend a future meeting of the Phoenix Corvair Club. Bryon will provide a car for attendees.

Pat Hayhurst, Don Bortle, Don Chastain, and Frank McKenna who checked out 20 Corvairs at the recent Tune-up Clinic, gave reports on its success. They were thanked for their tireless efforts by a round of applause.

Meeting adjourned at 10:03 pm.

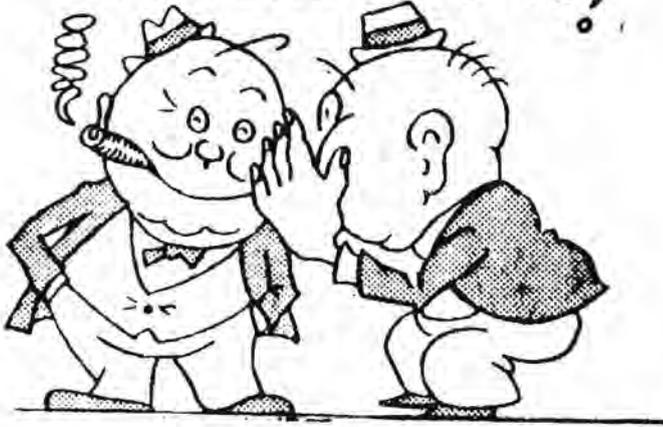
Respectfully submitted,

Georgia Lewis

Georgia Lewis
Recording Secretary



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

2 '66 Bucket Seats, Black, in good condition. \$50.
Call Ace, 882-4483.

'65 Corsa. Heads and carburetors with linkage.
Call Barney Goodwin. 881-1315.

VITON "O" RINGS, GM Oil & air filters, spark plugs and carb shaft seals. Many new and used hard-to-find Corvair parts. Corvair Consultant Gordon. Call 299-1122.

'64 Monza conv, auto red/black interior. \$1500. Jerry. Call 748-1444.

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

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

PAINTING, repairs, parts '60-69. Sat. & Sunday, weekdays after 3. Ace. 882.3383.

-Classified Ads-

(Classified ads are published free for members of TCA as space allows. Commercial advertising is invited; \$7.50 per quarter page, \$15 per half page, \$26 full page. Submit to CORVAIRSACTION editor by 2nd Tuesday of each month).

'68 MONZA 2 dr, 110 HP, AUTO, Nice paint and interior. Good tires, & wire covers. 57,000 miles. Asking \$1,800. Jiggs Cooper, 795-8794.

'65 DIFF 3:55 STD. \$50.00. Call Ace, 882-4483.

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

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

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

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

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

EXTRA!
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JERRY BISHOP'S
Towing & Salvage

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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

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Tucson, Az 85718

REGULAR MONTHLY MEETING

Wednesday, Oct. 25

- * At Shakey's Pizza Parlor, 106 West Drachman
- * Dinner is served at 7 p.m. sharp!
- * All you can eat for only \$2.10
- * Report on the Kitt Peak Rally & Economy Run
- * Door Prize and Grab Bags
- * Families and Guests Welcome

COME EARLY

SHOW YOUR CORVAIR



PAGING ALL MEMBERS AND FRIENDS

25 October, Wed. Monthly Meeting

15 November, Wed. Monthly Meeting
(Note it's the 3rd Wednesday)

THANKSGIVING Wknd. Wheel-O-Rama at
Pima Fairgrounds. We need a good
showing of our nice cars!

13 December, Wed. Monthly Meeting
(Like Nov, on the 3rd Wed)

Early Feb. 1979 --"Corvairs On The M"
We're allowed 12 cars on display
inside the Mall. More later.