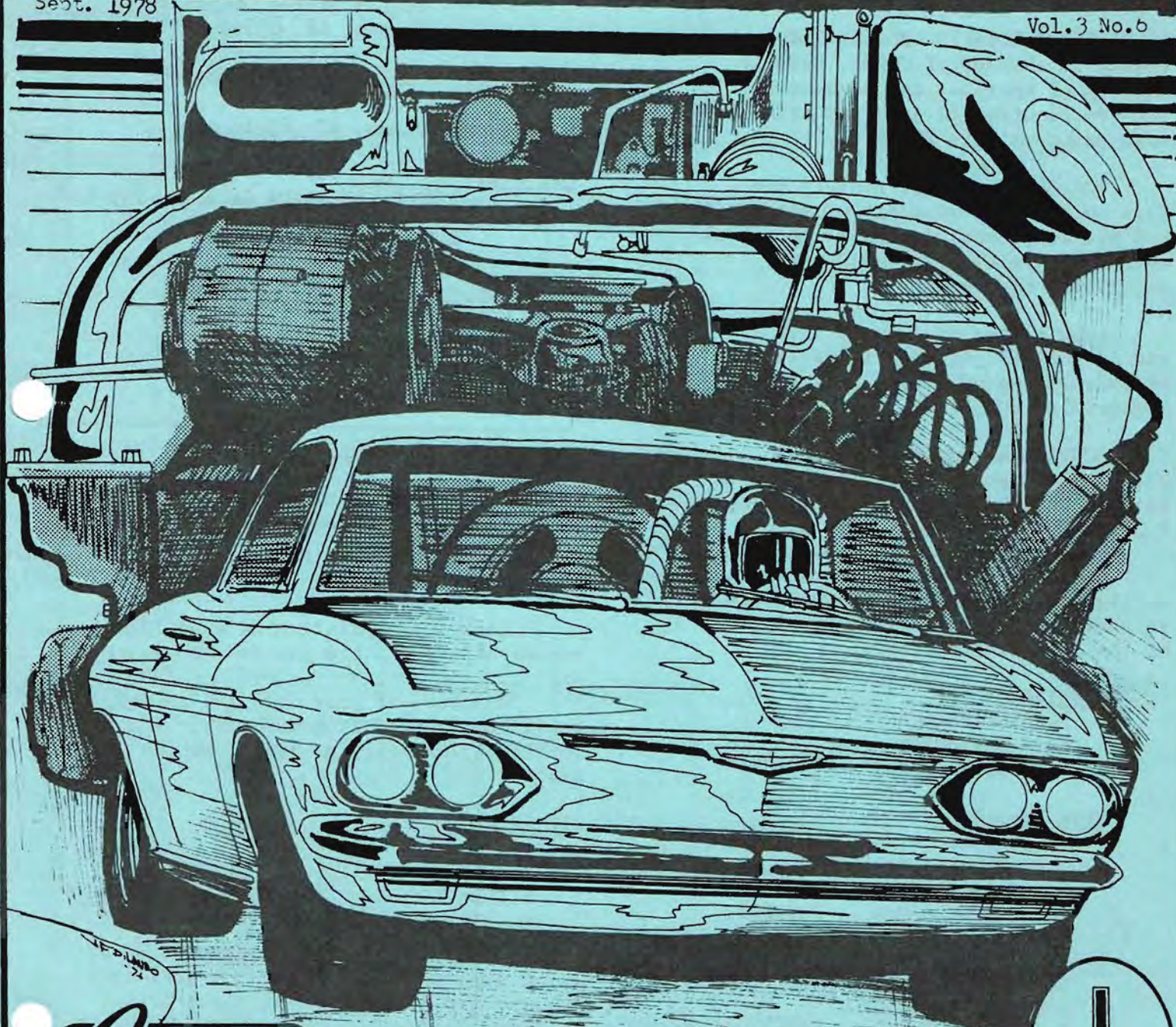


CorVairisation

Sep. 1978

Vol. 3 No. 6



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:

President:

PATRICK BENDER
1025 E Windsor
Tucson, AZ 85719 888-2224

Vice-President:

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Amigos
Tucson, AZ 85704 297-0987

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Tucson, AZ 85710 298-4166

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From our Treasurer—

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 two months elapse.

DUE IN AUGUST:

Barney Goodwin
Elliot Solheid

OCTOBER:

Joe Enright
Georgia Lewis
William Nichols

Remember, too, the increase of \$1 in annual dues was proposed by the officers, and approved by the general membership. Now dues are \$9.00. Family membership, \$10.00. The increase will help cover higher postage and printing costs for CORVAIRSATION.

--DON BORTLE
Treasurer, TCA

LET'S GET ACQUAINTED



We welcomed two new members in August:

E. A. CAREY
1501-A E Prince Rd.
Tucson, AZ 85719 327-4469

Ed is a retired plant and construction engineer who worked for Arizona Portland Cement. He is practically a native of Tucson---he's lived here approximately 30 years.

Ed has been a Corvair fan since its inception. He owned a new '60 Monza 30 HP Coupe. In 1966, he traded his '60 for a 1966 Monza 110 Coupe, which he is still driving today. Welcome to our club as one of the ORIGINAL Corvair enthusiasts.

The second new member is:

LOUIS W. LAGE
7050 Calle Marte
Tucson, Az 85710 747-3344

Louis retired from the U.S. Postal Service as an Asst. Sup't. of a finance station in Kansas City, Mo., and settled in Tucson in July, 1970.

Louis first became associated with the Corvair when he purchased two new 1961 Corvairs--one for himself, one for his wife, LERA. In 1964, he traded those two in for two new 1964 models and again in 1966, he traded for two new '66s. He traded both in '69. In August, 1977, he purchased a 1969 500/110 2 door, which he is now proudly driving. Welcome back to the fold, Louis!

--DON BORTLE

A Word from Our President....

The time has come once again to prepare the calendar for the coming year's mid-month activities.

In the past, mid-month activities have included car displays at Park Mall, World of Wheels and Wheel-O-Rama. We've had two very successful tune-up and safety clinics. There have also been economy runs with trips to Bisbee and the Queen Mine and to the Chiricahua National Monument south of Wilcox. Other trips included Rose Canyon Lake in the Catalina Mountains, Colossal Cave, Triple C Chuck Wagon Ranch, Pima Air Museum, Phoenix, and two picnics at Picacho Peak with the Phoenix Corvair Club.

In the past, all day trips such as to Phoenix and Bisbee were held on Saturdays, and shorter trips and activities were held on Sundays.

In preparing the calendar for the coming year, I would like to get some feedback from the membership. Are these the type of events that you want? Is the scheduling to your liking? Would you like more of the activities to be held on Saturday or more on Sunday?

I'd like to get some suggestions on other possible activities for the coming year. Please notify one of your club officers of any ideas that you have for consideration.

— PAT BENDER

GOOD NEWS!

JOE ENRIGHT is home now. He's doing fine after his hospitalization at St. Mary's following his heart attack. We missed Joe and Frances at the tune-up clinic, and hope he is well enough to be at our next meeting.

MINI REPORT ON THE SAFETY AND TUNE-UP CLINIC

The weather was outstanding for both a picnic outing and showing the "shined up" Corvairs at Pantano Park on Sunday, the 18th. Twenty-five cars (or more--we saw that many) made an appearance, and at least 20 went through the safety check and tune-up clinic.

John North and Don Chastain checked lights, brakes, windshield wipers and front suspensions, and gave each owner a written record of his car's condition. Pat Hayhurst and Frank McKenna checked engine condition and adjusted dwell, timing, and carburetor synchronization. They also informed owners of repairs needed beyond the clinic's capacity.

Most of the cars were in very good condition, but some conditions were observed that require immediate attention to forestall breakdown. A full report on the clinics will be given by the teams at the monthly meeting next Wednesday.

WEATHERSTRIP FOR LATE MODEL TRUNK AND ENGINE LID.

Recently I had occasion to replace several late model weather strips for the engine and trunk lids, and I obtained the weatherstrip material from one of our suppliers. On some cars, the furnished material worked fine; but on at least one car, the material was so dense that the lids would not close properly when installed according to directions furnished. At Frank McKenna's suggestion, I obtained from G.M. a roll of trunk weatherstrip and installed it in a '65 Corsa--and it worked like a charm! The material is soft and allows the lids to close properly. As supplied in the 25 foot roll, it is just enough to take care of both lids. Ask your G.M. dealer for part No. 9825829 in GRP 12 of the catalog. This weatherstrip is supplied for many G.M. cars at a list price of \$1.05 per foot.

--Gordon Cauble

TECH TIPS-



CARBURETOR CHOKE OPERATIONS

Does your engine idle properly but falter or die when you push on the accelerator to increase power? I recently had these symptoms of faulty engine operation on a '67 110 hp Corvair. The problem was solved when I noticed the choke heat risers on both carburetors were stuck and not moving to open the chokes as the engine heated up. Be sure these choke linkages move freely and also that they are properly adjusted for cold starting.

Associated with the choke linkages and located on top of the carburetors is a choke pull-off device. If they don't work properly you will experience faltering and loss of power on acceleration similar to the symptoms described above. The device is vacuum operated and is connected by a small rubber hose to the base of the carburetor. Check both the hose and the device for leaks, and replace the faulty item. The hose size is 5/32" and the choke pull-off is listed in the Corvair catalog as a Control Assy, Part #7021050. This item is also used on other G.M. cars and can usually be obtained from any good parts supplier.

--Gordon Cauble

(TECH TIPS con't. next page)

(NOTE: For those Corvair owners who failed to make the fall tune-up clinic last Sunday and want to do the job themselves but need a guide--this timely tip was published in the San Diego Corvair Club's Sept. issue of VAIRMAIL:

GENERAL TUNEUP SEQUENCE TIP NO. 9-5-1978

Over the years trial and error helps to establish certain practices which work best for each of us. Each of the following steps and their sequence is important for reasons discussed later. Steps with an asterisk apply when I am not familiar with the vehicle

1. Make a general inspection of the top of the engine (loose ignition wires, cracked hoses, loose carburetor linkage, frayed blower belt, battery condition, weeping fuel fittings) while removing the air cleaner and induction system. Note those items which need repair but which will not affect the tuneup, fix the items which will affect the tuneup.

*2. Perform a compression check. (Remove the distributor coil lead, all sparkplugs, block the throttle wide open, and disconnect the choke linkage.) Record each reading after six turns by the starter.

3. Actuate the carburetor linkage and check to verify that the accelerator pump in each carburetor throws a fat stream of gas.

4. Check the choke vacuum diaphragms. (See Tech Tip #9-4-1978).

*5. Perform a resistance check of each ignition wire including the high tension lead from the coil to the distributor. In general

radio type ignition wire will vary from 1000 ohms (1K) to 10,000 ohms (10K) per foot, the longer leads having higher resistance. Generally, the same type of wire should be used for all leads. The resistance should be measured from the metal fittings. As you test each lead flex it to see if you can notice any internal breakdown. The end fittings can be repaired on otherwise good leads by using a short piece of wire pushed up into the center of the lead then bent back against the insulation to provide a good contact when the metal fitting is reinstalled. Any leads which don't check out and cannot be repaired should be replaced.

6. If necessary, clean and regap the spark plugs before reinstalling them.

7. Reinstall all the removed items except the air cleaners and induction system.

8. Turn each idle mixture screw to its seat (gently) and back it off exactly one and one-half turns (most cars).

9. Connect a timing light and tachometer/dwell meter. Start the engine and allow it to reach normal temperature.

10. Disconnect the left carburetor throttle rod at the crossover linkage and tie it to the battery or structure with rubber bands.

11. Use a Uni-Syn carburetor synchronizer and check both carburetors for balance while adjusting the throttle screws for approximately 600 r.p.m. on the tachometer. Then switch the meter to dwell and check for a reading of 31 to 34 degrees. If the dwell setting is too high or too low, stop the engine and check the points. Readjust the points for proper dwell. Or, if the points are bad, replace them.

12. Now, observe the tachometer and pull off the vacuum hose from the distributor and plug it temporarily. You will probably notice no change in the reading.

13. Switch the meter back to dwell and use your timing light to check the timing; both dwell and timing should be within tolerance at the same time. If the timing is set to the high end (i.e., 14-16 degrees BTDC and shows no evidence of ping, leave it. If it does ping with the proper fuel, loosen the distributor and reset the spark advance to a lower value, then recheck the effect on dwell. Repeat these steps as necessary to keep both dwell and timing within tolerance.

14. Remove the rubber bands, adjust as necessary then reconnect the left-hand carburetor linkage so that it just enters the hole in the crossover linkage; then replace the keeper.

15. Reconnect the distributor vacuum line, reset the Uni-Syn for high speed and set the tachometer to the high rpm range. Also make sure the emergency brake is set fully. Then adjust the carburetors for balance. If one carburetor differs more than one major division on the Uni-Syn, readjust the left-hand carburetor linkage (bend it for more precise adjustments) to obtain a better balance. With the high-speed settings made, recheck the low-speed settings. Both high- and low-speed Uni-Syn readings should be in balance.

16. Replace the induction system less air cleaner(s), block the throttle to 2000 rpm and install the air cleaners while noting the effect, if any, on tachometer reading. Replace or clean if necessary.

17. Disconnect your instruments.

*R. H. (Dick) Brown, S.D.C.C. 488-5096

SAN DIEGO CORVAIR CLUB

Dear CORSA Chapter:



The San Diego CORSA National Convention is now behind us leaving memories of San Diego, all the beautiful Corvairs, and of course all the friendships of Corvair enthusiasts that we made.

We would like to thank you for the support and publicity that you gave the San Diego Corvair Club in putting on the Convention.

One club may host the National Convention but it is only the support of all CORSA Chapters which can make it a success.

Thank you all again.

Marline Holloway
Publicity Chair



ECONOMY -- WHAT MAY I EXPECT?

All Corvair owners know that their cars can deliver excellent fuel economy. Most of us don't know just how good a performance we should expect from our particular cars. The table below shows the performance attained by various cars during the Economy Run at the "Roundup Mini Convention" held in Dallas in May, 1978. If your car's performance doesn't compare, maybe it's time for a thorough check, a good tuneup and some accurate adjustments!

AUTOMATIC

	Model	MPG
<u>Late</u>		
1. Bernie Weddle	'69 Monza 110	31.09
2. Lionel Meyn, Jr.	'66 Monza 140	29.39
3. Charlie Cain	'66 Monza 110	29.30
<u>Early</u>		
1. Travis Jackson	'61 Lakewood 80	34.48
2. Fred Owens	'64 Monza 110	29.90
3. Louis Mann	'64 Monza 95	23.33
<u>Turbo</u>		
1. John Goodman	'63 Spyder 150	20.03

Average of all cars entered - 27.90 mpg
Average of 6 best automatics - 30.53 mpg
Average of 6 best manuals - 30.18

MANUAL

	Model	MPG
<u>Early</u>		
1. Ray Money	'64 Spyder 140	33.15
2. Bill McBride	'64 Monza cv. 110	30.23
3. Norma Guthrie	'62 Monza 102	29.33
<u>Late</u>		
1. Brian Dugdale	'66 Monza 110	30.05
2. Bill Woodman	'65 Corsa 140	29.17
3. Charles McFarland	'69 Monza 140	26.10
<u>Forward Control</u>		
1. Hal Merritt	'63 Greenbrier 80 4 sp, 3.55 axle	28.67
2. Alvin Grille	'64 Corvan 140 4 sp, 3.27 axle	27.44

--THANKS TO THE TRANSAXLE TELEGRAPH, newsletter of the North Texas Corvair Assn.

Corvair Nostalgia...



I was glancing through some old Hot Rod magazines the other day, and I came upon a few interesting articles. How about a Corvair Funny Car? Ran the quarter mile in 7 seconds at 190 mph. It's a fact--of course it was powered by a blown injected 427 Chevy engine. A 1963 edition of Hot Rod contained an article explaining the advantages of using 4, 6, or 8 carburetors on Corvairs for quick additional horsepower. When you used the 8 carb setup, the venturi diameter was only $\frac{3}{4}$ of an inch. The experimentation in carburetors was initiated to overcome the deficiencies of the stock Rochester. Seems the lack of a power jet system and the single main jet caused the mixture to become leaner as the engine RPM increased. The six carb modification produced an additional 23 horsepower with only a few changes to the intake manifold.

A 1965 issue of Motorcade contained an article authored by Bill Fisher that reflected some of the information found in his book--"How to Hotrod a Corvair". The exciting thing about the article was the minimal cost associated with modifying the Corvair engine. However, a trip to your local parts supplier in September 1978 will bring you back to the real world. His suggestions and recommendations are still appropriate today and for those who do not have his book, I recommend it. The title might be a bit misleading because the book is perhaps one of the best single source documents for maintaining the Corvair engine.

Here's one to talk about. Does it take more power to operate the blower fan with the cooling air outlet doors open or closed? It takes 3 HP to power the fan at 4000 RPM with the doors closed and 9 HP when they are open. Moral: Don't prop the doors open or you're wasting horsepower. In addition, cold starts with the doors propped open increase warm-up time, curtail needed lubrication and eventually reduce engine life. I believe Bill Fisher!!!

In the April, 1964 issue of Hot Rod, GM had a full page ad with the picture of a Spyder coupe. The caption under the picture stated "You Couldn't Get an Automatic if You Tried". Well, enough of the crew-cuts, Marlins and Cudas. They're gone....but the Corvair is alive and well. Let's keep it that way.

--FRANK McKENNA

CHASING THE SOLUTION to a problem in a Corvair can lead a mechanic on the long road home. A recent experience shows how short cuts can lead to problems that eventually show up.

The specific problem was high oil consumption, blue smoke above 2,000 RPM and general lack of pep--altho the engine ran smoothly. A compression check showed 95-110 pounds and plugs trying, but not able to burn off the oil.

It was decided to pull heads and inspect rings. One broken top ring was found and ring gap at the high wear points was up to .090". Worn out rings, worn cylinders and worn pistons. The engine had been re-ringed before, as there was no appreciable ridge at the top.

Rather than continue with an in-the-car overhaul, it was decided to pull the power train. This was a wise move.

Inspection found a cracked throwout bearing shaft which leaked gear oil and soaked the clutch disc. Upon replacing the "snout" the differential carrier was found to be broken and was being supported only by the stub axle shaft. As this was a positraction differential, it meant that it was inoperative.

A marginal throwout bearing, a clutch disc, a new "snout", a clutch shaft seal, a replacement differential case and of course rebored cylinders, new pistons and ring were in order.

In the process of taking things apart, four wheel studs were found to be needed and the right rear brake shoes had been installed in a reversed fashion. The short primary shoe was taking all the load imposed by the servo action when braking. This caused excessive wear on the short shoe.

One can speculate that the engine had once been dropped without the whole power train which lead to the cracked



throwout bearing shaft and thus the oil soaked clutch disc. Perhaps the broken differential case was just a matter of weak design or abuse. The latter more likely, as this was a Spyder which had some hard use. The brake shoe mixup--a human error. The crossed threads on the wheel studs--careless use of an impace wrench.

The moral of this story is self-evident to most readers. But--the real solution falls upon the shoulders of the knowledgeable mechanic who must recognize the problems, correct the mistakes of others before him, and return a sick Corvair to the sprightly and responsive machine the owner knew it could be.

KEEP YOUR BATTERY & TERMINALS CLEAN! Even when the ignition switch is off, dirt on top of your battery can complete a circuit from positive terminal to ground--allowing the battery to drain.

A voltmeter will let you quickly determine whether you're losing current across the battery top. Touch the positive lead to the positive battery post, and the negative lead to different points on the battery case. If you read any voltage, clean the battery. (Furnished by Eric Bender from POPULAR SCIENCE.)



TUCSON CORVAIR ASSOCIATION
Monthly Meeting, August 23, 1978

Meeting was called to order Wednesday, August 23, 1978, at 8:10 p.m. at Shakey's Pizza Parlor, 106 West Drachman, by the President, Pat Bender. Present: 31.

Guests were introduced. Among the guests was Bob Helt, Treasurer of CORSA (Corvair Society of America). He gave a CORSA treasury report, and spoke on CORSA publications and insurance.

Following Bob Helt's comments it was suggested that the TCA Board should write the CORSA insurance carrier and request clarification of coverage.

The Minutes of the July 26, 1978 monthly meeting was approved as they appeared in the August Corvairsation.

Bill Fournier, Can Project Chairman, announced the July winners as follows: 1) Evelyn Thatcher 11½ pounds, 2) Don Hillman 7½ pounds, and 3) Mack Post 1 pound. Funds accumulated to date this year: \$28,74. Don Bortle added that he had \$9.74 which he obtained from John North, not previously reported.

Don Bortle gave the Treasury Report as follows: \$242.35 as of the end of July. Income: \$113.76 and Expenses \$44.23. These figures exclude August Corvairsation expenses and advertising income.

Don Bortle reported that the following are available for sale: Clark's Corvair Parts catalog \$6.00, T-shirts \$5.00 and name tags \$3.75. Orders should be placed with him.

Bryan Lynch reported that 10 or 12 Corvairs will be on display Saturday and/or Sunday, the first or second week in October, at the new shopping center across the street from Sears. Arrangements will be made for future shows to be held at Park Mall.

Pat Hayhurst announced that the September 17th Tune-Up Clinic will be at the park located at Sarnoff and Julia, between Broadway & 22nd. Fliers or telephone calls regarding the event are forthcoming. Those coming should bring lunches. He recommended that those who attend should replace spark plugs, if necessary, before the event. Sizes and brands of spark plugs will be published in the next Corvairsation.

In accordance with the by-laws and notification in the August Corvairsation, Pat Bender proposed that the dues be increased from \$8 to \$9 for single membership, and \$9 to \$10 for family membership. Motion was made, seconded and passed by show of hands.

Intermission.

Following Intermission, three drawings took place - two for raffle ticket holders and one door prize for those who drove their Corvairs to the meeting.

Show & Tell of the evening was John North's exhibit and explanation of a damaged clutch shaft and a good clutch shaft.

Two slide presentations were shown: one of the TCA Rose Canyon outing and the other of the San Diego National Convention. Able photographer and projectionist was Eric Bender.

Meeting adjourned at 10:10 p.m.

Respectfully submitted,

Georgia Lewis
Georgia Lewis





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1965 CORSA TURBO, 140 heads, OTTO cam, Saginaw
4 sp, Mallory Distributor/CD, new paint/interior.
\$2500 or will consider trade for all or part
payment. Frank McKenna. 885-8571.

VITON "O" RINGS, GM Oil and air
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299-1122.

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

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

PAINTING, repairs, parts, '60-
'69. Sat. & Sunday, weekdays
after noon. ACE. 882-4483.

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

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 Tues-
day of each month).

'65 DIFF 3:55 STD. \$50.00. Call
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? 299-1122.

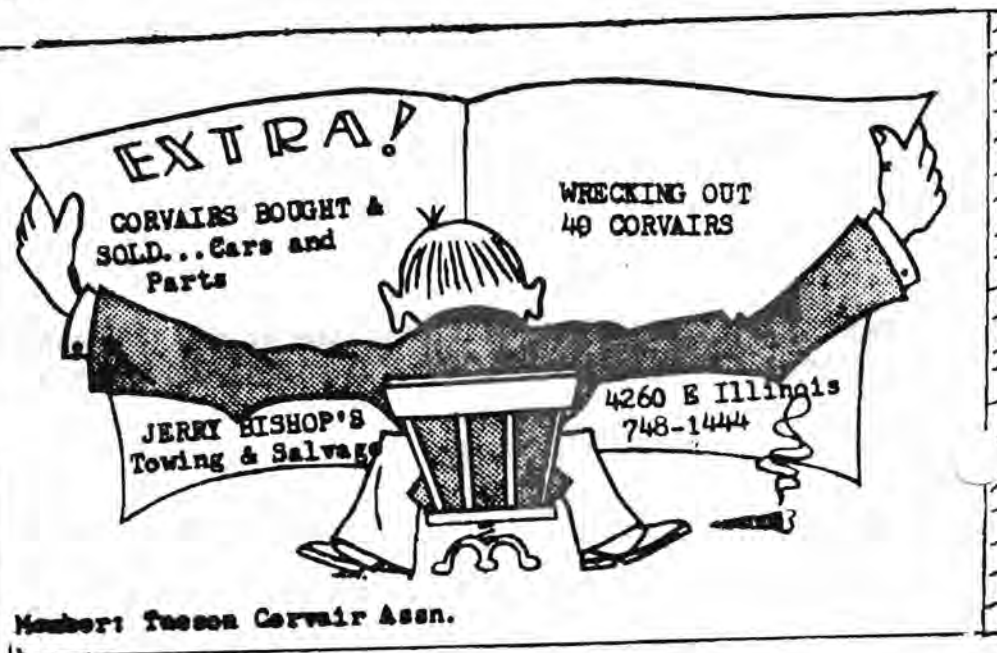
'61 RAMPSIDE TRUCK, new Spyder engine.
See at Jerry Bishop's. Ted Lloyd left
behind when he moved to Cal. Asking
\$950. Call Jerry, 748-1444.

'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, 299-11

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.
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REGULAR MONTHLY MEETING

Wednesday, Sept. 27

- + + At Shakey's Pizza Parlor, 106 West Drachman
- + + Dinner served at 7 p.m. sharp!
- + + All you can eat for \$2.10
- + + Report on the Safety and Tun-up Clinics
- + + Door Prize and Grab Bags

COME EARLY

SHOW YOUR CORVAIR



- | | |
|---------------------------|-------------------------------------------------|
| <u>27 September, Wed.</u> | Regular Monthly Meeting |
| <u>14 October, Sat.</u> | Kitt Peak Rally
Picnic and Economy Run..Fun! |
| <u>25 October, Wed.</u> | Regular Monthly Meeting |
| <u>15 November, Wed.</u> | Regular Monthly Meeting |
| <u>Thanksgiving Wknd.</u> | Wheel-o-Rama at Pima
Fairgrounds |
| <u>13 December, Wed.</u> | Regular Monthly Meeting |

SEE YOU THERE.....IN YOUR CORVAIR