

Corvairsation

DECEMBER 79

Vol. 4, #9



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 upon 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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DIRECTORS, TCA

Pat Bender, Gordon Cauble, Bill Fournier,
Frank McKenna, and current officers.

DUES DUES DUES DUES

November

Barry Cunningham
Linda Badger Freeh
Bobbie Riggs Henderson

December

Pat Bender

January

Ernie Alloy
W. D. Berkey
Jack Harris
Philip McGill
Floyd McKiernan
John Thomas
Jim Wright

THE PREZ SEZ?

As 1979 comes to a close Marilyn and I want to wish you and yours a very Happy New Year. 1979 was a great year for the Corvairs here in Tucson. Our meeting attendance was up each month and that brings out more Corvairs. Our meeting place is still great and the food is delicious. We hope to improve our attendance in the months to come.

Our Christmas Party was one of the best I have ever attended. The drinks were great, the food excellent. We all had a great time; sorry we missed you.

Not much going on with your Prez and his Corvairs. Just one thing; engine pull in his Spyder to replace a bad clutch. Now three weeks later I have to go back in again and do it over. Not sure what the problem is with chatter - more later! Only one thing I can add. If you read the manual, it's not all told in print just as John and Donco warned; important details missing. When Corvairs are your hobby, you don't mind doing the job twice.

Your Prez is up to old tricks, changing the interior of his 1965 Corvair from red to black. We are looking for black interior parts.

I want to thank our Activity Chairman, Pat Bender for planning

an activity for us for January. In the past we have usually left this a blank month but Pat came thru with a nice trip planned to Colossal Cave on January 13th. Sounds like a nice mid-winter break. See you there--

Your Prez
Bryan

P.S. By the way have you tried to reach the McKenna household since Christmas. Santa brought Frank an answering service phone; it's great.

NEW MEMBERS

Louis Aldrich
3045 N. Estrella
Tucson, 85705
884-0550

Cecil & Rosalie Allain
775 W. Roger Rd.
Comanche Wells, Space 156
Tucson, 85705
293-3706

Dave Baker
7041 Arrowhead Dr.
Tucson, 85715
296-1392

Daniel J. Mattingly
5754 E. 18th St.
Tucson, 85711, 747-3861

Tom Jelinek
5645 N. Camino Mirival
Tucson, 85718
299-6472

Let's make our new members feel part of the group. Introduce yourself to each one of them at the next meeting. We are growing so fast, it would be a shame to lose the personal comraderie our club was founded on.

The last column of the year always seems to be the easiest to write. Maybe it's because one is trying to tie up the loose ends or looking forward to next year. In any event, the day to day events of T.C.A. Corvairs still seems to involve "just wearing out" problems and "well that didn't work, lets try something else". Not that there hasn't been some real progress on better running cars and sharper looking "wheels".

To wit: Gordon Cauble finally finished his 1962 convertible and delivered it to his daughter in California as a Christmas present.

Ernie Alloy drove his 1963 Convertible to Palm Springs and back, on an engine built by DonJonCo. The only problems were a broken speedometer and a faulty gas guage. Ernie made it all the way back on one tank of gas-- so the report said.

Pat Hayhurst dropped # 2 valve seat in the "Black Widow" and has that repair job to look forward to.

Cecil Allain, a new member from Rantoul, Ill., had the same problem when he rolled into Tucson with his 1962 Van, with a 140 engine. After a lot of chasing around.... head welded at Arizona Spring, oversize valve seats from Weld-Rite, machine and valve job from Ron's, valves from Arizona Auto Supply, advice and counsel from JonCo ... the engine has been returned to service. Hold your hats - \$ 169.00 plus out and in labor (the only cheap part of the job).

DonCo, Don Chastain and Company, put a low mileage "Universal" replacement engine back together. It was set up with low compression truck heads-rotators on the exhaust valves. The wear on the cylinders was minimal but the rings were worn out. "Runs like a sewing machine". DonCo has also nearly finished a 102HP that had been left to the elements (water in the cylinders and fairly high mileage) selected jugs, a valve job and some new valves from Arizona Auto on Speedway and he has a keeper. Yes, it will go in the back closet for the future.

Bryan Lynch is back into his Spyder again... clutch and flywheel. With what results, the author does not know.

Lou Lage, looking for a solution to a squealing throeout bearing and some expensive noises in the gear box (hard getting into low gear - 69 4sp

What's

Doin'

on

Cars....

took it down by himself and put it back. The first test run told him something was wrong. The ready-fred-dy boys answered the call for HELP! As near as DonJonCo could tell, the anti-rattle springs on the clutch release bearing fork were outside the groove and the reverse finger was out of the sliding gear slot. Yeah, those late models are tough to work on!

JonCo's next project was to replace a dented oil pan, (Step-daughter ran over a curb), road test also pointed to a chipped counter shaft in the 4-speed, and hard going into first gear. Repeated attempts to isolate the problem resulted in it stick in first gear. With the help on DonCo a replacement gearbox was installed. No, we haven't got into the box yet, but we did establish a new record for DonJonCo. Twenty-three minutes from the time the jack was rolled under the car till the engine was on the ground.

Frank McKenna stripped the paint off his 64 Spyder along with the top. The body work has also been completed. Frank, great mileage since you have been towing it around to get the work done. Now is the hour, if you hold yourself to the promise of getting the car ready for the concours at Phoenix in April.

JonCo is still waiting for the Hermosillo engine to be picked up and chomping at the bit to get the Spyder engine built.

Well, "That's all folks", it's time to look and see what Santa brought Ahh, a bench grinder, a set of micrometers, a boring bar, a power hone, a line borer, a Bridgeport mill.... now if there was only a building available at the right price.

Merry Christmas to all, and to all a good night.

John North



X-MAS PARTY 1979

The 2nd annual TCA Christmas party was held on 19 Dec. at the DM Officers Open Mess. We had a fine turnout with 44 people attending. We were most happy to have Steve Bogard and his lovely wife, Janet, attend as guests of TCA.

The informal cocktail party that preceded the dinner was very enjoyable with Corvairs the main subject of conversation. The food was delicious and promptly served.

After dinner there was a short business meeting during which our President with the aid of his Vice made three presentations. Bill Fornier and Don Chastain were recognized for their efforts in establishing and maintaining our Can recycling program. Eric Bender was the recipient of the President's Award for his continuing support of our organization. All were well deserved.

Following the awards there drawings for numerous gifts. A majority of the gifts were donated by K-MART, thanks to Bryan Lynch. The remainder of the gifts were furnished by the TCA and no couple went home empty-handed.

For those members who were not fortunate enough to make the party, a very happy holiday season and a very prosperous New Year.

Don Bortle

FRANK-Py speaking....

This past three months I have spent a great deal of my time working on that 1964 Spyder Convertible that has established squatters rights in my carport for the past three years. Doris calls it "The Desert Rat" probably because of its lineage or faded brown color. Needless to say it has been to topic of conversation around this house for a long time. Noone, except yours truly, can appreciate its real potential. Maybe its because I drove it in after dark one night and immediately put it on the jack stands and then proceeded to remove everything that was not spot-welded. I think someone got the idea that it was to be a permanent part of the property. It became the receptacle for all my other spare parts. Doris and her students did threaten to start painting flowers and other non-Chevy slogans on the exterior so I was forced to take drastic action. I bought a car cover from our friends in Beverly Hills. The car cover transformed my Spyder from a oil leaking, torn top, paint needing, unsafe at any speed Corvair to a sports car that is only removed from its blue cocoon on special occasions. The pressure was off for another year. That year ended last October and the "Desert Rat" is now being towed to the body shop and various other places to be refurbished in a style appropriate for a Milestone car.

During the many trips on the tow-bar behind Doris' car I made a few important decisions. One- to equip the club tow-bar with lights. This was prompted by the Evel Knievel that caught Don Bortle and me at St. Marys and one of those La streets. Only a warning.... I'm glad he didn't notice the absence of the safety chain or the club tow-bar would also have one of those. The other decision was to keep it the stock color.... Desert Rat Brown. Well it was my decision and I am going to stick with it. Just like my new top for my white convertible. A white-white top on a Ford white car... UGH!!! I just don't like black tops, Pat.

Well, youall can giggle but I'll see you in Phoenix come April, if I can borrow Doris' car and the tow-bar.

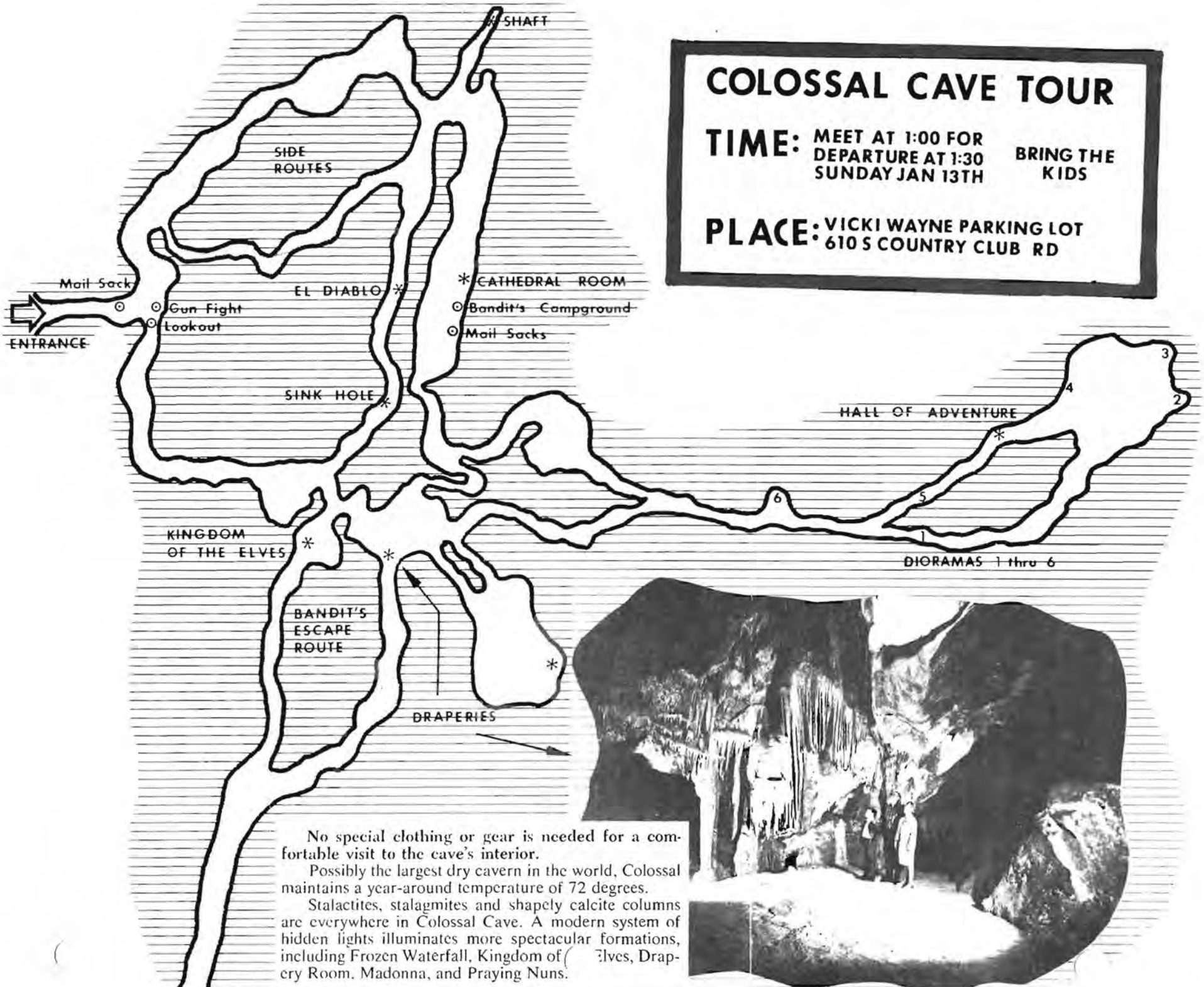
Frank McKenna

COLOSSAL CAVE TOUR

TIME: MEET AT 1:00 FOR
DEPARTURE AT 1:30
SUNDAY JAN 13TH

**BRING THE
KIDS**

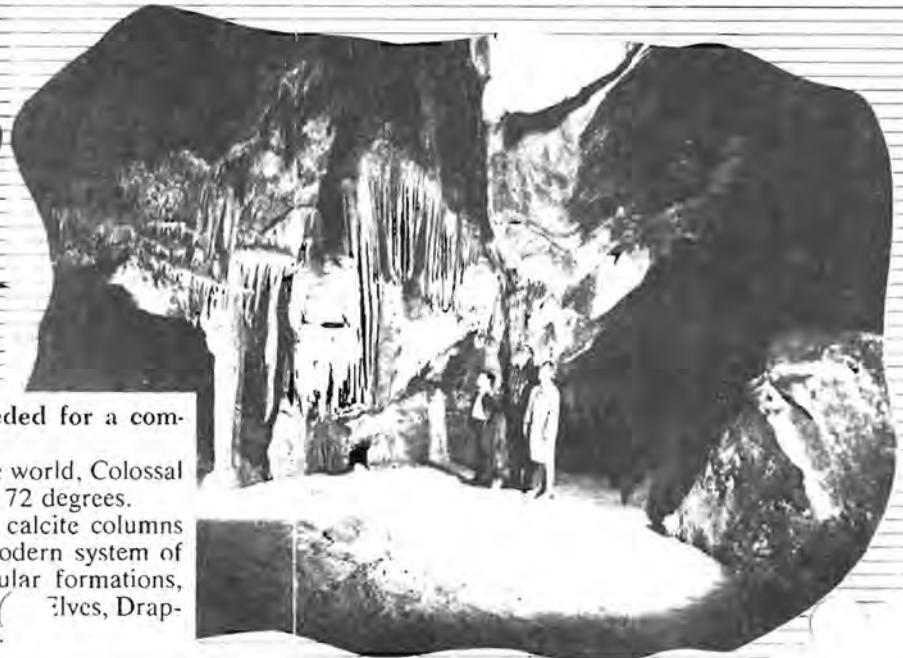
PLACE: VICKI WAYNE PARKING LOT
610 S COUNTRY CLUB RD



No special clothing or gear is needed for a comfortable visit to the cave's interior.

Possibly the largest dry cavern in the world, Colossal maintains a year-around temperature of 72 degrees.

Stalactites, stalagmites and shapely calcite columns are everywhere in Colossal Cave. A modern system of hidden lights illuminates more spectacular formations, including Frozen Waterfall, Kingdom of Elves, Drapery Room, Madonna, and Praying Nuns.



BOGGED DOWN IN BIG "D"

How many TCA members know Joe Burch. Probably not more than a handful. Well Ken Fadal does and thats the purpose of this story.

Ken decided to drive his 63 coupe to Dallas over the holidays. He and his family had an uneventful trip except for a problem with the distributor points. Luckily he had his timing light with him. After arriving in the Big 'D' area he developed a problem with his fuel pump. Not knowing who to contact he called me. We tried to analyze the problem over the telephone but you know how difficult that can be.

We finally decided that the best thing for him to do would be to contact one of the members of the North Texas Corvair Association. I had a copy of the CORSA roster and a current copy of their newsletter. Armed with the names of the club secretary, Joe Burch and Fred Johnson I said goodbye to Ken and hoped he could use the information I had furnished. Well Ken called the secretary of the NTCA and was told that he was quite close to Joe Burch's Corvair garage. Aptly called "One Corvair Place" in Dallas.

Well Ken took his car to "One Corvair Place" and Joe did a minor overhaul on the distributor and the fuel pump and sent him on his way. Ken said his car hasn't run as well in years.

Our thanks to Joe Burch. I hope we can reciprocate one of these days. I would also recommend to our members that are planning a trip to borrow a CORSA roster before you start to ensure that you have a friend along the way.

Frank McKenna

We would like to extend our condolences to Bill and Isabel Fournier. Bill's mother, Marie Fournier, passed away last week at the age of eighty-five.

TREASURER'S REPORT

Balance (31 Oct)	\$673.03
Income (Nov)	327.54
Expenses (Nov)	346.88
Balance (30 Nov)	653.69

TECH TIP

PILOT BUSHING REMOVAL

To remove a pilot bushing from the crankshaft, pack the hole with water-soaked newspaper. Make it real wet. Using a bolt or drift of the proper size, pound the "pulp" into the hole. You will be surprised how fast the bushing will come out. No Greasy Kid Stuff. Use a suitable tool (small screw driver) to remove the "pulp" from the end of the crankshaft.

Louis Lage

PARK MALL February 2-3

This has been one of the TCA's most enjoyable functions. Once again we need your help to make it a success. Why don't each one of us give Joel Gemberling a call and see where the slack spots are and give him your name. We still need cars and volunteers to greet the many folks that used to own a Corvair and were sorry they sold it.

TECH TIPS

(Courtesy Heart O'Dixie Corvairs)

One of our members took his early model to the alignment shop, but was unsuccessful in getting the rear suspension aligned. For their benefit, alignment men take note. At the front of the transmission, where it connects to the cross member frame, there are shims installed between the cross member and the transmission. By removing or installing shims you can adjust toe-in or toe-out. This should eliminate the improper wearing of the tires. If they are wearing on the outside, it has too much toe-in. Inside wear, too much toe-out. Here are the specifications for front and rear suspensions (see chart below).

	FRONT			REAR
	CASTER	CAMBER	TOE-IN	TOE-IN
1960	2½ POSITIVE TO 3 POS.	0 TO 1 POS.	$\frac{3}{16}$ +0 - $\frac{1}{16}$	0 TO $\frac{1}{4}$
1961	1½ POSITIVE TO 2 POS.	0 TO 1 POS.	$\frac{3}{16}$ +0 - $\frac{1}{16}$	0 TO $\frac{1}{4}$
62-63	1½ POSITIVE TO 2 POS.	0 TO 1 POS.	$\frac{1}{4}$ TO $\frac{3}{8}$	$\frac{1}{8}$ TO $\frac{3}{8}$
1964	1½ POSITIVE TO 2 POS.	½ NEGATIVE TO ½ POS.	$\frac{1}{4}$ TO $\frac{3}{8}$	$\frac{1}{8}$ TO $\frac{3}{8}$

KNOCK TECH TIP NO. 11-5-79 CONTINUED FROM TECH TIP NO. 8-1-79

First let's redefine KNOCK - a sharp metallic noise resulting from uncontrolled combustion. In reality the sound you hear is that of an engine committing suicide. Since none of our cars are headed for the scrap heap we must correct the conditons which cause KNOCK; which are:

- Compression Ratio - The higher the compression ratio the greater the octane requirements.
- Temperature - The higher the air or engine temperature the greater the octane requirement.
- Altitude - The lower the altitude the greater the octane requirement.
- Humidity - The lower the humidity the greater the octane requirement.
- Carburetor Setting - The leaner the carburetor the greater the octane requirement.
- Spark Timing - The more advance the spark the greater the octane requirement.
- Method of Driving - Full throttle (heavy loads) the greater the octane requirement.

As you can see from the above list of factors you must make changes to use low octane gasoline.

SUPER WIRE WHEEL & CHROME CLEANER

TECH TIP NO. 11-3-79

When you have a set of chrome wire wheels, wire wheel caps or anything chrome that needs cleaning, there is an excellent product on the market that I guarantee will surprise you with the results when properly used. It is called "Eagle I, Wire Wheel Cleaning Kit." Consists of two spray bottles, one cleaner and one neutralizer rinse.

*Jim Craig, S.D.C.C.

ASSEMBLY TECH TIP NO. 11-4-79

Before disassembly of major or complex assemblies, take an instant picture (Polaroid or Kodak). This will be an invaluable aid during reassembly.

*Steve Lubliner, S.D.C.C.

TECH TIP

Courtesy North Coast CORSA HOT AIR Clutch Modifications

Corvair engineers designed the transmission input shaft to be a torsion spring and it twists to absorb shocks. In high performance driving the shaft often proves to be inadequate. What to do?

In 1973, GM produced a spring center clutch that exactly replaces the Corvair solid center clutch. It isn't listed as a replacement for the Corvair but the facing are exactly the same. The only modification needed is the removal of $\frac{3}{16}$ " of the spline hub on the flywheel side of the disk. Takes about five minutes with a hacksaw and a file. The result amazing smoothness, not soft or mushy. Drivelines love it and release pressures are unaffected. Just ask for a 73-76 Vega/Monza disk P/N 328561

Remember for your Legal Needs in the General Practice of Law contact

Mr. Steven N. Bogard
Attorney-at-Law
Suite 1101 Home Federal Twr.
32 North Stone Avenue
Tucson, 85701 Ph. 882-9677

TUCSON CORVAIR ASSOCIATION
Regular Meeting - November 28, 1979

Meeting was called to order by President, Bryan Lynch at 7:45 p.m.
Minutes of Oct. 27th meeting were approved as they appeared in the November Corvairsation.

Treasurer's report by Don Bortle. Balance \$673.

It was announced Tucson Corvair Association is now incorporated. Total cost was \$121 as Attorney Stephen Bogard donated his services. Motion was made by Frank McKenna that we place an ad for Mr. Bogard in the Corvairsation to run for six months. Motion carried.

Membership Chairman, Bob Thompson will circulate guest list. Guests will be introduced later this evening.

President noted our Corvairsation this month was taken care of by Frank McKenna in the absense of our Editor, Gordon Cauble.

Can report: McKenna turned in \$7.83 this months. You can still bring your cans to the meeting. Now getting 27¢ per pound. We have four locations in town where you may leave cans: North-Lynch, Central-Chastain, East-McKenna and Hayhurst.

We will have door prize and license plate drawing tonight after intermission. Pat Bender will sell tickets-5 for \$1

President noted that he asked in the Newsletter for any new ideas for 1980 programs and officers. He reiterated this again. Anyone may contact any of the officers, or President.

President thanked all for the good turn-out we had at the Clinic in Nov.

Pat Bender gave report on Christmas Parade we are to participate in Dec. 1st put on by Tucson Trade Bureau. We are to meet at 9:00 a.m. at 5th Ave. & 13th St. To date we have 4 cars. Show of hands was asked for additional cars.

Don Bortle gave report on Christmas Banquet Dec. 19th. We have 24 reservations to date. Reservations must be in by Dec. 12th. Meal \$4.55 & \$6.80, payable in advance.

Joe Gemberling announced the club T-shirts in golf-shirt style are in, \$5.00. Also TCA caps, \$4.00.

Park Mall Car Show is Feb. 2 and 3. We need 15 cars; to date we have 5. Have your car in between 6:30 and 7:00 a.m. Saturday. Need people to set-up and people for 2-3 hour stint on Sat. and Sun. This is the best thing we have for recruiting new members. We need another club banner for car show and brochure made-up to pass out.

Dave Albani of Cactus Corvairs Phoenix was introduced. Cactus will put on Mini-convention April 18-19 & 20. There will be slalom, swap meet, tours, banquet and Cactus would like TCA to head up the Concours. It was suggested Joe Gemberling head up this committee.

Dave also announed there will be an all Chevy event in Phoenix March 9th. This has always had an excellent turn out of cars. TCA is invited to attend also. There will be flyer out later will more details.

Frank McKenna reported he will categorize tech tips and make a copybook. Frank also noted it has been agreed to award prize of \$10 each for 1st place manual & automatic car on our last economy run.

President announced we will have tech session after our break and items for sale.

Respectfully submitted,
Marilyn Lynch, Sec'y pro-tem



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10% discount



THE
SCREEN PRINTING EXPERTS

WANTED--Brokendown, early 4 sp with good mainshaft. 326-2086.

EARLY THREE SPEED BOXES FOR SALE--OK for '65, too. Can we work out a trade for an early 3.55 differential? John North, 326-2086.

'63/'64 NEW REAR WHEEL BEARINGS on '61 rear axles, mounted, and ready for installation. \$70 pr. Less than cost of new bearings. Gordon, 2991122.

PARTS FOR '60 CORVAIR 4 dr: Front suspension and steering box, brake drums, right side doors, front and rear bench seats, and wiper motor. For '63 Std Trans car: instrument cluster. Call Jeff. 325-8289.

4 X 7 Utility Trailer, enclosed with lights \$200.00 Pierre Lijon 881-0580

RIGHT SIDE GLASS AND BOTH QUARTER WINDOWS for sale for early convert. Also vent glass and frames. John. 326-2086.

TAIL LIGHT LENSES WITH ORNAMENTS, '60-'65 also new, still in the box. John, 326-2086.

\$33.00 FLYWHEEL SPECIAL. If you take it out, we will rebuild it for you. Barney's Auto. 881-1315.

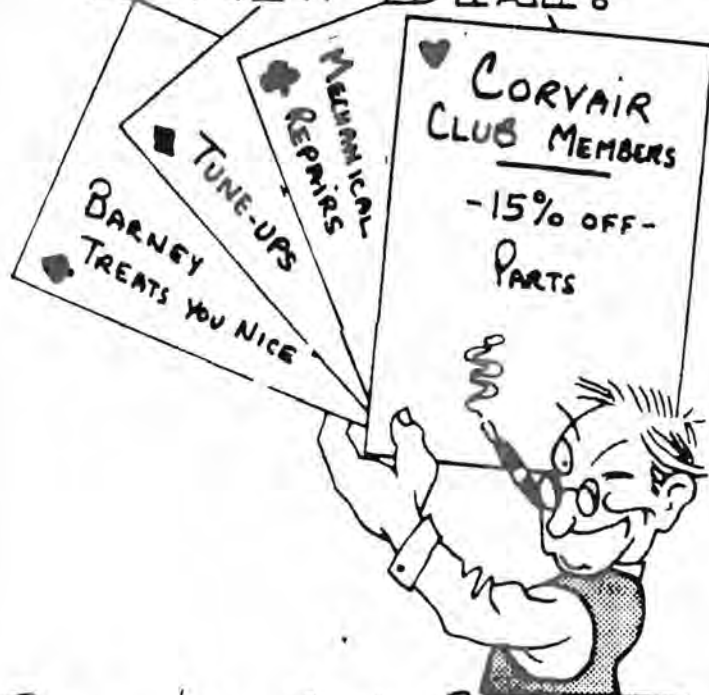
WANTED- Windshield, right front window for late model coupe. Also will pay \$2.00 for your old harmonic balancer. Eric Bender 888-2224

VITON "O" RINGS, GM oil and air filters, carb shaft seals. Many hard-to-find parts. Corvair Consultant Gordon, 299-1122.

1962 LOADSIDE _ Only 369 produced 4 spd, Runs good, Good Body, Tires \$ 600.00 Jerry Bishop 748-1444

THIS SPACE IS FREE TO MEMBERS - SO USE IT TO CLEAN OUT YOUR STORAGE SHED - REMEMBER YOUR JUNK IS SOMEBODY'S TREASURE.

A NEW DEAL!



Barney's Auto Service

3029 N. Alvernon Way
881-1315

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

CORVAIR PARTS: AS IMPORTANT TO US AS THEY ARE TO YOU

When you own a distinctive automobile like the Corvair, parts and accessories are important. You can't keep our car running without them.

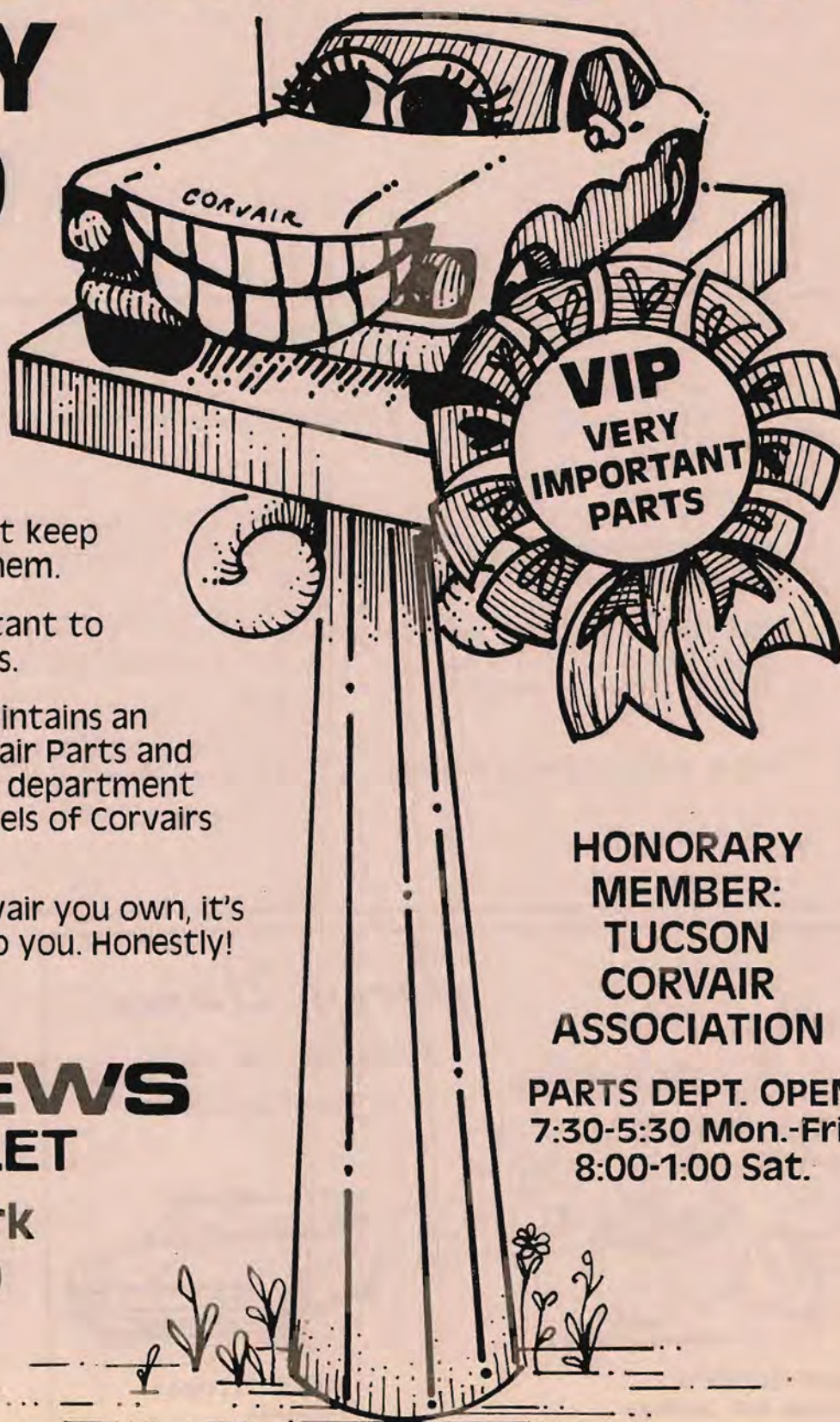
And because they're important to you, they're important to us.

Matthews Chevrolet 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, it's as important to us as it is to you. Honestly!

**MATTHEWS
CHEVROLET**

**22nd & Park
792-3950**



**HONORARY
MEMBER:
TUCSON
CORVAIR
ASSOCIATION**

**PARTS DEPT. OPEN
7:30-5:30 Mon.-Fri.
8:00-1:00 Sat.**

Gordon & Verne Gable
5950 North Camino Arizona
Tucson, Arizona 85718

FIRST CLASS MAIL



REGULAR MONTHLY MEETING - WEDNESDAY, 23 JANUARY, 6:30 PM

The menu --- ALL YOU CAN EAT --- \$2.40 for adults, \$1.89 for children under 12. The kids are welcome so make it a family night out.

Things are starting to happen for 1980, we have many interesting events scheduled and many of them will happen early in the year. So come on out and get involved.

The tech sessions are designed for you. If you have a problem with your Corvair and would like a few suggestions on how to correct it, let us know about it.

SHOW YOUR CORVAIR AT 6:30 We eat promptly at 7:00PM

Jerry Bishop

is wreckin' 'em out --

40 plus Corvairs!!



JERRY BISHOP'S
Towing and Salvage

4260 E Illinois
748-1444

LOOKING DOWNSTREAM

- 13 January - Colossal Cave
- 2-3 February - Park Mall All
Corvair Show
- 9 March - Chevy Day in Phoenix
- 18-20 April - Corvair Mini
Convention

Due to the huge response to my X-Mas list I would like to announce that my birthday is coming up... 23 January ??