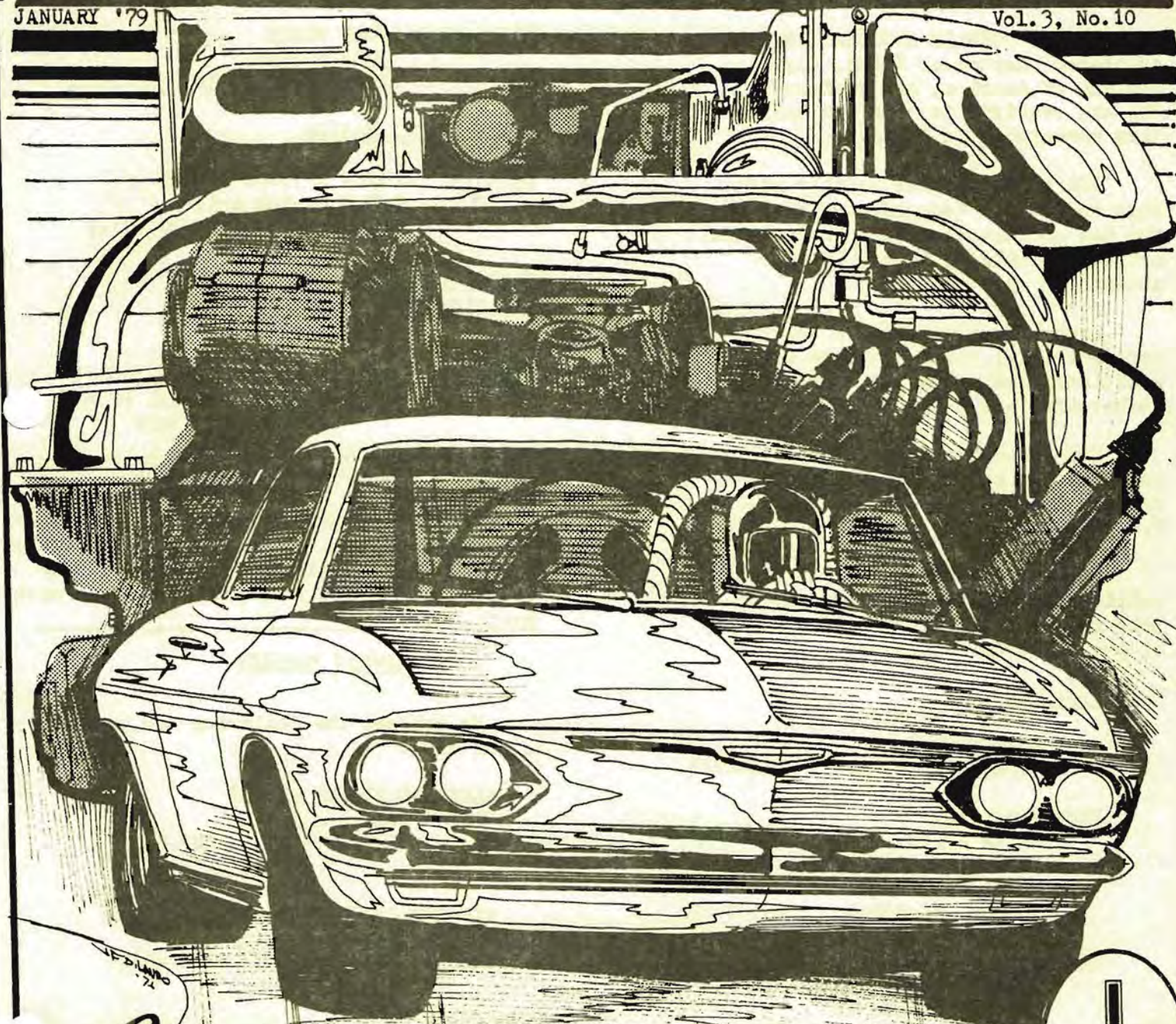


# Corvairsation

JANUARY '79

Vol. 3, No. 10



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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1025 E Windsor  
Tucson, AZ 85719 888-2224

Vice-President:

BRYAN LYNCH  
7602 Placita de los  
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Secretary-Treasurer:

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9202 E Roberto St  
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Recording Secretary:

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6567 E 17th Street  
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Committee Chairmen

Parts: FRANK McKENNA

1858 S Regina Cleri  
Tucson, AZ 85710 885-8571

Technical: DARREL (Pat) HAYHURST

1881 N Sabino Canyon Rd  
Tucson, AZ 85715 298-6328

Librarian: JOHN NORTH

3002 E 20th  
Tucson, AZ 85716 326-2086

CORVAIRSATION

Editors: GORDON & VERNE CAUBLE

5950 N Camino Arizpe  
Tucson, AZ 85718 299-1122

Contributing &

Technical Ed. JOHN NORTH  
Address above

Circulation Mgr. ALAN ATWOOD 795-6095

3636 N Campbell #F24  
Tucson, AZ 85719

(Material for publication in CORVAIRSATION such as articles of a technical nature, tech tips or news of general interest to Corvair owners is welcome. Submit copy and pictures (black & white positive) to either GORDON CAUBLE or JOHN NORTH by 2nd Tuesday of each month. ED.)

OUR NEWEST MEMBERS

We welcome the following new members to our club:

ALEX AND YVONNE MILLER  
4701 E Scarlett St  
Tucson, AZ 85711 325-0608

KENNETH J. HUBBARD  
4809 E. Melissa  
Tucson, AZ 85711 326-4422

DANIEL F. MILES  
4535 E. Lee  
Tucson, AZ 85712



# LET'S GET ACQUAINTED



## NEW MEMBERS

ALEX AND YVONNE MILLER moved to Tucson 22 years ago from Kansas City, Missouri. Alex is a native of Colorado, and his wife is from Louisiana. Alex is a retired heavy equipment truck driver (who drives a Cadillac..), and Yvonne is the food manager at Skaggs on Grant Road. She drives their sharp Corvair daily--a 1965 110 Monza sport sedan with air conditioning, purchased new. It now has 69,000 miles on the odometer. Yvonne loves her Corvair, and has had very few problems.

KEN HUBBARD--one of the few members of the club who is a native Tucsonan--is an architect employed by D. F. Fraker Design and Building Corp. He is also one of the few members who does not presently own a Corvair. In the past, he has owned two--one a '61 coupe, and the other a '65 140/4 Corsa convertible. He's looking for a late model Corsa convertible with a good body. If you members know of any late model Corsa convertibles, let Ken know. (He's a pretty lucky guy...he was last month's winner in a local supermarket drawing!)

DAN MILES owns and operates a janitorial service, and is a longtime resident of Tucson. Recently he purchased a '64 Monza coupe from Don Chastain, another TCA member. (This editor has a soft spot in her heart for Dan....she first met him several months ago when he pulled up in his Corvair to help when she was parked at the side of upper Swan Rd. in Gordon's '65 Monza 4 dr. He found the trouble in less than a minute, and she was on her way again.)

YOU'RE UP FOR RENEWAL if your name's here, according to the records of the treasurer:

## October

WILLIAM R. NICHOLS

## November

BOBBIE RIGGS  
BARRY CUNNINGHAM

## January

PHILIP MCGILL  
JOEL GEMBERLING  
W. D. BERKEY  
KENNETH ALLEN  
ACE ROYER  
JOHN THOMAS

## February

BILL SEARS  
FRANK McKENNA  
JOHN DOWNING  
DON NOTTER  
GORDON CAUBLE  
RONALD CAREY  
PAT HAYHURST  
DON CHASTAIN  
CHRIS CUNNINGHAM  
ALAN ATWOOD  
KNUD SWENSEN

--Don Bortle, Treas. TCA



# 'Fair Warning!

IF A LITTLE IS GOOD, A LOT IS BETTER

This is a story about silicone sealer. You know, that stuff that smells like vinegar and will practically asphyxiate you when used in close quarters. Good for all kinds of things, can be observed protruding from the edge of valve cover and pan gaskets. Used around pushrod tube seals as an interim fix before the vitons. The panacea for the mechanic who formerly used permatex. Dissolves in gas and oil...don't you believe it!!

Question: Why did my axle oil dipstick indicate "full" when I checked it in the morning, and below "add" when I returned at night? The next morning it registered "full", but after driving 10 blocks, below the "add" mark again. Pull the plug on the transmission cover and 90 weight gushes out. Another question: Why doesn't the fluid level in the transmission and the rear end maintain the same level? Because, dummy, something is plugging that hole in the transmission that allows the fluid to flow back and forth. It probably happened while I recently had the front end elevated for 3 days while I was replacing the front crossmember. Some of the sludge from the bottom of the transmission must have lodged in the return hole. Solution: Remove the drive train. What a way to spend New Year's Day. Thank the Lord it was not one of those plop-plop, fizz-fizz days. When I separated the transmission from the rear end, sure enough, there was an obstruction. It wasn't sludge, but a glob of silicone sealer that had been used to install the gasket sometime before I had bought the car. The return hole was almost completely closed--explaining why the levels would equalize over night. The amazing part of this whole experience is that I have been driving this car for over 5 years back and forth across the country with no apparent bearing failure.

The moral of this story is to use silicone sealer sparingly as it is impervious to most of the fuel and lubricants used in our Corvairs.

--FRANK McKENNA

Your CORVAIRSATION this month includes a pull off list of current names and addresses of all TCA members, courtesy of Alan Atwood.

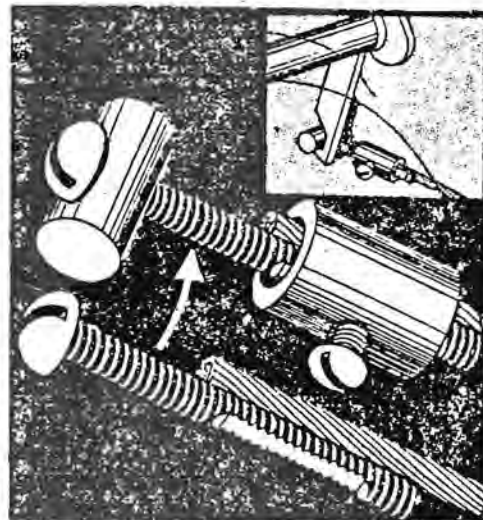
Please put it in a safe place. One to a customer.

## TECH TIP

### Clutch Cable Repair Tip 5-3-1977

Be prepared and make yourself one of these repair kits and keep it in your car. In the meantime, put some grease on the clutch cable ball end located under the dash. It no breakes as quicke. Picture is from an old Popular Science magazine.

---ROY DEITER, SDCC



Broken clutch cables on four-speed Corvairs can be repaired by sliding a sleeve over the cable, matching it with a No. 12-24 2" bolt held in the clutch-lever slot by a drilled  $\frac{3}{8}$ "-by- $\frac{3}{4}$ " rod. The bolt threads grip the cable better than a pressed on tip.

## *Corvairs on the Mall*

SATURDAY & SUNDAY, FEB. 3rd & 4th

The management of Park Mall has invited our Club to put 12-15 cars in the Mall. Here's your chance to display your Corvair in the same atmosphere as new Thunderbirds, Lincoln Continentals and Cadillacs!!

Help is needed from Club members on two counts...first, we need 12-15 nice cars to be displayed; secondly, we need volunteers to man the display during the hours the Mall is open.

Joel Gemberling is the eventmast for this occasion, and he needs your help. Call him to volunteer your car or your time at the Mall. His home phone: 885-8517; office: 745-5086.

(CORVAIRSATION finds this article on interchangeable parts written by LARRY CLAYPOOL so interesting that we felt it should be published as is. The parts substitutions mentioned in the article will be tabulated in next month's issue. ED.)

The Corvair owner, although blessed with a truly unique car, is also grieved by many unique parts. The bad thing is that many of our "unique" parts are not available so we must substitute. There are dozens of interchangeable pieces, and probably hundreds of things that would work if you modified (read that forced) into place, but we'll deal with common parts here.

Most interesting seems to be power top motors for early models. Subject to corrosion from water and neglect, these are frequent problem parts. To our rescue comes the 1969 Buick Skylark convertible, which, surprisingly, still uses the hydraulic system rather than the cables employed by late Corvairs. Buicks may have used this on other models and years as well, so locating a good motor should not prove a big problem. Only difference between the Buick and Corvair parts is the overall length and the electric plug, which is easily adapted. Hoses attach the same.

Many times the local parts house doesn't even list Corvairs, which is almost as bad as parts men who automatically say "we don't have it" upon hearing the word CORVAIR. So, next time you're in to get shocks for your Corvair truck or front of your early model, telling the counterman you need some shocks for the front of your 1960 Edsel or '65 Toyota Crown probably won't get you much better off, so how about trying front of a 63-75 Corvette. You supply the year, depending on whether you want to give the impression of being broke or hopelessly broke. Regardless, they're all the same as the previously mentioned Vairs. Late model Vairs and early rear are unique to themselves, however, so you'll have to wade through the old parts books if you run into a pinhead parts house.

Although the local parts house would probably list an idler arm for your early model, you might get a few laughs if you tell 'em it's for a '59 Bel Air Batmobile. Likewise goes for upper and lower ball joints on trucks, although you could specify anything from the infamous Batmobile to the depressingly common '70 Impala. If you think your truck is sporty, tell 'em the ball joints are for your 63-74 Corvette - again, you supply the year. Should your outer tie rods be ready to fall off your early model car, rest assured the counterman will sympathize with you when you tell him you need them for the corresponding year bargain basement Biscayne.

When it comes to brakes, we have lots of good news here. Trucks are the same as 59-62 big Chevy rear, or again same as 59-60 Vette rear. Early models (60-62) are the same as rear on 62 Chevy II, and the same as the rear on 63 Chevy II for Corvair (63 and 64). That's not much help, but at least somebody is in the same boat. Late Corvairs are the same as many GM intermediates, like Chevy II, Chevelle, LeMans, Cutlass and Skylark in the 64-68 years, just swapped end for end. That is, the front

on the Chevelle is the rear on the Corvair, and so on down the line. Likewise goes for the metallic brake shoes offered for these cars, but check for the parking brake holes in the rear shoes before installing! (See addition about drums.)

Although rear wheel bearings on early models are pretty much unique (save for the 61-63 tuck under Tempest and that's getting out of context) late Corvairs are in good shape as the outer bearing is the same as the inner front on 61-68 Big Chevy, and the inner bearing is the same as 63-72 Corvette inner rear.

Front wheel bearings on late are the same as front on 61-68 full size Chevy, and also same as Corvair truck. Early models are the same as 62-63 Chevy II, but more surprisingly, same as the new Chevette.

#### (DRUM ADDITION) - - - - -

Brake drums also are interchangeable with many Chevrolet pieces. Truck drums, front and rear, are the same as front 51-58 full size Chevy, so tell 'em something good, like a '58 Delray. If that's a bit old, try rear 51-66 big car. '65 Impala in turquoise is a good standby. Late model Vairs are the same as the brake shoe applications but this time with a plus - many are finned to add resistance to fade.

Master cylinders are the same for '62 and newer Corvairs as their counterpart Chevrolet, Chevelle, and Chevy II, as long as you don't get into power disc, or metallic applications. 60-61 Vairs and 61 trucks are unique, however, so good luck.

Many small parts, of course, are the same as dozens of GM cars, such as starter brushes and solenoids, generator-alternator parts like bearings, fields, brushes, etc. (NOTE: generator regulators are SPECIAL for Corvairs - they have a higher kick-out point for the regulator - using the wrong regulator could allow a fake signal allowing the generator to motorize itself. This is disastrous, as, if the fan belt is off, the "GEN" light will stay off too. You'd be driving with no belt on until things got really hot and not even know it.

If the belt was on, however, and you shut the car off, the generator would try to turn the unyielding fan belt, causing an instant overload and the all too frequent melting of the rear wiring harness. 'Nuff said about regulators. Alternators, fortunately, are immune to this problem.

The list of interchangeable parts is endless, but I hope this brief article has been helpful in the most common areas. So next time you are going to get parts for your favorite Vair, just ask the bewildered man for an idler arm from a '59 Batmobile, shocks for a '60 Edsel Villager, starter solenoid from a '63 Olds Holiday, wheel bearings from a '77 Chevette, brake shoes from a . . . and let him figure out what kind of mechanical menace you're contriving!

Larry Claypool

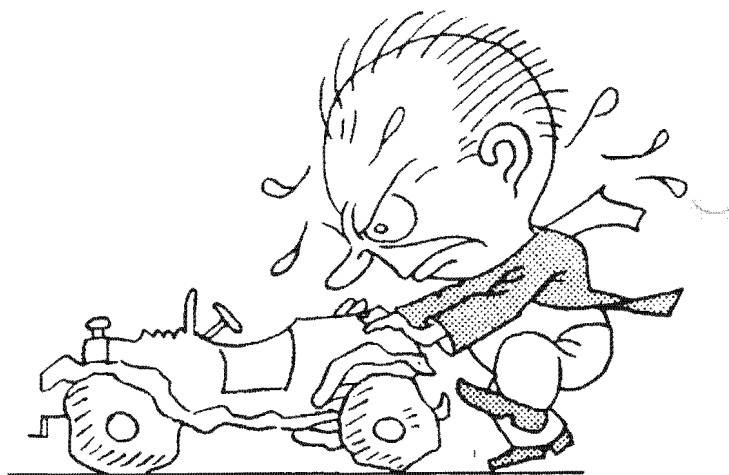
(Reprinted from the November, 1978 Airhorn, published by the Chicagoland Corvair Enthusiasts)



# What's Doin' on Cars

(Corvairs....that is)

by  
John North



The New Year has begun with a lot of wrenching among the doers of the TCA. Holidays seem to make the juices flow, resulting in a spate of activity among our members. Some cars have been returned to service; others have been saved from the crusher and their rare and valuable parts "squirreled away" for future needs.

A disposal sale offered 5 cars and a shell. As of the time this is written, 2 of the cars are now running and licensed, and the "shell" has been parted out.

Don Chastain picked up a '64 4 dr. that had been idle for more than 5 years. A Tucson car from new, it had been driven until it stopped.

Bryan Lynch bought a '65 2 dr. Monza--white with red pinstriping, air, and a stereo setup.

Member J.N. and prospective member Ernie Alloy parted out the remains of a '63 Monza--getting some good glass, seats, and 2 buckets of nuts and bolts. Don't laugh--nuts and bolts are sometimes peculiar to Corvairs.

Ernie picked up a '61 Monza with an early turbo installed. Not running yet, but he's willing to trade for a "rag-top".

Dave Stafford returned to school after a major job on his '63 convert. Power train dropped, transaxle split away, snout replaced, seals in bell housing and pilot bushing and clutch disc replaced, rear wheel bearing replaced and a tweaked tune-up done. He got 28.5 MPG on trip back to Texas at 60 per.

Frank McKenna prepared a front suspension for his Spyder restoration, but then decided to put it into his '64 convert. A test hop proved to be so much more quiet on the road that noises from the rear led him to dip-stick the diff. He was shocked to find the oil level was low. He serviced it, and a check on the road again showed the noise was still there and the oil was low again. Visiting compadres DonJonCo (Chastain and North) took a ride and pointed the finger at rear axle bearings. A floor jack and 10 minutes later, the offenders were confirmed.. Fortunately for Frank, his axles for the Spyder were ready, and they were selected for the replacement. While he was at it, Frank just had to check out that transaxle. He dropped the power train and split the gear box away. He found that a previous "expert" had used silicone sealer on the gasket surfaces in an exuberant manner. A big blob had practically filled the drain-back hole from the tranny which lead to the false reading on the axle dipstick. Of course the oil would get back either thru the bearing or overnight. Lucky guy, Frank! Apparently the problem was diagnosed and repaired in time...but when is the Spyder going to get its parts back?

On that '64 4 dr. that Don Chastain picked up.....the car was filthy from being under a tree for 5 years, and the engine was cruddy to say the least. The magic touch of DonCo coaxed the apparent corpse to life, only to find a bad plug, a bad plug wire, and a broken rocker arm. The push rod had been installed upside down...so it got no lubrication. Followed by carb fires.

(con't. next page)

Pat Hayhurst finally fixed the snapped clutch cable on his '66 Corva. Yes, it failed at the usual location. Right at the ball that slips into the slot on the pedal shaft. Believe it or not, a piece of brass (plumbing fixture) a couple of set screws and a relaxing of the cable adjusting screw made the thing work. Pat still has work to do on the turbo installation before full power can be realized from his hot buildup. (See Tech Tip elsewhere in this issue on how you can do it yourself.)

J.N., the author of this missive, found out the hard way what it costs these days to get a bonded title. The bond was for a '63 Spyder that was without a clear lineage. DMV uses the formula of  $1\frac{1}{2}$  times original selling price to determine the value of the car for bonding purposes. It seems that special interest cars are of particular interest when it comes to would-be claimers, and the policy has been handed down from Phoenix. WOW! The bond, towing and title cost more than the barren shell. And I do mean barren. It had no power train, no wiring harness of any description, the instrument panel was gone, along with the glove box and door, the glass, front and back broken or horribly scratched from rooftop ladders, and the interior was something to behold. Was it worth it? That remains to be seen. A 110 has been installed and it's running. The entire undercarriage has been concoursed. Now what?

Speaking of concours..reports from Phoenix that a member there found a buyer for a winner at the San Diego willing to part with \$10,000 for a Spyder convert, and \$2500 for the trailer to haul it back East! Now don't get the idea that yours is worth that much. It may be that no other Corvaair in existence can command that kind of money. It takes a car in exceptional condition and a willing buyer to put up the dough. It takes a good deal of brass, in my opinion, to think the car was worth it.

Dave Stafford returned to school after a major job on his '63 convert. Power train dropped, transaxle split away, snout replaced, seals in bell housing and pilot bushing and clutch disc replaced, rear wheel bearing replaced and a tweaked tuneup done. He got 28.5 MPG on trip back to Texas at 60 per.

Incidentally, Dave had a rear wheel bearing that had been designed with a straight single row ball bearing instead of the usual double row, self aligning roller bearing which is stock for early models. The number on the bearing was correct. A similar replacement was offered by the vendor but was refused on counsel. An investigation is still going on as to whether the manufacturer made a mistake or the bearing will really work without problems. Does anyone know if the self-aligning feature of the early model is absolutely needed? Your answer would be appreciated.

Numerous other consultations have taken place with other Corvaair owners, and work has progressed on a couple of non-member cars to the point where the enthusiasts are expected on the membership roster soon.

With all this Corvaair activity during and immediately following the holidays--one might conclude that what we need is more holidays!!

Until next month...Adios.



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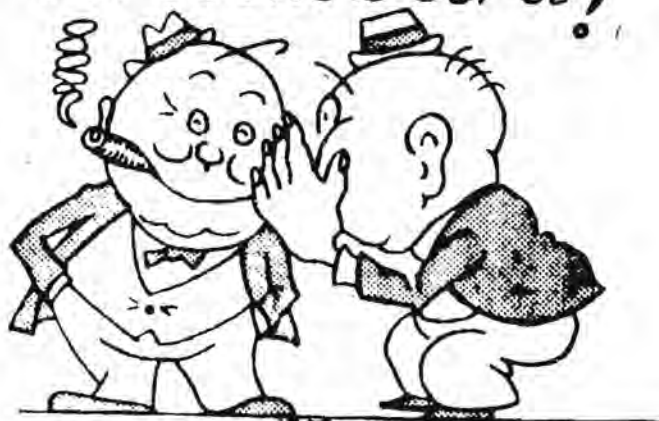
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'65 CORSA Heads and carburetors with linkage. Call Barney Goodwin. 881-1315.

'65 DIFF 3:55 STD, \$50. Call ACE, 622-4214.

'64 Rr A-FRAME for 4 speed, and manual top for '64 convertible. Offer or trade. 299-1122.

HYDRAULIC TOP MOTOR, lines and actuator, \$40. Call Corvair Parts Locator FRANK, 885-8571.

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## -Classified Ads-

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'68 MONZA 2 dr, 110 HP, auto, nice paint and interior. Wire covers, good tires. 57,000 mi. \$1,800 or best offer. For info, call ACE, 622-4214.

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

3.55 POSITRACTION for '65 with three-speed box. \$100. JOHN, 326-2086.

FOR LOAN TO MEMBERS without charge: WORKSHOP MANUALS, '61-'69. Temporary loan only--must be returned so others may use them. Call librarian JOHN, 326-2086.

ENTIRE FRAMEWORK for convertible to Early model. Good condition, but no weather strips. \$50. 326-2086.

REPAIRS FOR STRIPPED THREADS.  $\frac{1}{4}$ "-20, \$5 for the first, \$2 for each additional SPARK PLUG HOLE, \$10 for the first, \$5 for each additional. (Top shroud must be removed and valve covers must be off or oil pan must be removed but engine can remain in car). Call PAT HAYHURST for details. 298-6328.

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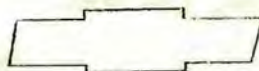


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Gordon & Verne Cauble, Editors  
5950 N Camino Arizpe  
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## REGULAR MONTHLY MEETING

Wednesday, January 24th

\*Shakey's Pizza Parlor, 106 West Drachman

\*Dinner served at 7 p.m. sharp! All you can eat for \$2.10!

\*Brief reports on the HEAVY METALS '78 Car Show and Dec. Social Event

\*Details and assignments for CORVAIRS ON THE MALL Feb. 3 and 4

\*Door Prizes and Grab Bags!

\*Family, Guests, and Visitors are welcome!

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SHOW YOUR CORVAIR

## TECH TIP

CYLINDER HEAD NUTS TIP NO. 6-3-1978

San Diego Corvair Club

Before you do that next engine rebuild, visit your friendly Cadillac dealer and purchase 12 ea. of his #1488994 nuts. These are the same as the original Corvair head nuts, but are used as manifold nuts on the Cadillacs. Price, 15¢ each.

--Ted and Jeanne Scheftner  
in VAIRMAIL