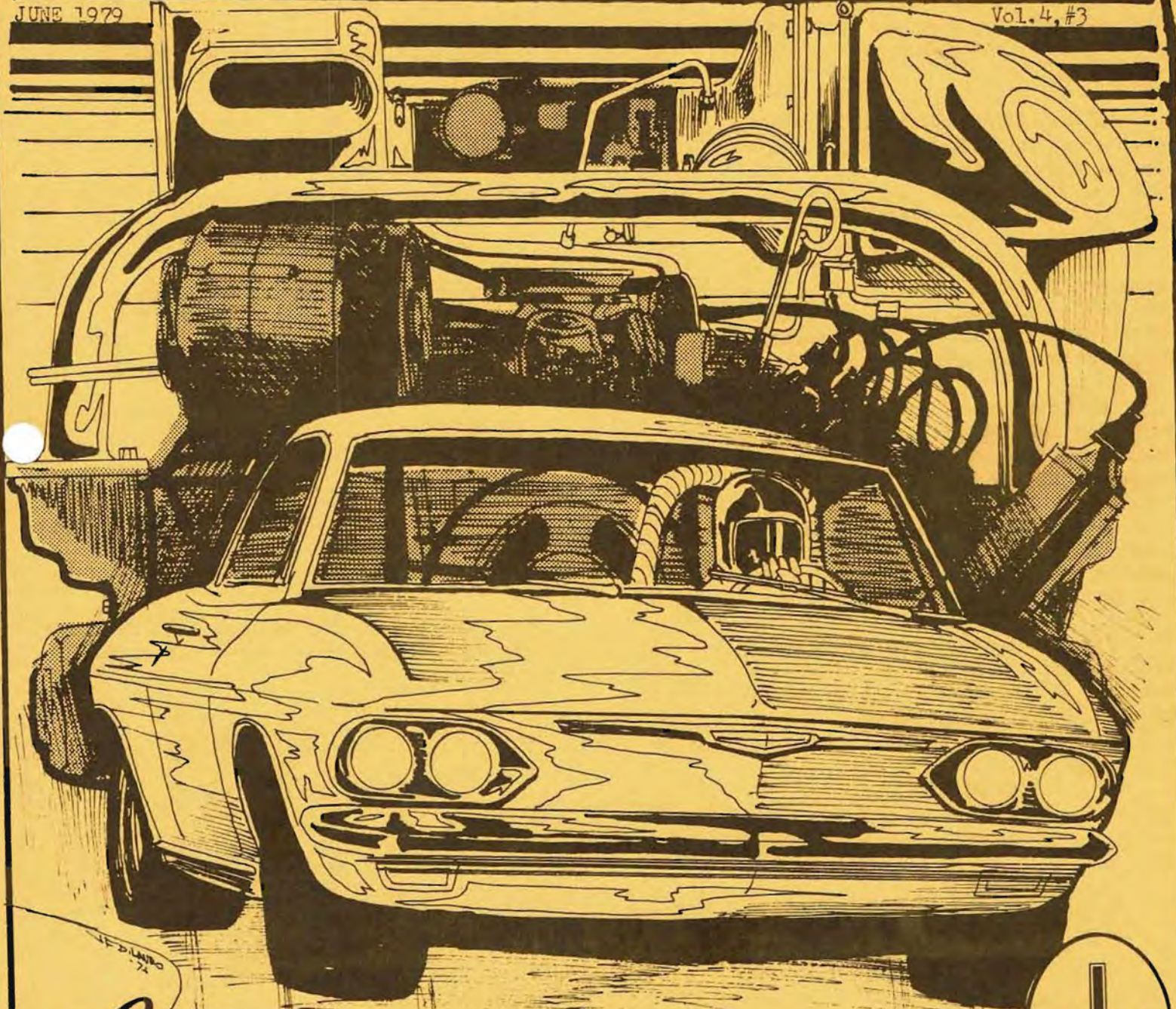


Corvairsation

JUNE 1979

Vol. 4, #3



TUPSON
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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7602 Placita de los Amigos
Tucson, AZ 85704 297-0987

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DIRECTORS, TCA

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

NEW
ARRIVALS



WELCOME TO OUR NEW MEMBERS!

HOWARD AND MARY WHITE
Route #8, Box 723F
Tucson, Arizona 85710 298-4196

From The Prez —

Everyone had a great time and enjoyed the delicious food, grilled hot dogs and hamburgers at our June social and picnic at Reid Park June the 10th. It was just like an old fashioned potluck. We had a lot of time to visit and talk about our favorite subject--Corvairs.

It was a great turnout of cars! Don Bortle gave me a count of 14; I say 16. Whatever the count was, we had five or six convertibles turn out, which was a pretty sight! At one time, it looked like we had 40 people around the picnic table. Of course, this was lunchtime.

Howard and Mary White, our newest members, have been busy as beavers working on their early model convertible. He has done the body work and painting and cleaned up all the inside area, including trunk and motor. Their car looks great! Howard and family have restored early Packard cars, which I hope we will all get to see very soon. Howard is also very good at Frisbee. He and Don Bortle went at it before Don got tired and called it quits.

Our secretary, Georgia Lewis, and some of the gals found the zoo interesting.

The good turnout of cars we had helps keep our Corvairs alive, and it certainly creates more interest.

Let's have a big turnout for our next few summer meetings! It's staying light longer, and we will have more time to look at the cars...so bring out your Corvairs, and fill up the Village Inn parking lot.

--BRYAN

LOOK FOR YOUR NAME

Dues are due for:

MAY: Maurice Cooper,
Will Ray, Sam Sharp
and Jack Martin

JUNE: John North, Gary
Lewis, Fred Zimmermann,
Linda Coon

JULY: Pierre Lijon,
Randy Nelson

--DON BORTLE, TREAS.

JUNK YARDING

How many of you who junk yard are doing it effectively? I know I didn't at first until I accidentally discovered some things. When I say "effectively", I don't mean how well you can strip a Corvair down to a mere shell. Do you check out other model cars for parts?

When I first started junk yarding, I immediately hunted out all the Corvairs, including F.C.'s (forward control models) in the yard and proceeded to pull parts. One day I noticed that in the early '60's large Chevrolets, the dash knobs were the same as in my '64 Monza convertible. Then I noticed that the steering wheels of early model Corvairs and those small early '60's Pontiacs and Oldsmobile F85's are the same. Anyone who has ever tried to locate a good early two tone red with white steering wheel should check out one of the above mentioned cars. Sure these steering wheels weren't common in these cars either, but it does lessen the odds against finding one. The arm rests in the '67 Chevy van are the same as in the '65 Greenbriers..

The greatest of my finds and the most recent concerns the interior of the '64 Chevy II's. The seats and arm rests are an exact match! I don't know yet if earlier Chevy II interiors correspond respectively

with earlier Corvairs. I had already known that the buckets in those earlier mentioned Pontiacs and Oldsmobiles were the same basic bucket seats just with different upholstery designs.

I'm sure there are many more interchangeable parts available for our Corvairs. So to those of us junk yard afficiandos out there, let's keep our eyes open when passing other old cars on the way to the Corvairs.

--Rick Markin
from TRANSAXLE TELEGRAPH
Sept '77

There's a monthly Board Meeting of TCA every month--the Wednesday before our monthly meeting, same time, same place. YOUR IDEAS ARE IMPORTANT, and they want YOU to come and tell what would make our Club a better one as far as you are concerned. Just drop by Village Inn Pizza Parlor, and look around for the familiar faces!

According to current Arizona Corvair buffs--the most desirable models today are the 1962-64 Spyder coupes, all convertibles, all Lakewood wagons and the 1965-66 Corsas. That seems to be the desirability pattern of the Tucson Corvair Association, although the time has come when all Corvairs--especially those in good condition--share solid demand.

The turbo-charged, 164-cid flat 6 reached a peak of 180 BHP in 1965. Many enthusiasts maintain that there has never been a better handling car built in the U.S. than the 1965 and up models with true independent suspension.

Special jobs like the Yenke Stinger, Fitch Sprint and Corvairs reworked by our club members, Don Chastain, John North, Pat Hayhurst, Frank McKenna, just to name a few, are particularly sought after even today.

--ERNIE ALLOY



It's slow going according to the project coordinator, John North, who suggested that a census of club members' cars would provide some interesting information.

John says that up to June 11, only 19 members had responded to the questionnaire published in the April issue of CORVAIRSATION. Those individuals reported a total of 43 cars between them.

We need a response from everyone! If you've lost your questionnaire, please see John at the next meeting. It just takes a few minutes to help us get the statistics on our club's cars...but WE NEED YOU!

FRANK-Py speaking....

DIAGNOSIS--RADICAL TRANSECTOMY

The poor old '64 700 sat there idling at 650 RPM in Neutral. In Lo, it strains at the parking brake; in Drive, it fights to be free.....but alas....in Reverse, it acts as in Neutral. Only a hundred thousand plus miles, and it won't go backwards. "Poor design" say some; "Piece of junk" say others.

"Have you ever transfused my lubricants?" asks old power sludge.

"No", says owner.

"What about my filter that removes the impurities from my vital circulation system? What say, old owner--has it been cleaned and serviced?"

"No", he responds.

"What about those solemn bands that should be adjusted as per the good book printed by my father in Detroit and published by Helm.....what say, old owner?"

Once again, a negative reply.

Enter hindsight. "Let's add a quart of fresh, clean, refreshing Type "A" AQ-ATF. Yes, and while doing that--suppose we replace that small neoprene seal that has been allowing the precious fluid to coat the driveway and lubricate the belly of old 64 700."

"Too late", murmurs old power sludge.

"What about a new filter?" say the masters of hindsight.

"Again, too late," murmurs old power sludge.

What now..they ponder. "Remove old leaky, dirty, balky, undependable power sludge and place him in the bed of his cousin el Camino, and banish him to Barney's for a radical transectomy. Replace those balky valves and leaky seals. Remove those worn out bands and too thin shims. Eliminate all traces of its former inadequacies."

Farewell, old power sludge.

-- FRANK McKENNA

What's Doin' on Cars.... by John North

For those of us who work on our cars in the sun, we know that summer is here! Yours truly has been consuming nearly two gallons of fluids a day just to keep from getting pruneey...the wrinkled kind.

Don Chastain has his '64 convert on the streets and is pretty happy...but it's a whole new experience driving with a 3.27 gear and a 95 engine. Actually, it's only good driving practice, and contributes to more of the economy he was looking for in going to the low compression 95 engine.

Simply put...it is this: use less foot pressure on the accelerator pedal. the quiet engine (lower RPM and higher low RPM torque) seems to indicate to the driver that the car is doggy and needs more throttle. I practice, though, the acceleration rate is just about the same as a 110 with a 3.55.

So don't be a lead foot...you'll get the better gas mileage that you were looking for in the first place.

"What's Doin'" has learned that Dave Stafford has gotten into the engine or rather has put it aside after throwing a rod in Texas. The club tow bar was shipped to Dallas and his folks towed it home. Good luck, Dave; it will be a learning experience. Incidentally, Dave's father, Roy, is a retired test pilot for Convair, and a former "Hump" flyer in WW II.

Ernie Alloy has finally settled on the color he wanted on his convert. In fact, it was the Mrs. who picked out the color; it's a misty, electric, metallic blue.

Pat Hayhurst did a very professional job of painting the cove area of the McKenna-Bortle CORSA. If you have any questions about what the paint is, ask Pat. He found it among the GM paint chips.

Dan Miles has a beautiful copper-bronze paint job and a new interior in his '64

Monza. By the way of background, the car was once called "The Brown Cow." Why? It was the only Guernsey in a stable full of white Corvairs.

Howard White (new TCA) has done up his '63 convertible in a Palomar Red, the same color as Nancy North's '63. He has the original black interior while Nancy has the buckskin naugahyde.

The author, JonCo, with the help of DonCo is about to install a newly built 95 in JonCo's Lakewood. The engine out of the Lakewood, 65-.110, showed 150 to 154 pounds compression. It goes into a '63 Monza which will soon be on the market. The mechanics on the Monza are up to snuff with the 110 engine and looks to be a great car to finish out.. Incidentally, the 95 engine going into JonCo's Lakewood is unidentifiable. The block is a GM universal replacement block, suitable for truck, wagon or car and has no manufacturing date or model suffix.

A recent incident reported to an unsuspecting Concours winner has scared the bejabbers out of the owner. An acquaintance related that two men were seen in the car with a key in the ignition. The overheard conversation went something like this: "This key won't work..Besides, it's daylight and too many people are around. We'll come back later and if the car is still here, we'll try it again."

Now, if that attempt is and was made, it seems that the Corvair has become as attractive as the Ford pickup is to auto thieves. If you have a car which is tempting, maybe something should be done to protect it. An alarm, special, hidden battery cutoff or a shut off on the main fuel feed line?? Got any ideas which is best? Let us know. It could become fodder for this column.

Adios....

IT ALL STARTED WITH THIS CARTOON.....



FROM ARIZONA DAILY STAR- 6/4/79

Maligned Edsel

To the editor:

I would like to take exception to the cartoon on the Comment page of the June 4 Star.

Although the Edsel was not considered pretty by many, the safety and the reliability of the car has rarely been questioned. If the cartoonist wanted to compare the DC-10 with a car that has been proven unsafe, why didn't he choose such notable examples as the Corvair or Pinto?

RICHARD LINDLEY
President
Retractable-Convertible Club
of Tucson

ARIZONA DAILY STAR
6/10/79

Corvair innocent

To the editor:

In response to Mr. Lindley's letter June 10 in which he stated that the Corvair automobile was proven unsafe, I would like to set the record straight.

Most charges concerning the unsafe characteristics of the Corvair were derived from a single source: Ralph Nader's book, "Unsafe At Any Speed."

These charges were proven false by the Department of Transportation. However, as with most governmental action, the evaluation was not completed until three years after the Corvair ceased production. Additionally, GM never lost a Corvair liability trial. Not so with the Pinto.

I think Mr. Lindley should heed the words of Ed Cole (now deceased), former president of GM and father of the Corvair. He told Ralph Nader during a two-hour nationally televised debate after Nader had expressed his concern for working conditions in the GM foundries: "You ought to stay with stuff you know something about."

FRANK MCKENNA
Former president
Tucson Corvair Association

ARIZONA DAILY STAR 6/15/79

KEEP IT CLEAN, PLEASE...

...A dirty car underside costs more to repair. It takes your mechanic longer to dig through the grease and grime and you pay. Regular de-greasing--above and below can increase the longevity of your machines and cut your mechanic's bill when there's work to be done under there...

CLUTCH COMPLAINTS

Recently I've seen several clutch complaints which, when investigated, have revealed oil dripping from the bell housing drain. Don't go to the expense of changing a clutch without renewing the pilot shaft bushing, the seal in the shaft that supports the "throwout" bearing and the bell housing gaskets (pan and bell housing both have to be disturbed to remove bell housing which is essential to renew the front main seal). Renew all these for but a few dollars and save a lot. Changing a clutch is costly these days. Oil in the clutch ruins the disc and makes it chatter and slip.

Both tips from CORVAIR HOUSTON, June 1979

CORVAIR SPARK PLUGS -- Have a problem finding that 44FF plug for your Corvair? Well, when Frank Gibbs did, he got a letter from AC Spark Plug regarding their replacement for this plug, the 44F.

The difference between these two plugs is that the 44F plug does not have threaded portion all the way to the end of the spark plug shell. The last .060" is unthreaded and small enough to go thru without touching the threaded port in the engine. Also, there is 44FFS plug which has a 1/2 inch of threads with an extended non-threaded area on the shell which encloses an extended electrode and insulator tip so that the spark is further into the combustion chamber. Thanks for passing on this information!

--From FANBELT FLYER, Cactus Corvair Club, Phoenix

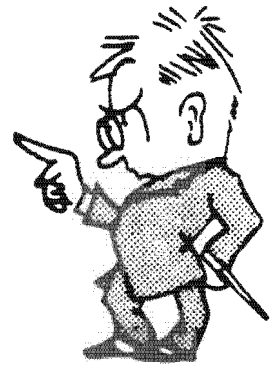
TERMINAL TESTER TIP NO 3-4-79


Often when you're trying to trouble shoot an engine, it is next to impossible to determine if you're getting any spark to the plugs. In the old days before terminals had insulator boots on them, you could just pull a wire off, hold it 1/4" away from the block and look for sparks. Corvair molded boots made this impossible. You can pierce the boot with a sharp probe, but that can ruin the insulating properties of the boot.

To solve this problem, all that is needed is a 1/8x1 1/2" cotter key, and you simply spread the key about 1/4" and insert it into the terminal (engine off) spreading the key, providing plenty of tension to hold it in place and make a good connection. The exposed end of the key can then be used for visually checking for a spark.

--DON NIEDERMAYER
in VAIRMAIL, S.D.C.C.

TECH
TIPS-

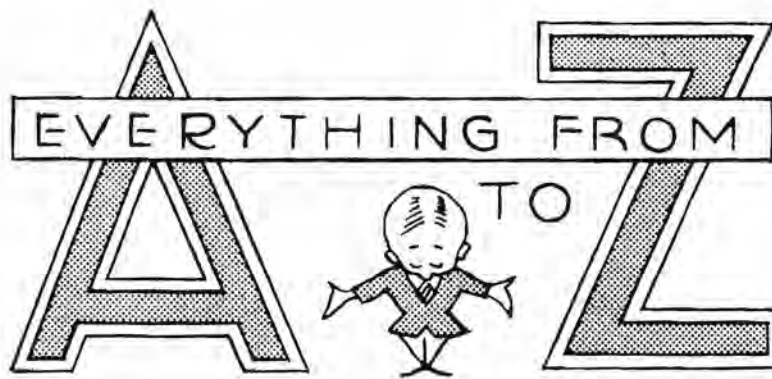




Jerry Bishop
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A NOTE FROM A YOUNG LADY :

- The Corvair Club -

To many people, Corvairs are a hunk of junk. But not to the Corvair Club. The people in the Corvair Club care. I should know. My father started the club.

Ever since I was young, my father owned a Corvair. My father is usually working on a Corvair.

Ralph Nader was wrong about the Corvair. He doesn't say anything nice about anything. He probably just said that they were unsafe because someone had a crash in one. Well, he was wrong. They're as safe as a Camaro as far as I'm concerned.

A lot of people who started the Club are still in it. My friend Terri and I go on almost every trip the Club makes. We really enjoy it, so keep up the good work.

--Kelly McKenna
Age 10

GOOD NEWS

DEAN GEMBERLING, Joel and Joanne Gemberling's son, is heading for West Point Academy. Congratulations, Dean!

FRANK MCKENNA graduated from the University of Arizona several weeks ago. Hooray for Frank!

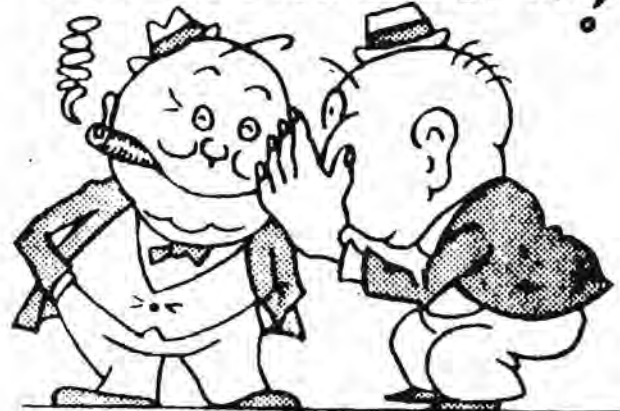
BAD NEWS - GOOD NEWS

Bad..Lou Lage fell off a ladder and got so mad he chopped it up.

Good..It was an aluminum ladder so he donated the pieces to our Can Project, resulting in proceeds of \$3.20.

--GEORGIA LEWIS

Here's The Secret!



CORVAIR CLUB MEMBERS!

- * Tune-ups
- * Engine Resealing
- * Engines Rebuilt
- * Air Conditioning
- * 15% off parts

Barney's Auto Service

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

TUCSON CORVAIR ASSOCIATION

Regular Meeting - May 23, 1979

Meeting was called to order by the President, Bryon Lynch, at Village Inn Pizza Parlor, 5133 East 22nd, May 23, 1979 at 7:50 p.m. Present: 39.

New members Howard & Mary White were introduced.

Minutes of the April 25th meeting were approved as they appeared in the May Corvairsation.

Don Bortle reported a balance of \$786.95 in the Treasury.

Ron & Janice Carey won first prize for 25 pounds of aluminum, which increased the Treasury by \$30.40.

John North expressed disappointment over the fact that only 16 Surveys, which were enclosed with the last issue of Corvairsation, had been returned.

Pat Bender, Activity Chairman, reported that a Rose Canyon outing is planned for September. Ramada #10 in Reid Park (Randolph) has been reserved for Sunday, June 10th.

John North reported that Pat Hayhurst was able to watch the Indianapolis 500 from a pit, and will probably present a slide presentation at a future meeting.

Bryon Lynch reported that Bill Fisher, publisher of the book "How to Keep your Corvair Alive," is residing in Tucson and could be a possible TCA speaker.

It came to light that CORSA did not have a current list of TCA members. Matter will be taken care of.

The subject of ordering TCA jackets again came up. Frank McKenna suggested that a committee look into the matter and said he would get together with Joel Gemberling after the meeting and discuss the obtainability of them.

The matter of TCA incorporating was tabled.

Intermission, raffles and door prize followed. Donor: Barney's Garage.

Pat Bender reported that he received a letter from CORSA asking for photos of club's activities which could be used for publication.

Technical Tips: 1) Frank McKenna's Show 'n Tell- Fly wheel from a Spider and how to tell a bad one from a good one. 2) John North- Rebuilding an engine takes 2-3 weeks.

It was reported that if members show Matthews proof of membership and the club's account number, they will give the member a 20% to 25% discount on parts. O'Rielly's will also give a 20% discount on parts.

Meeting adjourned at 8:35 pm.

Georgia Lewis
Georgia Lewis,
Recording Secretary

Jay's

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

WILL TRADE GOOD '65 3:55 differential for good '63 or earlier 3:55 differential. John. 326-2086.

'64 MONZA COUPE, auto, rebuilt engine, good tires, straight body. \$600. Call Jerry Bishop, 748-1444.

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

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.

Will TRADE '66 push button radio with re-coned speaker for '63-'64 push button radio with speaker. Call John. 326-2086.

FOUND -- ACE AND JEANNIE ROYER...In answer to all their TCA friends who have inquired about them, they now live at 209 Calle Francita, Tucson, AZ, 85706. 389-7397.

-Classified Ads-

'63 MONZA, 2 dr, with '65 110 Engine and '64 4 speed. Mechanics completed. Undercarriage cleaned and painted. Ready for restoration. Best offer. Call John, 326-2086.

EARLY MODEL PADDED DASH. Dark Brown. \$20. Call Frank, 885-8571.

REAR SEAT BACK REST FOR '64 Monza Coupe. Tan or light brown. Perfect condition, but not stock. \$20. Call Gordon, 299-1122

ENGINE RESEAL SPECIAL. For the next 30 days, Barney will reseat your Corvair engine (with a discount of 15% off parts and labor). Stop that loss of oil that looks bad and endangers the life of your engine...In lieu of a coupon, got to Barney's at 3029 North Alvernon, and tell Barney you want "The TCA Engine Reseal Special."

Set of Eico Quick Steering Arms for early model Corvair. \$20. Frank, 885-8571.

- T.C.A. MEMBERS -

10% discount



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

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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.

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TUCSON
CORVAIR
ASSOCIATION

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FIRST CLASS MAIL



REGULAR MONTHLY MEETING - WEDNESDAY, June 27th, 6:30 p.m.

22nd STREET VILLAGE INN PIZZA PARLOR
5133 East 22nd St

With these longer daylight hours, there's time to show your Corvair,
discuss your problems if any, and see the latest in sharp, clean cars!!

We'll have a room all to ourselves, with a buffet menu of spaghetti,
pizza, and ravioli, soup, salad and garlic toast.

All you can eat for \$2.40 for adults, \$1.89 for children under 12.

Bring the whole family.....have a fun night out!

COME EARLY!

SHOW YOUR CORVAIR!

LOOKING AHEAD TO SUMMER

Wednesday, June 27 - Regular Monthly Meeting
Village Inn Pizza Parlor
(see above)

July Midmonth Activity - SUSPENDED due to
vacations and hot
weather

Wednesday, July 25 -- Regular Monthly Meeting

Sunday, August 5 - Trip to Rose Canyon. Run from
the high temperatures, and
cool off in the mountains

