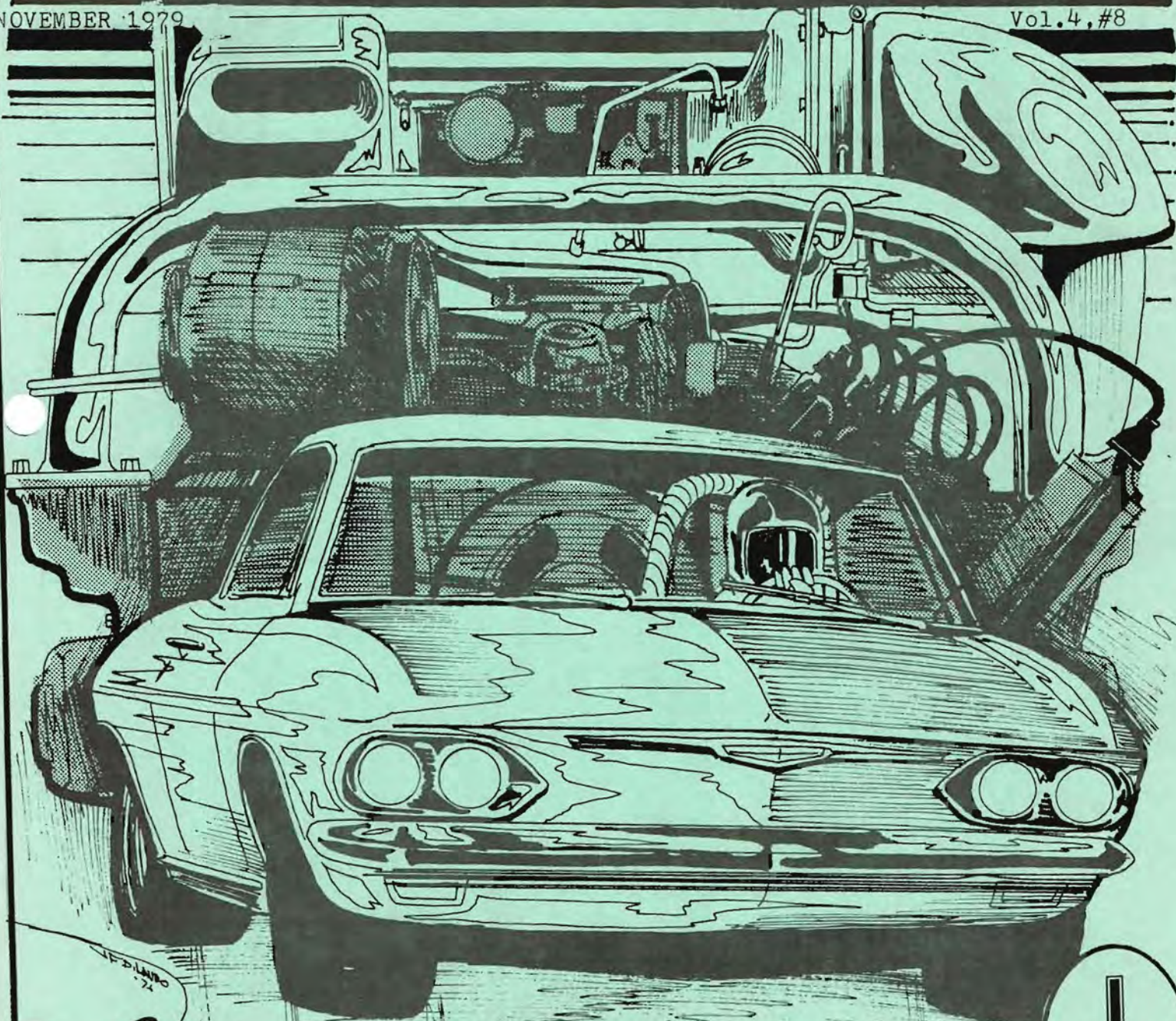


Corvairsation

NOVEMBER 1979

Vol. 4, #8



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

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Tucson, AZ 85719

DIRECTORS, TCA

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

DUES DUES DUES DUES

September

Dave Stafford

November

Barry Cunningham
Linda Badger Freeh
Dan Miles
Bobbie Riggs Henderson

December

Pat Bender

TREASURER'S REPORT

Balance(30 Sep)\$ 938.09
Income -Oct 231.89
Expenses 496.95
Balance(31 Oct) 673.03

Reports from many areas of the country, particularly from the Midwest, indicate that there are a lot of trans-axles available....but from experience, shipping costs are prohibitive. This makes our own..those that are here..more valuable. The fact that many disappeared via the dune buggy back in the late '60's and early '70's is no consolation. Many of those still available are getting worn out. That makes our situation more desperate.

Wear is caused mainly by the lack of lubrication. Check that gear oil level! The lack of lubrication causes wear on the ring and pinion and the rear pinion shaft bearing. This increases the gear lash, and causes an alternate fore and aft shift of the pinion shaft usually heard as a clunk going from forward into reverse--or when gearing down or a sharp lifting of the throttle foot with the accompanying clunk.

The clunking can loosen the pinion gear on the shaft, further pounding the bearings. The fore and aft shucking of the shaft can cause wear on the inner splines of the pinion shaft where it mates with the output shaft of the transmission. The buildup of clearances can well be intolerable to the transmission itself. The output shaft gets hung up on the splines, putting the pressure on bearings within the transmission. They were not designed for such loads. This, combined with limited tolerance to main shaft lateral movement can cause a "stuck in gear" problem. Should all of this happen in a natural sequence of events, you have a totally destroyed gear train. True, some parts can be salvaged--but will they?

The Corvair gear train is one of the most durable in history, but they cannot run without gear oil. Aside from making a regular check on gear oil level, a thorough inspection of offending leaking seals and replacement is necessary. On the stick shift, the worst offender is the clutch shaft at the "snout" on the differential housing. Age takes its toll here, but there may be other reasons--including a worn pilot bushing.

A careful observation will show that the seal may fit too tightly. This can lead to premature failure. For instance, the light, installed fit of the larger seal on the early smaller shaft might cure this problem. Has anyone tried it on purpose?

What's

Doin'

on Cars....

Or has anyone done it accidentally? There seems to be a possible cure here by doing it on purpose. There must be a larger seal available for the late shaft, but it would take some research to find one.

Other seals which leak gear oil are the shift rod and the side seals of the differential. The shifter rod is more vulnerable since it is constantly being wetted by gear oil, then being exposed to the dirt... The replacement seal has no provision for a boot as the original one did. The boot is still available from some sources--but how can it be used with the replacement seal?

The automatic transmission is less prone to gear oil leaks as the sealing internally is a better design than the stick shift. Leaks still happen, but fortunately they show up in one way or another before gear damage can happen. Namely, the gear oil becomes contaminated with ATF (Automatic Transmission Fluid). The gear oil takes on a red tint. It's not the best lube, but at least it's a warning. Seal replacement is a little more tricky here, but the major job is getting the units out of the car.

In either type of transmission, gear oil is meant to stay where it belongs and do the job it was meant to do. On a stick shift, a leaky snout seal can be detected by a chattering clutch. It's a warning....but a costly one.

Yours for better Corvairing!

-- JOHN NORTH

Thought we forgot ya didn't ya --
Two More New Members:
Mike & Joyce Hammer
9750 Barrudean Hills St.
Tucson, 85710 886-2058

FROM THE PREZ

Well here it is fall and this month's meeting we will all be arriving in the dark. The manager of the Village Inn has promised all available lights will be on. I hope you will leave that other car at home and bring your Corvair.

We had a great turn out for our October meeting. A few new members joined and we were missing several of the old members. We need all the members to show up this month. We will be laying ground work for the 1980 officers and we need your input to help set up a strong program for next year. If you are interested in running for a special office for 1980, let your club know. If you are interested in helping your Board of Directors, do so by attending our regular Board meetings each month at the Village Inn the Wednesday after our regular meeting.

Your President had the opportunity to visit with a fella Corsa member in Ontario, CA. His name is Orville Eliason. He has six Corvairs in his back yard and one more on the way. California as in Arizona has bodies in excellent shape. He had covers over the windows and the interiors were excellent. One problem Orville has that we dont is many miles to and from the job--90 miles plus per day. He is deep in to rear engine V-8 Corvairs with a thought in mind we will be out of engines soon-no more are being made. His rear engine jobs are done with no change in rear seat area. More on this later.

One message from Orville to me was why he joined the San Diego Corvair Club rather than one of several other clubs in Los Angeles. He told me San Diego is on the move, more activities a month, something for all members, lots of enthusiasm. He told me he was planning to attend the fan belt toss in Palm Springs that week-end - a 200 mile trip! The point I am trying to bring across is we need more members to come to the front with new ideas and progrms. We are on the move-let's keep it going.

Our next big event is our Christmas Party. Don Bortle needs your reservation and money in advance so please make your plans now.

P.S. Thanks to Pat Hayhurst and his group for making our Diagnostic Clinic a great success.

Bryan

WELCOME OUR NEW MEMBERS

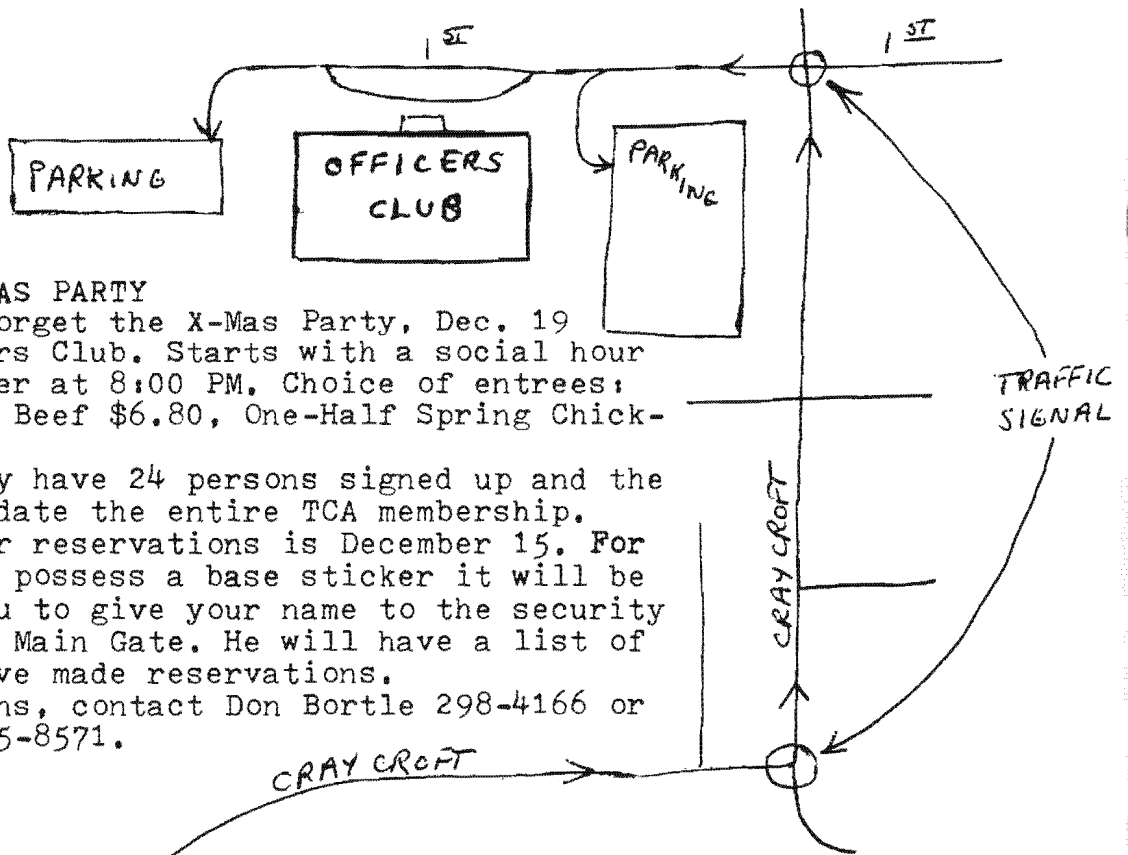
Don Robinson
2044 W. Shalimar Way
Tucson, 85704
297-1356

Douglas S. McVie
230 E. Pastime
Tucson, 85705

John & Phyllis Roach
1802 Avenida Ursa
Tucson, 85710
747 -1680

Orlin & Alberta Wilsey
2342 E. 20th St.
Tucson, 85719
622- 0213

Greg Duncan
3434 E. Valencia #54,
Tucson, 85716



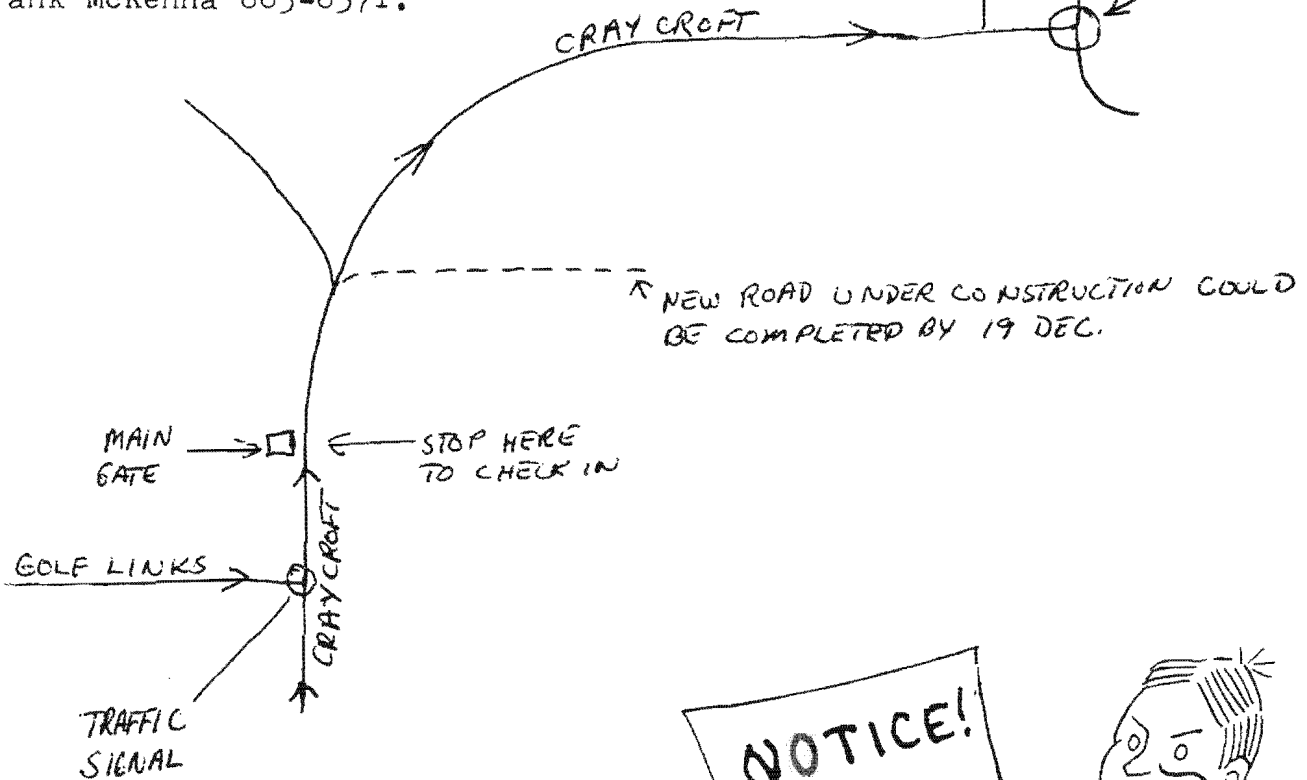
X-MAS PARTY

Let's not forget the X-Mas Party, Dec. 19 at the DM Officers Club. Starts with a social hour at 6:30 and dinner at 8:00 PM. Choice of entrees: Roast Sirloin of Beef \$6.80, One-Half Spring Chicken \$4.55.

We presently have 24 persons signed up and the Club can accommodate the entire TCA membership.

Deadline for reservations is December 15. For those who do not possess a base sticker it will be necessary for you to give your name to the security policeman at the Main Gate. He will have a list of all those who have made reservations.

Any questions, contact Don Bortle 298-4166 or Frank McKenna 885-8571.



TEAR OUT THIS MAP
AND PUT IT IN YOUR
GLOVE COMPARTMENT





DIAGNOSTIC CLINIC

In years past the TCA has held many activities but one of the most successful has been the semi-annual tune-up clinic. However these events have been a very grueling experience for the members performing the checks and adjustments. We have braved foul weather on several occasions, long periods of continuous work without spirit or nutritional enrichment and, when it was over, there was a sense of accomplishment but sorry to say an overwhelming lack of social enlightenment.

This year we changed the format. For starters, the weather was surperb and a fine turnout of 20 plus cars and their occupants made for a great gettogether. As for the swap meet, there were good deals to be made. I left with two radios purchased " sound unheard "(much to Jonco's dismay). A number of other members profited from the exchanges made. Hopefully this facet of the activity can be expanded in the future.

One of the highlights of the day was the Bender and Son engine display. A lot of time and effort was spent by Eric and Pat (in that order) preparing the engine for display. Eric, keep up the good work, we were all impressed. A thank you is also extended for the use of the engine for our tech topic talk " How to change a fan belt ".

Clinic(cont.)

At the diagnostic clinic individual problems were discussed with each owner - - I hope it met with everyones approval. We'd appreciate feed back at the next meeting so we can make these events more useful for each member of the club. Thanks also to the Tech Helpers Chris Crowfoot, Barry Cinningham, Jim Freeh, DonJonCo, and everyone else who participated.

So, for a pleasant Sunday we all enjoyed the 3 " C's " - - - Comfortable climate, Corvairs and Cronies.

Pat Hayhurst



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Use with Permanent Type
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That's what it says on the box???



INCORPORATION

Hey Gang, we're INC. incorporated—that is. They said it couldn't be done. Largely through the efforts of a few of our members and the expertise of a local attorney, what was thought impossible is now a reality.

Gordon Cauble advised Bryan Lynch to contact a personal friend of his, Attorney Steven N. Bogard, about incorporation proceedings. Bryan and Marylyn Lynch took it from there and incorporation was effected this month. The original fears of excessive costs were allayed as Mr. Bogard donated his time, legal advice and expertise to the Tucson Corvair Association, Incorporated. Our only financial outlays were those necessary for publishing the articles of incorporation and other registration fees. Mr. Bogard, we thank you.

For those who may need the future services of an attorney in the General Practice of Law Contact:

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

Reprinted from North Texas Newsletter

OIL FILLER CAP LEAKS

Persistent oil leaks at your oil filler tube cap are often traceable to a manufacturing shortcoming in the forming of the oil filler tube. The stamped circular ridge intended to contact the filler cap gasket frequently has a poor sealing surface. The problem results from flange trimming and forming operations on the filler tube. These stamping operations produce distortions back up into the filler cap sealing surface.

Symptoms of the problem are oil dripping from the bottom edge of the oil filler cap. A new cap may fix the leak temporarily. If the sealing flange is distorted, the leak may return.

To determine if this out-of-flatness is the cause of your filler cap leak, you can use a technique that will be used to solve the problem-- if it is found. Here is what you do.

Get a known flat piece of metal $\frac{1}{4}$ " thick or thicker. It must be somewhat larger than the top of the filler tube, but not over 3'X 5" or so. Its flat side should have been milled or surface-ground to ensure flatness.

Tape 220 grit wet-or-dry sandpaper around the block. The flat surface is backing for the sandpaper. Wet the paper with engine oil over its entire surface. With the block held flat atop the filler tube, sand in small random direction strokes, always keeping the pressure centered on the filler tube. Be careful to keep pressure uniformly distributed.

After a dozen strokes or so, wipe the sealing surface. A pattern of contact will have developed. The contact areas will be shiny. This will show whether or not all of the sealing surface has been contacted by the known flat surface of the sanding block.

Keep sanding until the shiny pattern shows that virtually all of the filler tube sealing surface is being contacted by the flat block.

This is all that is required to make the filler tube seal perfectly with a good filler cap. When done well, and a good filler cap installed, the cap won't leak even one drop between oil changes.

Fred Johnson

Who was clocked at 59mph for the quarter mile on Wilmo recently by one of Tucson's Finest? Ans. His name appears on page three.

CAR SHOW ! CAR SHOW ! CAR SHOW !

PARK MALL - 1980

It's Show Time ! --- Well not really but we are planning early. TCA will have its All Corvair Car Show February 2-3 of next year and that's not too far away.

We need 15 cars for display. We would like Convertibles, Hard-tops, Four Doors, Station Wagons, Earlies and Lates. Certainly the nicest cars would have the greatest impact.

I am looking into the possibility of having another TCA banner made so we can have one at each end of our car display. John North has volunteered to prepare a brochure to distribute to interested spectators. It was discussed at the last Board meeting that the history of our club could be included in the brochure to attract potential members.

Again this year there will be a table set up near the cars where people can stop and ask questions or just chat about their Corvair experiences. We need members to man the table. If you would like to have an enjoyable Saturday or Sunday, all you have to do is volunteer. We'll try to break it up into 2-3 hour stints to make it more easier on everybody. Please let me know at the next meeting if you would like to help with the show.

Now, about the 15 cars. If you would like your car in the show, call me immediately at 745-5086 or after 6PM at 885-8517. I need to know the year and the model and of course your name and telephone number. If we have more cars than we need, a committee will decide which Corvairs would best represent the club.

So, while you are thinking about it, call me! We need you and your Corvairs. See you at the meeting.

Joel Gemberling

A HAUL-A-WAY

Courtesy Vair Views

I have this here Corvair that nothing seems to work right. It is a 1966 with a cloth top. To start, every time I reach for the brake this button makes the top move. Another thing, the steering wheel keeps sliding toward the dash and I know it doesn't have power steering because it takes a little over 2½ turns from side to side. And that dash has two speedometers and they don't have the same numbers on them- WEIRD-the radio has this lever sticking out of the dial and no matter how many times I flick it, it won't come on. Also, everytime I try to turn on the heat nothing comes out of those three vents in the dash but COLD air and glass is all green. Whoever heard of green glass? Another thing that worries me is that everytime I open the trunk or engine lid there is this light, I don't know what it does when I close 'em but I am afraid the battery is going to run down. Speaking of the engine, this darn thing has not 1 or even 2 carburetors but 4, that's right 4, whoever heard of such a thing. Also in the trunk there is this sticker that says-POSITRACTION -.Man, I've been cheated because I've looked and looked and it is nowhere to be found. There is also a red light down by the brake and I can't figure out how to turn it off. It comes on when I park the car. And about those !&\$*?# hubcaps. I'll bet I've bumped my shins a hundred times on those 3 pronged things on the hubcaps, which are made of wire. How silly? On this car also, you can't just reach out and adjust your mirror, you have to wiggle this handle on the inside of the door, now ain't that ridiculous. And those upright chrome pieces on each bumper sure are good to hang a desert water bag for the radiator in the engine, but darn it, I can't find the fill hole. If anyone wants this darn thing, they can come and haul it away as I need the room in my garage.

Larry Lomox
Plum Stock, Ohio

TUCSON CORVAIR ASSOCIATION

Regular Meeting- October 27, 1979

Meeting was called to order by the President, Bryan Lynch, at Village Inn Pizza Parlor, 5133 East 22nd, Wednesday, October 24, 1979, at 7:45 p.m. Present: 53.

Minutes of the September 26, 1979 regular meeting were approved as they appeared in the October Corvairsation.

Treasurer Don Bortle reported a balance of \$938.09 in the Treasury.

Bryan Lynch introduced guests present.

Pat Hayhurst reported that instead of having a tune-up clinic as we have had in the past, that November's mid-month event would be a Safety & Diagnostic Check.

Bryan Lynch circulated note pad paper so that those who wished to make comments, suggestions or announce items for sale, could note same and submit them

Don Bortle reported that he had been given \$3.75 which had been collected from the Can Project for the month. Bryan Lynch reported that he had collected 82 pounds of cans from the Lynch residence, which will bring in \$22.14.

Bryan Lynch reported that incorporation papers had been signed by the TCA Board members, and are ready to be delivered to the attorney, John Bogart.

Bryan Lynch asked for volunteers to pick up the scrap at Barney's for the can project.

Bryan Lynch reported that the Tucson Trade Bureau has approached TCA with regard to forming a display for their Christmas Parade.

Intermission, grab bag and raffles followed (Donors were Jay's Da-Nite and TCA).

Technical Tips: Pat Hayhurst commented on the following questions from the floor: 1) Why do my rear bulbs burn out so quickly? 2) What precautions can be taken to prevent batteries from boiling? 3) What is proper way to jack up car? (This will be demonstrated at the Diagnostic Check.)

Items for sale were announced by Pat Hayhurst.

Pat Hayhurst reported that it has been suggested that we have a white elephant sale. This will be taken into consideration.

Bryan Lynch reported that proposed amendments to the Constitution and By-Laws will be discussed and voted on the the next Board meeting, and that members are welcome to attend.

Meeting adjourned at 9:15 p.m.

Respectfully submitted,

Georgia Lewis

Georgia Lewis
Recording Secretary



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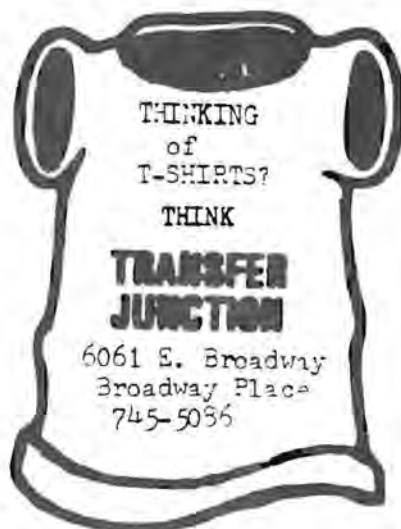
1961 RAMPSIDE 3 speed, Rebuilt
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Pierre Ligon 881-0580
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\$ 600.00 Jerry Bishop 748-1444

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

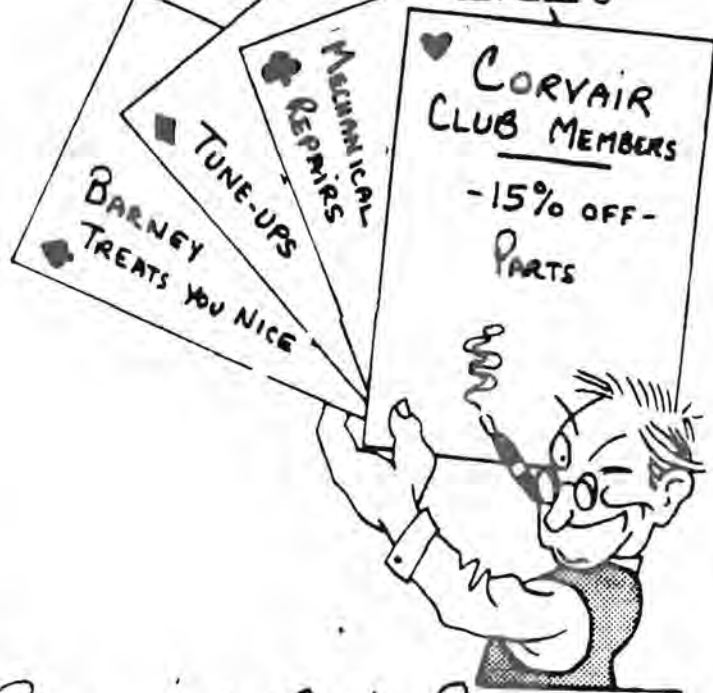
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MONDAY-FRIDAY

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

FIRST CLASS MAIL



REGULAR MONTHLY MEETING - Wednesday, 28 November, 6:30PM

22nd Street VILLAGE INN PIZZA PARLOR
5133 East 22nd Street

The menu --- ALL YOU CAN EAT --- \$2.40 for adults, \$1.89 for children under 12. For that price bring the family and neighbors.

Don't forget to introduce yourself to our new members. The club is growing so fast that we don't want the group to become impersonal.

Take advantage of the Tech Sessions. Ask those questions, we might have some time and money saving answers.

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



Jerry Bishop

is wreckin' 'em out --

40 plus Corvairs!!



JERRY BISHOP'S
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Things to remember

X-MAS Party 19 Dec

Park Mall Car Show --
2-3 Feb

My Christmas gift -

X-Large

16 1/2 X 34

38??? X31

CC or VO