

Corvairsation

OCTOBER 1979

Vol. 4, #7

Can't solve your
Corvair problems?

Come to the



DIAGNOSTIC CLINIC

at

PANTANO PARK.....November 11.....10:30 am to sundown

This year the fall tuneup clinic has changed its format. Since adjustments in timing, points and carburetion are based on other things being correct such as proper gaskets, proper hoses and other adjustments, there will be only limited adjustments made on the automobiles.

The diagnostic clinic will inspect and safety check your car, recommending areas that should be corrected to maintain the health of your prized automobile. You will be given a written report for your information, or to be taken to your favorite shop. Come and let the best team of technicians in any country inspect your Corvair. Charge for this inspection as in the past will be a donation to the Club.

Your excess new and good used parts should be brought along. Come early and set up for the swap meet. Get those dusty parts to the people who need them more than you do.

PANTANO PARK is between Broadway and 22nd on Sarnoff. From Broadway, you would turn south on Sarnoff and you will see the park just before you get to Steele School on your right.

THINGS TO REMEMBER:

Your Corvair.....

Your family.....

Your picnic lunch.....

Something to sell at the Swap Meet...



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 your car running without them.

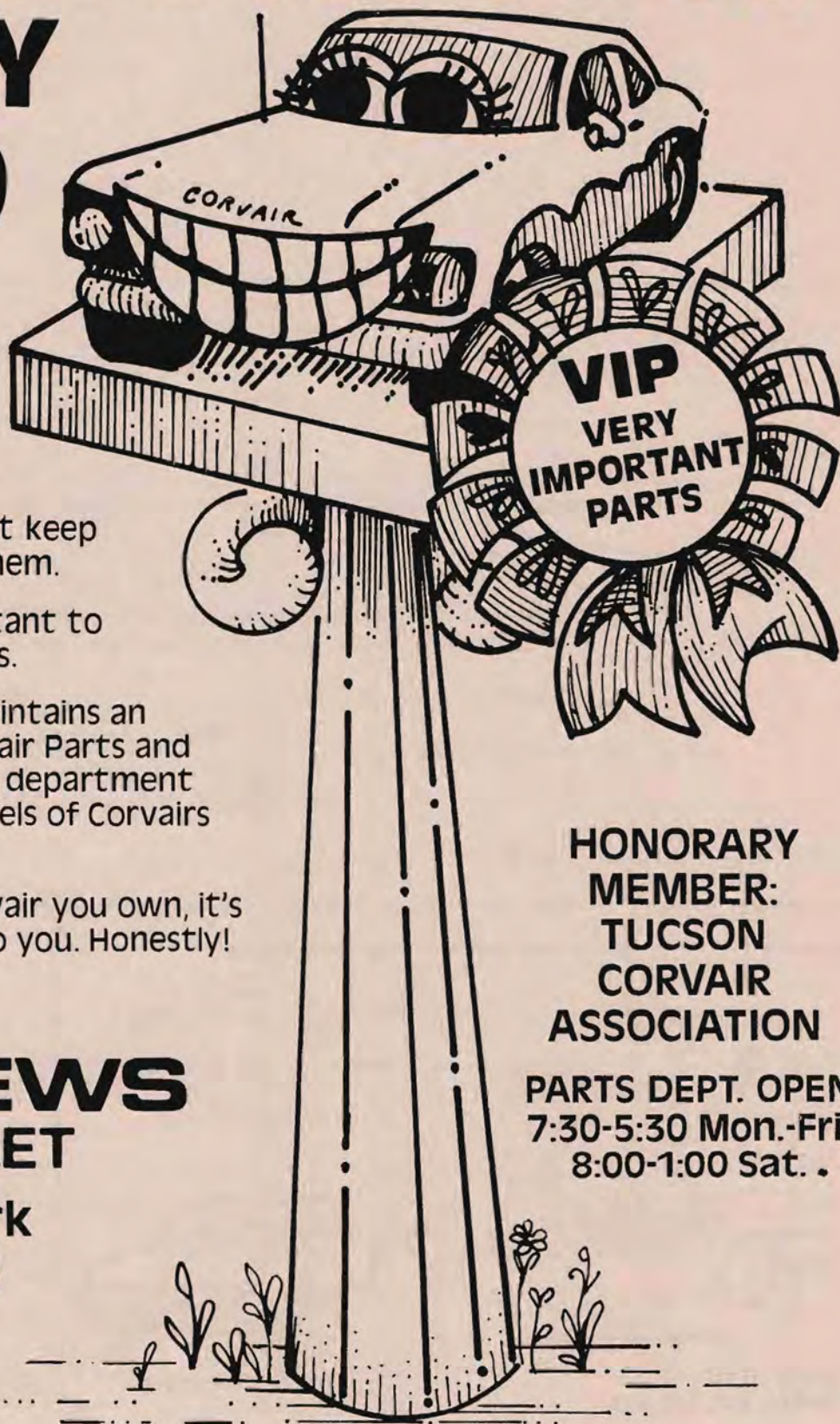
And because they're important to you, they're important to us.

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. .**

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There will be several openings on our 1980 officers' slate. Interested in serving our club? Let us hear from you!

--BRYAN LYNCH



KITT PEAK AND BACK

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FOUR GALLONS !!!

.....Sounds like a commercial we have recently viewed on local TV! However, the star performer in this case was not one of our new, uncomfortable, small-sized cars of the 80's. It was a 1965 Monza 4 speed. The car is owned by Linda Coon, was driven by her brother Dennis, and averaged 30.3 miles per gallon. The best mileage for an automatic was none other than tune-up specialist Don Bortle, aided by Marty. His featherweight, high riding, spark advanced 1961 coupe averaged 30.0 miles per gallon, and whipped all the other powersludges.

We had a perfect day, and departed Vicki Wayne's right on schedule, about 10 minutes late, with Bill Fournier acting as senior navigator. I thought I was part of a funeral procession, but later found out that Don and Mickey Schnur had promised us all a free beer when we arrived at his Three Points Trading Post....so Bill was trying to control his ETA to coincide with the 12 noon alcohol restriction. Well, we had to settle for cokes on Mickey and Don since we arrived about 11:30. Sixteen Corvairs parked all over the place raised quite a few eyebrows at the Trading Post, and the cool drinks hit the spot.

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In the absence of Bob Thompson, Membership Co-Chairman, Bryan circulated the attendance board for guests to sign. Guests introduced themselves.

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Following intermission, Don Bortle reported that arrangements have been completed to hold our Christmas Party at D-M Officers Club December 19th.

TECH SESSION: Barney announced that his garage was offering two new services--reboring cylinders, and bolting flywheels.

Ed Carey has the first Corvair in town with cruise-control. Barney performed the installation, and a road test will be reported on at a future meeting.

Frank McKenna passed around two shift couplers with pins--one old one and one new. The elongation of the holes in the old coupler and the wear on the pin was most apparent. It was pointed out that when trouble shooting shifting problems, that this was a good place to start.

Our Raffle followed. Barney's Auto Service was the donor. Meeting adjourned 9:25 p.m.

Georgia Lewis
Recording Secretary

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

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DonJonCo has rebuilt an engine for Ernie Alloy. It's a 145,102 that came thru on the test block with only one broken down lifter and a balky accelerator pump on one carb. Installation was uneventful since it replaced a '66 110 which had been installed only a few thousand miles before. Ernie is in the throes of getting another '63 convert back on its wheels. An adequate engine has yet to be found, but the transaxle which was in trouble has been put right with the help of Dean Moody, the erstwhile Tucson visitor who hails from Indiana.

The "snout" on the Diff was broken all the way back to the clutch shaft seal. This was easily put right. The transmission had a synchronizer spring out of place, and suffered from some chewed-up rollers in the clutch gear. A new set of rollers and more careful assembly put the unit back in shape.

Incidentally, the pressure plate was cracked and the clutch disc was shredded. Those problems appear to have been caused by a shadetree mechanic who installed an engine originally used with an automatic without putting a pilot bushing in the end of the crank. Again, know what you are doing, or ask! Then do the job and tack it up to experience, filed for future reference.

Don Chastain, with the aid of JonCo, did a ring and insert job on a 110 for daughter, Jean. This was an interesting job since one jug had been replaced earlier to cure an incurable fouled plug due to broken rings. The engine was consuming about a quart of oil per 100 miles. On teardown, the ring gaps ran up to more than a quarter inch and there was no contact with the oil rings.

Road testing has shown it to be a pretty good engine for its intended purpose--4,000 miles a year.

While DonJonCo was installing the 110 in a '64 4 door, Sam Sharp or Sharo Sam came by, running on three cylinders. Sam had some problems with noisy rockers. He found a rocker off and lying in the cover. This prompted him to try a replacement of all the rocker adjusting nuts. In the end, he gave the offending nut a whack with a hammer and reinstalled all the nuts. His adjusting technique suffered--by his own admission--but at least he tried to do the job himself.

A quick check on pulling plug wires showed that all three of the right side were out. A dirty, hot job by DonCo proved that Sam had turned down the rockers too far and valves were holding open. Sam could not be faulted for his efforts as another element had crept into the problem.

Intakes one and three could not be adjusted. The lifters just bled down as fast as they were adjusted. Turning down to stop the clicking resulted in an open valve condition. Number one seems to be a simple, dirty or displaced check valve in the lifter. Number three seems to be an exploded lifter. This condition was diagnosed by releasing the adjusting nut and pushing down on the push rod. All that could be felt is a springy action far in excess of the normal bled-down lifter. In fact--about three eighths of an inch travel. This can mean only one thing. The snap ring has come out of the top of the lifter, releasing the inside spring. This may have happened at the time the adjusting nut was backing off. It is difficult to determine the sequence of events. Whether the loose nut caused it, or the loss of the snap ring jarred the nut loose. In any event, Sam needs a re-seal job and now he can take care of it at the same time.

Sam drove away with a lifter or two clacking, but he was hitting on all six.

--JOHN NORTH

DISTRIBUTORS, CONTINUED

COMBINATIONS

1) 65 110 hp, from powerglide to 4-speed...
no change in timing

2) 69 standard to automatic--engine remains the same

	Initial advance	Dist.	Advance	total
110 hp std. w/std distributor	4°	+	26°	= 30°
110 hp auto. w/std distributor	12°	+	26°	= 38°

(38° may cause pinging with an AIR engine)

3) 63 80 hp std. distributor in a 1963 150 hp turbo

Initial	Dist.	total
24°	+ 32°	= 56°

(56° advance would destroy a turbocharged motor).

4) 65 140 hp distributor in 69 140 hp manual or auto.

Initial	Dist.	total
4°	+ 18°	= 22°

(22° results in lack of power, poor economy)

5) 65 110 hp with 65 turbo distributor

$$14^{\circ} + 18^{\circ} = 32^{\circ}$$

(Distributor advance occurs at 4100 rpm, about 3000 rpm too high to be useful in a 110 hp motor.)

6) Changing 65 110 hp to 140 hp engine, using the 110 hp dist.

$$18^{\circ} + 20^{\circ} = 38^{\circ}$$

(This combination will work, but may cause pinging, necessitating a decrease of 2-3° in initial timing. Also, the 140 hp distributor has all advance in by 2800 rpm, while the 110 hp model takes until 4800 rpm to achieve full advance. This can hurt overall performance slightly.

CORVAIR DISTRIBUTOR SPECIFICATIONS

Year	Model	Part #	Initial timing	at rpm	
				Advance Start	Full Advance
62	80 hp std	110269	4°	0-2°/1200	34/3600
	80 hp auto	110271	13°	0-4°/1600rpm	26/3700
	102 hp std	110272	13°	0-4°/850	26/4800
	102 hp auto	110278	13°	0-4°/1850	22/4100
	150 hp turbo	110290	24°	0-2°/3900	12/4500
63	80 hp std	110294	4°	0-2°/600	32/3600
	80 hp auto	110295	13°	0-2°/1400	24/3700
	102 hp std	110296	13°	0-2°/700	24/4800
	102 hp auto	110297	13°	0-2°/1600	20/4100
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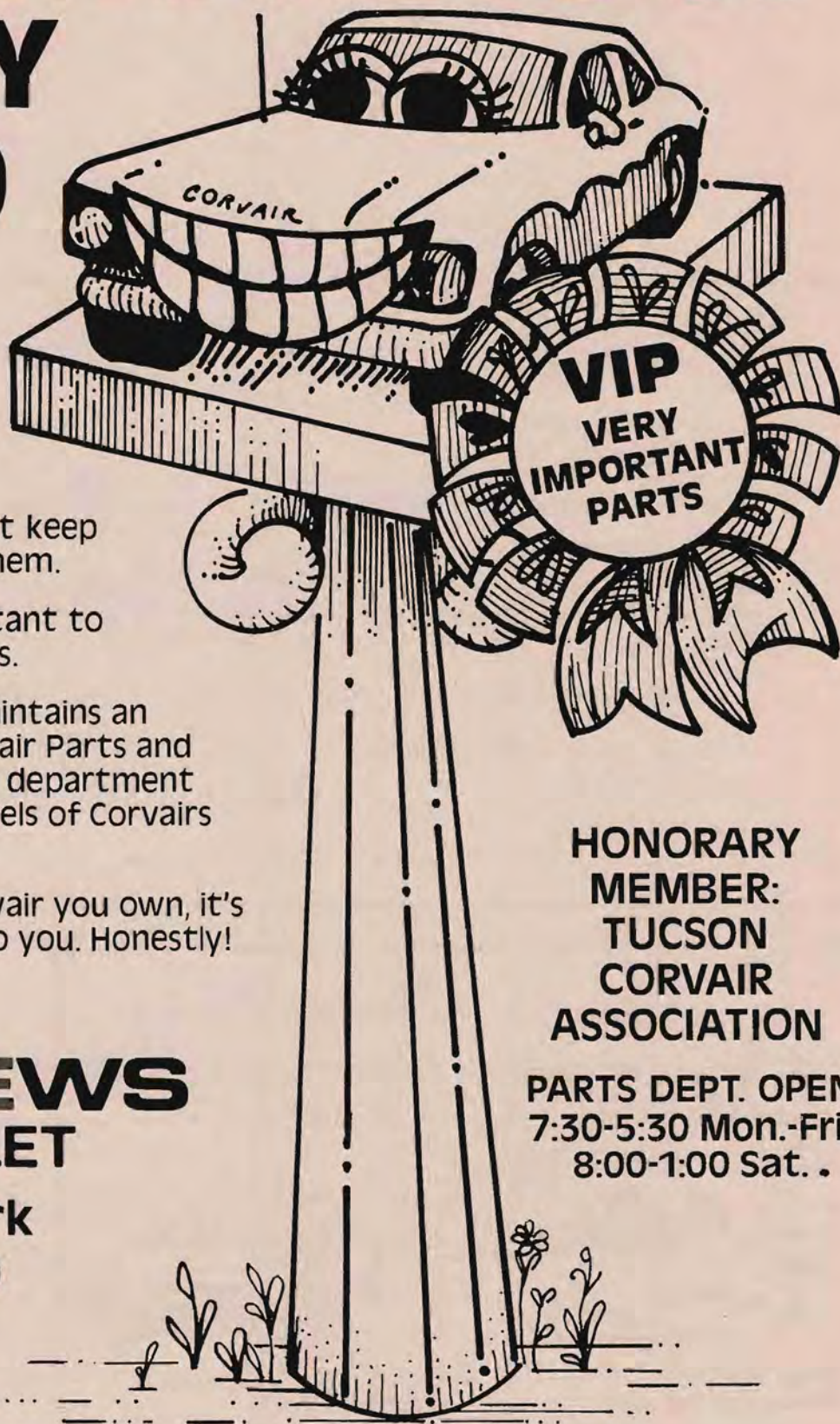
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