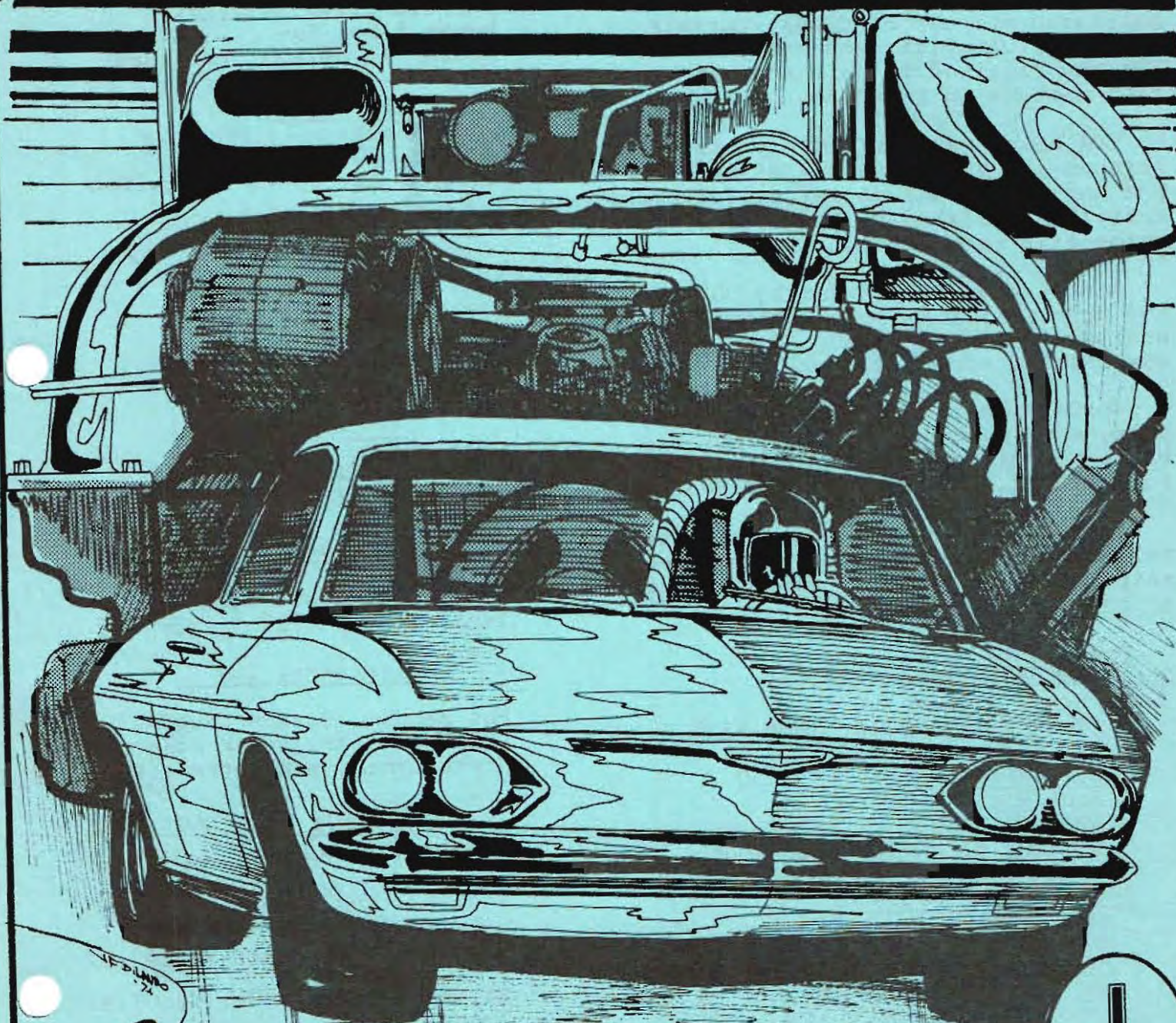


June, 1980

TUCSON CORVAIR ASSOCIATION

Vol. 5 #3

CorVairsation



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:

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 \$14.00 per year, and is accomplished directly between individuals and CORSA, INC., PO Box 2488, Pensacola, FL, 32503.

Further information about meetings, rallies and applications for membership may be obtained by contacting any of the following officers:

President:

Darrell (Pat) Hayhurst
Route 8, Box 549
Tucson, Az 85710 298-6328

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3002 E. 20th.
Tucson, Az 85716 326-2086

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9202 E. Roberto St.
Tucson, Az 85710 2984166

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Tucson, Az 85710 747-1692

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Corvairsation

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Directors, TCA

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

Monthly Statement, TCA

Balance, 30 Apr.....\$427.08
Income, May..... 444.27
Expenses, May..... 263.43
Balance, 31 May 80.....\$607.92

--Don Bortle
Treas, TCA

T. C. A. Annual

Summer Hillclimb

Lets see, standard lapse rate equal 3 degrees per thousand feet. The altitude of Rose Canyon is approximately 8000 feet, Tucson is 2500 feet, so it should be 15 - 18 degrees cooler at Rose Canyon. Hey, thats why we go to Rose Canyon every summer.

Fourteen cars gathered at the O.K. Corral on 8 June and we started up the Mt. Lemmon Highway. If a Corvair is going to over heat it will be under the conditions we encounter on our way to Rose Canyon. A 45 minute climb up a fairly steep grade at speeds of 25 - 35 miles per hour. We only had one casualty. The car was an early model with damper doors flapping and the rear air vents uncovered.

The temp/press light came on twice. The first time John North and I wired the doors open, talk about a hot job. The next time the light came on we still had 20 miles to go. We advised parking the car and picking it up on the way down. John loaded up the extra picnic supplies in his lakewood and brought them the rest of the way.

When I arrived everyone was looking for Pat Hayhurst. Seems he had performed some missionary work when a few of our members made a wrong turn. Well, he left Danny and the kids in his car and took off. Danny assumed that he would catch a ride with one of those he had rescued and drove down to the ramada. BAD ASSUMPTION-- The errant members arrived sans Pat; he was last seen walking back to his car that had since left. Yep, Danny had to go looking for him and now Pat has a new policy - Don't leave Danny in the car with the keys.

Rose Canyon was as enjoyable as ever. I don't know why I only make that trip once a year. There is something about those tall Ponderosas, the cool breezes or maybe the rarefied air that is very relaxing. Lots of talk about Corvairs, we really didn't make any decisions

that will have a direct impact on national policy but a great afternoon. Those who didn't make it put it on your calender for next year. I need some new people to tell my lies to.

Frank McKenna



Our treasurer, Don Bortle, submits the names of the following members who are up for renewal. Is yours here?

- | | | |
|-------|----|---|
| March | -- | Chuck Pettis, Chris Crowfoot, Glenn Urschel, Tom Moore, |
| April | -- | Jerry Bishop, Evelyn Thatcher, Robert Kirkpatrick, John Parkinson John Sherlock |
| May | -- | Bill Fournier, Ted Lloyd, Will Ray, Sam Sharp, Howard White, |
| June | -- | John North, Fred Johnson. |

New Member
Virginia M. Potter
6200 N. Oracle Rd.
Tucson, Az. 85704

New Subscription
Kenneth P. Schnur
Rt. 1 YAAK
Troy Mt. 59935

What's Doin' on Cars...

After more than 15 days of 100 degrees or better, summer has hit with a vengeance. The author is aware of this as the blue of the sky is his only shade under which he has to work.

Ernie Alloy, who is hip-deep in politics, running for a constable, has got his '63 convert. back from the top/upholstery shop. Now, onto that long-delayed paint job. I don't know if it has ever been told, but, Ernie rescued that one from an arroyo. God has looked kindly on Corvairs to have led him to it.

Ron Richmond, a relative newcomer to Arizona has made yet another trip to see his new homestate. He has the choice of a couple of Volvos, including an 1800 sport wagon. But Ron and Phyllis are so confident in the '66 Corsa that they made the weekend sojourn to Yuma, up the River to Bullhead City and back without incident. This, after a series of zealous fixits to make it perfect. The last one was a new pressure plate, flywheel and disc all balanced out by Ron's place.

Don Chastain and wife Betty are heading to Indiana for a gathering of the clan in August. Don says it is eenie, meenie, mimie, moe when it comes to which car they will take. The latest bet is a lock, stock '64 Monza, 4 speed. Who says he only buys them to look at?

Frank McKenna is still putting the pieces back together on the '64 Spyder. Frank, like another fellow the author knows, is really getting his kicks out of doing it right. The unveiling to the general public may be soon. You'll just have to be patient.

Last month this column reported on an experimental flywheel fix that went into Nancy North's '63 Concours winning convert. She took the little jewel back to Calif. to prove that it had some go and wasn't just for show. Sure, it was a real experience for her as she had never made a hop like that with all the responsibility for the car and occupants. 1250 miles later and Disneyland, Laguna Beach, San Clemente, Sea World and back to Tucson, proved that the Hayhurst bolted/lightened flywheel was just the ticket. Something showed that makes the author think that this fix was worth the effort. On previous checks the best gas mileage was 26.8 MPG. On the trip with the grandchildren it made 28.7 on three legs and an over-all average of 27.6 MPG. Perhaps it was the lightened flywheel, perhaps it was the new tires, perhaps it was the rear wheel alignment. Perhaps it was the driver or the tweeky tuneup done just before the trip.????

The column this month certainly doesn't have much from a lot of sources but that is because the author has spent nearly all his time doing a paint job on the "Orange Crate". It needs a new name now as it would be difficult to find any orange on the car anymore. It was his first attempt at painting a whole car and the skill was minimal on the rather extensive body work and the painting gear was also minimal. Only a 3.5 Cu/Ft. compressor and a pressure feed gun put the paint on in the right places in the right amount. Now, everyone knows that Laquer is easy. Yeah, but any number of things can happen. A leaky gasket on the gun cup, the high temperature clogging up one of the side holes in the head. Trying to get good coverage at a steep gun angle and having the gun gun vent, under pressure, blowing globs out onto a finish coat.

(more)

And on the flow out coats at the very end, not having enough sense to walk away from it when it was done. "Just a couple of places where an extra shot of nearly-straight thinner would help that little roughness." -350-3 ! Well, that did it. But, will the author ever do it again? Time will tell. In any event this job is \$800 below that last one at the same point. Incentive? You bet !

Had some correspondence from Arnold Oggier of Terre Haute, He has joined the Circle City Corvair club at Indianapolis and the Corvanatics. He has a bunch of Corvair engine related machine shop projects in mind for the summer and says he'll be back in the fall.

A letter from Cese Allain, Rantoul, Ill. says his welding shop has a full head of steam for the summer. Says he forgot a bag of cans for the club when he took off for home in April but will turn them in in the fall.

One thing does not show up in this column. The cuts, bruises and blood from our sweat on our cars. The scars on the back of the hands are reminders and the scabs don't stay long when we scrub up. Adios till next time.

--- John North

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WATER-INJECTION SYSTEMS

TECH TIPS-



"Pinging" or "knocking" are two types of uncontrolled combustion, both with the same results-loss of power, and eventual engine damage-but the causes are different. Detonation is spontaneous ignition of a portion of the fuel-air mixture before the plug can ignite it. There is spontaneous ignition in one area of the combustion chamber and spark plug ignition in another. These two flame fronts meet and create a tremendous shock force, which rattles the piston in the bore.

Preignition is the other phenomenon. It is ignition of the fuel/air mix before the spark plug has time to do it. The ignition may be caused by a sharp metal edge of the combustion chamber, or by sharp edges of hard carbon deposits which remain red hot.

Up until recently the only way to eliminate this uncontrolled combustion has been retarding the distributor advance below the manufacturers specifications, which in turn causes a reduction in power, and a tendency for the engine to overheat. Also in the case of we corvair owners who are lucky enough to have engines that run on regular fuel, we have had to go to higher octane premium as well, but some times this doesn't even help. There has also been discussion of fuel additives, lowering of compression ratios through machining, spacers, etc.

Recently there have been quite a few articles on water vapor, and water injection systems, and there are a few water-injection systems now available on the market, by Shelby-Spearco, Edelbrock, and Geraghty-MPG Performance Products Company. I have taken the liberty of contacting each one of these firms for more information, and hope to report on them in a upcoming newsletter.

The water vapor system (or "bubble Bottles") which is operated by engine manifold vacuum (no pump) do not help under heavy-throttle use because the flow of water or vapor stops as throttle approaches wide-open, as the engine does not produce vacuum under full-throttle conditions. In addition, flow increases as manifold vacuum increases (light throttle). In reality flow should gradually taper off as the engine comes up to a light-throttle cruise condition.

The basic water injection system utilizes a 12 volt water pump, which begins to operate after the engine is started, maintaining water pressure to the sensing control or "brain". The sensing control is connected to the source of engine manifold vacuum. The partial vacuum inside the intake manifold is a direct monitor of throttle position, a change in manifold vacuum prompts the flow control to instantly increase/decrease water flow.

In the case of the Geraghty "Vari-flow" system, there is a oil pressure sensing switch included to prevent operation of the system with the ignition on, but the engine not running, and the sensing device is calibrated for the individual vehicle, also there is a dash-mounted switch so the system can be switched off manually.

Use of water injection can produce improvements in five areas; (1) Reduction of fuel octane requirements, (2) Reduction of hard carbon deposits; (3) Improvement of engine durability, (4) Improvement of miles per gallon, and (5) Improvement of performance. Not all will occur in all cases, but even three items is significant in this era of rapidly increasing vehicle operating cost...

--Ken

Circle City Corvairs--

TUCSON CORVAIR ASSOCIATION

Regular Meeting - May 28, 1980

Meeting was called to order by the President, Pat Hayhurst, Wednesday, May 28, 1980 at Village Inn Pizza Parlor, 5133 East 22nd, at 7:45 P.M.

New attendees introduced themselves. Also welcomed were Bob Helt and Dave Albanni, visitors from Phoenix. Both thanked TCA for the help at the Mini-convention in Phoenix and Dave invited TCA to attend the 1982 Mini-convention which will hopefully be held in Phoenix.

Minutes of the April 23, 1980 regular meeting were approved as they appeared in the May Corvairsation.

The Treasurer's report as recorded in the May Corvairsation were accepted.

Dan Mattingly, Can Chairman, said that cans may be turned in to him. Don Bortle reminded that half the can money goes to help members pay for Christmas party.

A report was given on the Swap Meet and Diagnostic clinic. Allen Atwood wanted to know why more work was not done on cars other than the bearings. Pat Hayhurst said there is not enough help and Allen may work on the cars the next clinic.

John North reported on up-coming events. Next is a trip and picnic to Rose Canyon on June 8. Also in the future is a visit to Tom Hubbard's residence to see his antique autos and memorabilia.

Bryan Lynch was presented with a belt buckle in appreciation of a job well-done as President last year.

Discussion was made as to the feasibility of having decals made to sell as a money-making project. Ken Fedal will check into cost, etc.

Gordon Cauble suggested we recognize Ken Fedal for his organization's job at DM, which was recognized by the USAF.

Don Bortle said he has hats, T-shirts, Don Clark's catalogs and license plate holders for sale.

A fifteen minute intermission was held, fol^lowed by the drawing for door prizes and grab bags.

Tech session was held.

Pat Hayhurst reminded us that we may park in front of the RV Center next door but do not park in fron of gates.

Meeting was adjourned at 9:15 P.M.

Respectfully submitted,

Mary White

Mary White

Recording Secretary, pro-tem

6/4/80 TCA Board Meeting Notes

Present: Pat Hayhurst, John North, Don Bortle, Georgia Lewis, Bryan Lynch, Pat Bender, Frank McKenna, Gordon Cauble, Jerry Bishop, Don Chastain, Marilyn Lynch & Ken Hubbard.

Don Bortle reported that he would be out of town July and part of August and would need assistance with his bookkeeping. Frank McKenna volunteered.

Agreed not to purchase additional t-shirts at this time due to other expenses.

Don Bortle reported recent happenings pointed out need for better planning of events.

Pat Hayhurst emphasized vital need for typewriter for Corvairsation publication. He and Pat Bender will serve as committee of two to obtain same. Moved and passed to allocate \$200 or less for purchase of electric typewriter.

Moved by Bryan Lynch and passed to make Ed Logan an honorary member in appreciation of his contribution to the Can Project. Georgia Lewis to write him a letter for Pat Hayhurst's signature.

Moved and passed to sell recently acquired Catrofeld Corvair Parts and Accessories catalog to members for \$1.25 each after furnishing club library with a copy.

Don Bortle pointed out need for a merchandiser representative as the handling of sales items put a strain on the Treasurer. Pat Hayhurst will ask for volunteer at next meeting.

Pat Hayhurst to bring TCA stationery to next meeting to make available for those who can use a supply.

Discussed: possibility of having TCA note paper printed for unofficial use by members.

Bryan Lynch reported that he had available for club's use a 15 minute audio slide presentation on Front End Alignment.

Moved and passed that TCA would reimburse the Phoenix Corvair club \$15.00 for soft beverages purchased in Phoenix at mini-convention. It was also decided to write Hal Marcus of CORSA to express displeasure over their lack of support and cooperation with regard to the mini-convention.

Respectfully submitted



Georgia Lewis
Recording Secretary

General Attorney-at-Law

STEPHEN N. BOGARD
Home Federal Savings Towers
32 N. Stone Ave
882-9677

Incorporation Attorney for
Tucson Corvair Association



TUCSON CORVAIR ASSOCIATION

Financial Statement 1 April '79 - 31 March 1980

	<u>INCOME</u>	<u>EXPENSES</u>
Dues	886.50	172.89
Corvairsation	727.40	1155.29
Grab Bag	337.00	100.58
Cans	243.83	-0-
Name Tags	61.75	207.40
Catalogs	41.50	48.57
T-Shirts	80.00	99.36
Hats	120.00	126.00
Flyers	-0-	22.70
Miscellaneous	345.37	1085.65
License Plate Frames	227.50	276.75
Calendars	135.00	124.50
	<u>3205.85</u>	<u>3419.69</u>

Major Income Misc.

Christmas Party 283.45

Major Expenses Misc.

Christmas Party 352.45
Incorporation 150.00
Plaques 108.80
Belt Buckles 148.00
Park Mall Show 69.00

Balance, 1 April 1979	711.95
Income	3205.85
Expenses	<u>3419.69</u>
Balance, 31 March 1980	498.11

Inventory of Sale Items

	<u>Cost</u>
7 Hats	26.25
9 T shirts	37.26
102 License Plate	
Frame=	137.70
80 Name Tags	152.64
10 Catalogs	<u>13.47</u>
	367.32

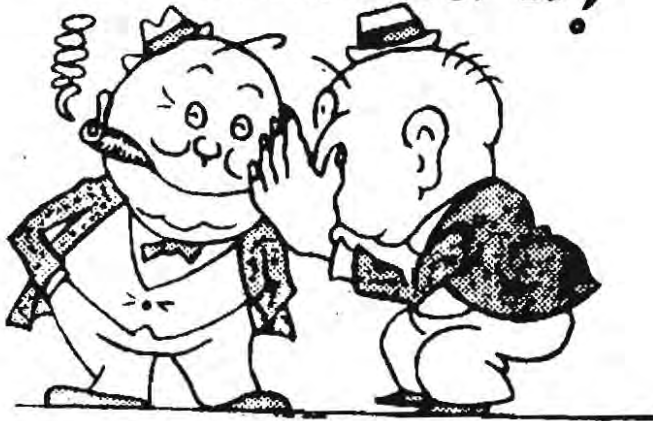
Club Owned Items

Membership Cards	90.00
Belt Buckles	134.55
Plaques	61.87
Tow Bar	<u>15.81</u>
	302.23

(Treasurer's books are available at all regular and board meetings, and may be inspected by any member who so desires.)

--DON BORTLE
Treasurer

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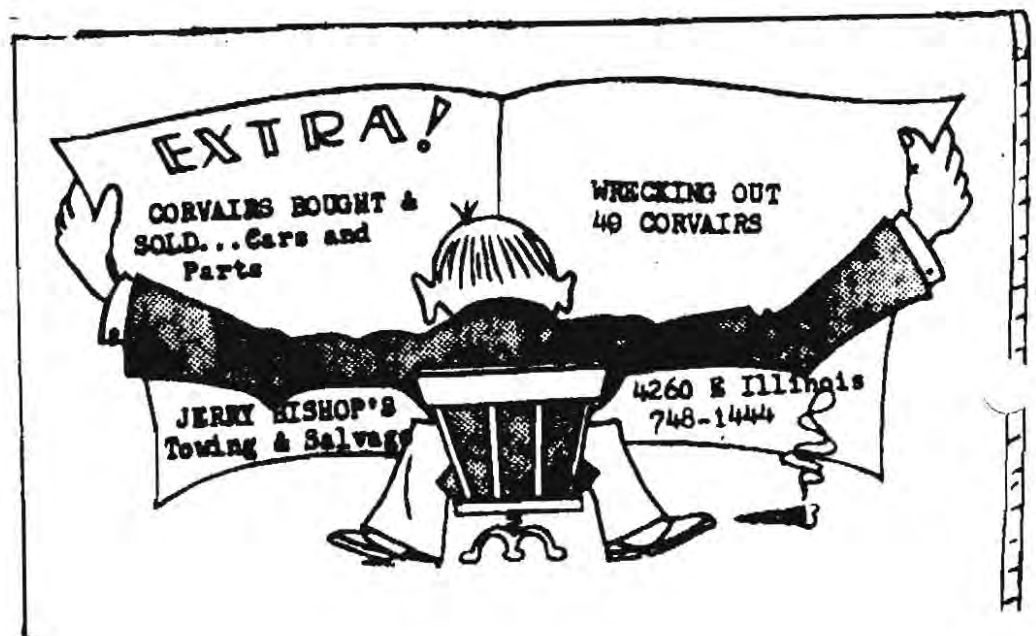
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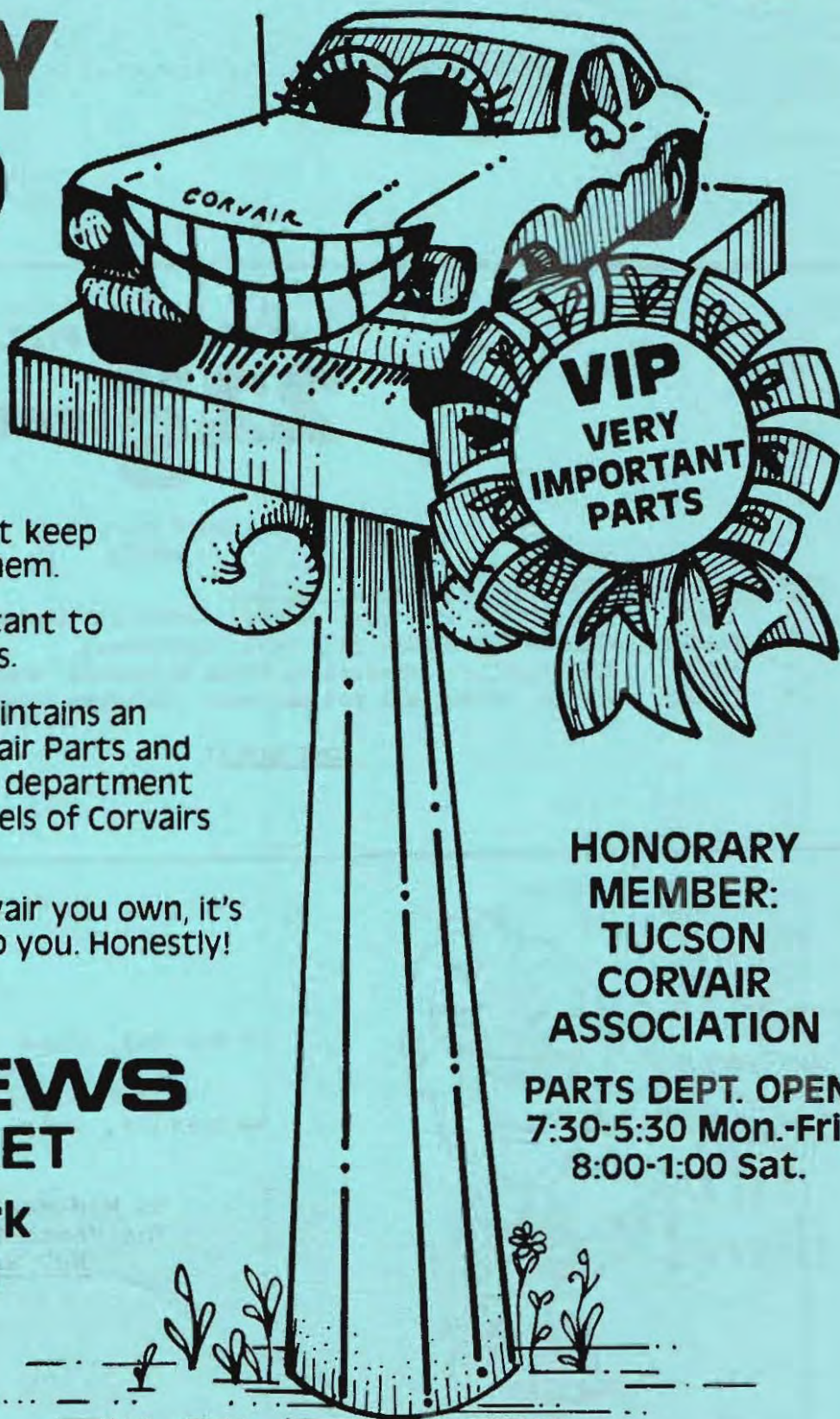
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TUCSON CORVAIR ASSN. REGULAR MONTHLY MEETING

- * TIME: June 25 -- 6:30 p.m. SUPPER SERVED AT 7:00 p.m.
- * PLACE: VILLAGE INN PIZZA, 5133 East 22nd Street
- * MENU: BUFFET STYLE: Spaghetti, Pizza & Ravioli, Soup, Salad, Garlic Toast
- * PRICE: Adults, \$2.40, all you can eat; Children under 12, \$1.89.

COME EARLY!

SHOW YOUR CORVAIR!



Wednesday, June 25 -- Regular Meeting

Wednesday, July 23 -- Regular Meeting

No Mid-Month Activity In
The Month Of July Due To
HOT Weather