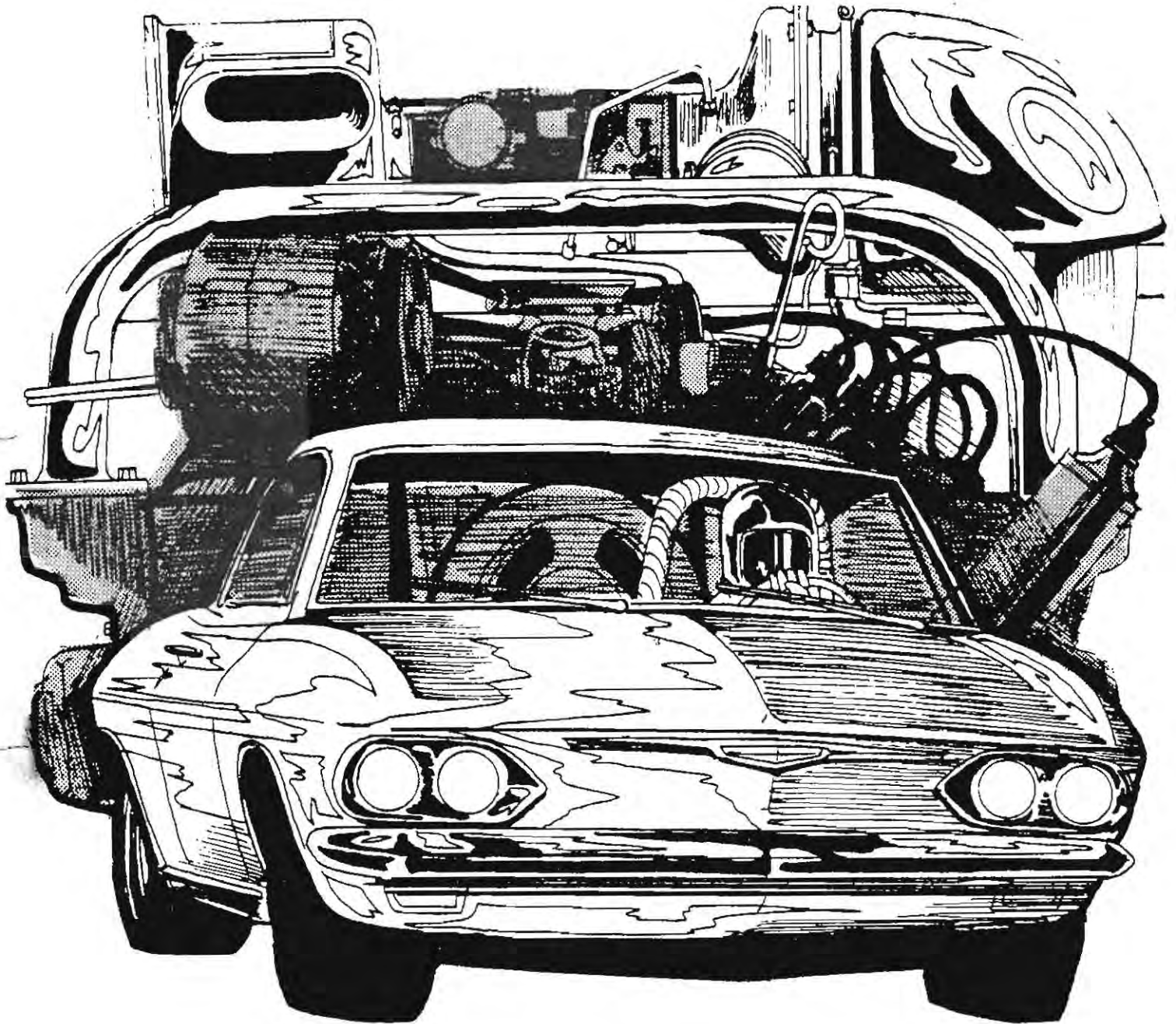


Dave Baker

Corvairnation

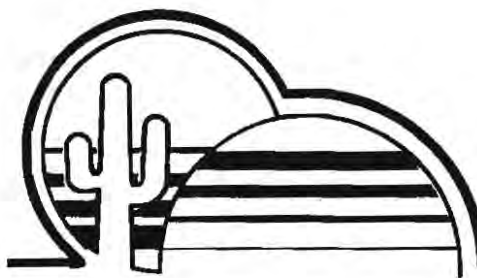
TUCSON CORVAIR ASSOCIATION

TUCSON, ARIZONA



APRIL 1981

VOL 5 #13



TUCSON CORVAIR ASSOCIATION

CORVAIRSATION IS A MONTHLY NEWSLETTER PRINTED FOR THE MEMBERS OF THE TUCSON CORVAIR ASSOCIATION AND OTHERS INTERESTED IN THE PRESERVATION AND RESTORATION OF THE CORVAIR AUTOMOBILE. THE TUCSON CORVAIR ASSOCIATION IS A CHARTERED CHAPTER OF CORSA, [CORVAIR SOCIETY OF AMERICA,] AND MEMBERS OF THE TUCSON CORVAIR ASSOCIATION ARE REQUIRED TO JOIN AND MAINTAIN MEMBERSHIP IN CORSA.

MONTHLY MEETINGS ARE HELD REGULARLY ON THE 4TH WEDNESDAY OF EACH MONTH. ONE ADDITIONAL SOCIAL AND/OR TECHNICAL EVENT IS HELD EACH MONTH. DETAILS PUBLISHED IN THE NEWSLETTER.

DUES FOR TUCSON CORVAIR ASSOCIATION MEMBERSHIP ARE \$9.00 PER YEAR PLUS AN ADDITIONAL FEE OF \$2.50 UPON INITIAL JOINING. FOR FAMILY MEMBERSHIPS ADD \$1.00 PER YEAR. CORVAIR SOCIETY OF AMERICA MEMBERSHIP IS \$14.00 PER YEAR AND IS ACCOMPLISHED DIRECTLY BETWEEN INDIVIDUALS AND CORSA AT P.O. BOX 2488, PENSACOLA, FL 32503.

DEADLINE FOR ALL ADS, TECH TIPS, ARTICLES, COLUMNS, ETC. IS THE 15TH OF EACH MONTH. CONTRIBUTIONS ARE SOLICITED AND SHOULD BE SENT TO: CORVAIRSATION EDITOR, 2355 MIRAVAL SEGUNDO, TUCSON, AZ. 85718. NO COPY CAN BE RETURNED.

CLASSIFIED ADVERTISING IS FREE TO MEMBERS, AND \$2.00 PER 4 LINE AD TO NON-MEMBERS. COPY SHOULD BE MAILED TO THE EDITOR AT ADDRESS ABOVE. COMMERCIAL ADVERTISING IS ARRANGED THRU GORDON CAUBLE, 5950 NORTH CAMINO ARIZPE, TUCSON, AZ 85718. PH: 602-299-1122.

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PAT BENDER, GORDON CAUBLE,
PAT HAYHURST, BRYAN LYNCH,
THE CORVAIRSATION EDITOR,
AND THE CURRENT OFFICERS.

TUCSON CORVAIR ASSOCIATION
Regular Meeting March 25, 1981

Meeting was called to order by the President, Don Bortle, Wednesday, March 22, 1981, at Village Inn Pizza Parlor, 5133 E. 22nd at 7:45 pm. Present: 46.

Don Bortle announced that Joel Gemberling had resigned as Vice President and that Frank McKenna was appointed to complete his term.

The Minutes of the 2/25/81 Regular Meeting were approved with the following amended paragraphs: "Joel Gemberling reported that Park Mall gave TCA a check for \$70.00 for the Corvairst Show. Joanne Gemberling was applauded for her successful efforts with the show." "Jane Cook reported that she would arrange for a March 21st Pima Air Museum activity.

Ed Carey reported \$645.34 in the Treasury as of 3/1/81.

There was no Can Project Report.

Don Bortle thanked the Telephone Committee for contacting members prior to the Pima Air Museum visit.

Ron Richmond announced that out-of-town Corvairst newsletters received recently would be available for members' perusal during Intermission.

Don Bortle asked that anyone interested in handling a suggested non-car raffle at a midmonth activity to contact him.

Frank McKenna advised he had copies of CORVAIR DECADE for sale.

Frank McKenna brought to the attention of members the new regular article appearing in Corvairstation entitled "Glove Box." It is designed to be cut out and placed in the glove box as it contains information which should be readily available.

Mickie Schnur, Sales, advised of the items available for sale. She later reported that items are to be paid for when ordered.

Alan Atwood asked to be advised of any address change or correction.

Don Bortle reported that he is working on bylaws and that anyone having any interest in them should contact him.

Don Bortle advised that some Board members plan to attend the Phoenix club's April or May meeting and that anyone interested in joining them should contact him.

Intermission, drawing & door prize followed (TCA & Barney's donors).

Buy & Sell and Show & Tell followed.

Meeting adjourned at 9:00 pm

Respectfully submitted,

Georgia Lewis
Georgia Lewis
Recording Secretary

Excerpts from 4/1/81 Board Meeting Notes

Present: Don Bortle, Frank McKenna, Ed Carey, Georgia Lewis, Pat Hayhurst, Bryan Lynch, Gordon Cauble. Non-Board members John North, Marilyn Lynch & Bob Thompson.

- 1) Frank McKenna decided not to have his name placed for nomination for CORSA Board. Nomination to be reconsidered next year.
- 2) Bob Thompson appointed 1982 Park Mall Coordinator.
- 3) Denver Convention: Publicize at Regular Meetings & Corvairsation.
- 4) Agreed to purchase 2 CORSA Membership Rosters for purpose of loaning to traveling members.

Respectfully submitted,

Georgia Lewis

Georgia Lewis
Recording Secretary

SUMMER TRIP ?

TRAVELING IN YOUR CORVAIR? THE CLUB DIRECTORS HAVE AUTHORIZED THE PURCHASE OF TWO CORSA ROSTERS TO BE HELD BY THE CLUB LIBRARIAN. THESE ROSTERS ARE FOR LOAN TO CLUB MEMBERS WHO, WHILE TRAVELING IN THEIR CORVAIRS NEED HELP FOR THEIR CARS, OR JUST WANT TO MEET A FRIEND WITH MUTUAL INTEREST (CORVAIRS) WHILE ON THE ROAD OR AT YOUR DESTINATION.

UNTIL THE ROSTERS COME IN YOU MAY WANT TO CALL A MEMBER WHO ALREADY HAS A COPY AND GET AN EXTRACT COVERING THE AREA OF YOUR CONCERN. CLUB MEMBERS WHO HAVE COPIES OF THE ROSTER ARE FRANK MCKENNA, BOB THOMPSON, AND GORDON CAUBLE. THERE ARE PROBABLY OTHERS WHO WOULD BE GLAD TO HELP BY SHARING THEIR ROSTER WITH ANOTHER TCA MEMBER.

IN CASE YOU HAVE TIME AND WANT TO OBTAIN A COPY OF THE CORSA ROSTER FOR YOURSELF, THE RECENT ISSUES OF THE COMMUNIQUE ADVERTISE THEM AT 2 FOR \$5.00 POSTPAID.

GORDON CAUBLE

TCA FINANCIAL STATEMENT

BALANCE AS 03/01/81	...	\$645.34
INCOME MARCH	406.94
EXPENSES FOR MARCH	138.81

BALANCE AS 04/01/81.... \$913.47

E. Carey 4

ANNUAL STATEMENT

THE ANNUAL FINANCIAL STATEMENT OF THE TUCSON CORVAIR ASSOCIATION
FOR THE PERIOD FROM 01 MARCH 1980 TO 28 FEB 1981.

DUES	\$937.50	\$56.00	+881.50
CORVAIRSATION	720.50	1320.39	-599.89
GRAB BAG	428.30	99.95	+328.35
CANS	397.79	143.84	+253.95
NAME-TAGS	81.25	24.96	+ 56.29
CATALOGS	85.50	56.97	+ 28.53
SHIRTS	149.00	306.00	-157.00
HATS	91.00	273.96	-182.96
LICENSE PLATE FRAMES	72.50	151.20	- 78.70
BLOWER BEARING LUBE TOOL	37.00	41.98	- 4.98
MISCELLANEOUS *.....	967.30	1321.91	-354.61
	<hr/>	<hr/>	<hr/>
TOTALS	\$3967.64	\$3797.16	+170.48

*MAJOR ITEMS LISTED AS MISCELLANEOUS:

CHRISTMAS PARTY	493.66	511.16	- 17.50
PHOENIX MINI-CONVENTION	141.64	156.64	- 15.00
30 CALENDARS	110.00	139.25	- 29.25
15 CORVAIR DECADES	0.00	215.30	-215.32
STATIONERY	0.00	44.99	- 44.99
PARK MALL CAR SHOW	70.00	0.00	+ 70.00

BALANCE AS 01/03/80	\$474.86
INCOME	3967.64
EXPENSES	3797.16
	<hr/>

BALANCE AS 28/02/81	\$645.34
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PREPARED BY:

Don Bortle

'NORTHWIND'

John North

NOTE FROM THE EDITOR; THIS MONTH JOHN NORTH CONTINUES THE RE-CONUTING OF AN EARLY CHILDHOOD THAT WITNESSED THE EVOLUTION OF TRANSPORTATION AS POWERED BY THE INTERNAL COMBUSTION ENGINE.

In a fast changing technology, the 1920's saw many sophisticated designs. Among the engines I knew were a pair of six cylinder Sterling Marine engines that powered a flat-bottomed ferry across Lake Champlain from New York to Vermont. This craft was a development from an earlier design. It had sideboards that could be lowered to reduce the drift from high winds. They could also be lowered individually on each of the four corners of the scow, increasing the steerability in shallow water. Many times she took me to Vermont for free, followed by a bicycle tour on a Sunday afternoon. The ferry, named the "Twin Boys" eventually was replaced by a bridge. Then "She", who was "two he's", wound up on a lake in Maine.

As the 1930's began, I took a 50 mile trip to the metropolis of Montreal. The occassion for this trip was the arrival of the R-100 dirigible on a flight from England. The great silver air-ship had four air-cooled radial engines. No information about these engines, but not long after, R-100 and her sister ship R-101, met the fate of all dirigibles.

No one born at the sea-coast can long resist the urge to visit the docks and see the big ocean going steamers that called Montreal their "home port". Others which called from other ports included the "AQUITAINIA", "EUROPA", the "BREMMEN", and all the Royal British Mail Ships. It was from here that the sail down the St. Lawrence River to the ocean cut a 1000 miles off the Atlantic crossing.

The 1930's brought a great many brave new ideas: but they also brought the eclipse of many fine automobiles. The Marmon, the Dusenbergs, and others were to follow this course as the decade closed. Among the others were the Franklin, our air-cooled predecessor, and the Pierce Arrow. These latter two were to touch me in some way in years to come. One of my teachers drove a Franklin, it was the quietest car on the road, save the Pierce.

The thirties saw a gaggle of replicas of General Motors designs. The exterior designs looked much alike. The softening of body contours, the steel body, 'turret tops', cute convertibles, the last of the Phaetons. Mohair was the common upholstery fabric of the decade, and, of course, Ford brought out the V-8. It was a rough, unbalanced affair, but it sure had guts! One of the first I encountered was a 1932 phaeton, all skin and bones. It ran like the wind, rode as rough as a Model A, and it was one of the last of the "bootlegger" cars as it whipped back and forth across the border. It is not possible to mention all the autos that came out of Detroit.

The 1930's were a slow time for technical advances in engines, for softer suspension, knee action IFS, coil springs, wider section tires, and demise of spoke wheels were it's trademarks.

'SPRING FIXINS' (PART 2)

Continued from last month. Our next subject is BATTERIES. Everyone knows where the battery is? It is that sometimes black, rectangular thing that sets to the left of the engine (61-69) with two fuzzy gray connections that you hook the jumper cables to. If this describes your battery, read on. Battery terminal corrosion probably causes more headaches and inconvenience than all other Corvair malfunctions. This corrosion can cause hard starting, slow charging and a myriad of other electrical problems. The strange thing about this malady is that it can be controlled with a minimum of effort. First - the cause of corrosion - NEGLECT. I mean you can install a new battery and cables but neglect them and the corrosion will commence. That's the nature of the beast. However, there are actions you can take to prevent corrosion: 1. Installing those red and green treated pads found packaged in the auto parts stores are effective. Additionally, after cleaning, periodically spraying the terminals with WD-40 will reduce the amount of corrosion.

Now let's talk about those of us who have Corvairs with corroded battery posts and cable connections. A few words of CAUTION. Most batteries have vents in their caps to allow gases generated within the battery to escape. These gases are explosive -- and you all know what causes explosions -- nuff said. Additionally, the corrosive buildup around the terminals is the byproduct of the acid within the cells. This residue will burn holes in your clothes, skin, etc.; so protect your eyes, exposed skin and clothing when you work around batteries.

Cleaning the battery post and connections is an easy task if you follow directions. First, remove the ground cable from the Negative post (-). This is important. If you try to remove the Positive (+) cable first, every time you touch the body of the car with the wrench you will generate a spark. (Remember - explosion) After both cables are disconnected, remove the battery from the car. (Remember Acid - don't tip the battery over) The best way to clean the corrosion from the battery posts is to brush a solution of baking soda and water on the battery. The foaming that occurs is the neutralizing action of the baking soda solution. Once the foaming stops, you can rinse off the top of the battery with water. Be careful not to allow any of the baking soda or water to enter the battery. The residue your rinsing off the battery will stain your concrete a lovely rusty brown, so to keep peace in the family, do this job in the alley. Next, take each of the cables you had previously disconnected and dip the corroded end in the baking soda solution. After the foaming stops, you can wipe off the connection and clean it up with a wire brush/rat tail file or one of those special tools found in your local parts store. Once they are nice and shiny do the same to the battery posts and reconnect them ---- NEGATIVE last. It will probably take you longer to read this article than to do the job, however, I am concerned with dangers inherent when working around batteries. If you have any other subjects in the scope of preventative maintenance, let Ron Richmond know.

Contributed by

7 Frank McKenna

ENGINE OR MOTOR ?

IS THE POWER UNIT IN YOUR CORVAIR AN 'ENGINE OR IS IT A 'MOTOR'? WE HAVE ALWAYS QUESTIONED THE CORRECT USAGE OF THESE TERMS, AND TO THAT END WE ARE GOING TO CONDUCT A CONTEST ON THE SUBJECT.

NOMINAL PRIZES WILL BE AWARDED TO THE AUTHORS OF THE THREE BEST DEFINITIONS AND SUPPORTING LOGIC.

ADDRESS ALL CORRESPONDENCE ON THIS MATER TO: CORVAIRSATION EDITOR, 2355 MIRAVAL SEGUNDO, TUCSON, AZ 85718.

THE DEADLINE FOR SUBMISSION OF YOUR THOUGHTS ON THIS CONTROVERSIAL AND IMPORTANT ISSUE WILL BE AUGUST 1, 1981.

TECH TIPS:

HINGE BOLTS

THE LATE MODEL CORVAIRS USE TWO DIFFERENT SIZE DOOR HINGE BOLTS. THE SHORT BOLTS ARE USED TO CONNECT THE HINGES TO THE DOOR. THIS IS ESPECILLY IMPORTANT WHERE THE LOWER HINGE BOLTS ON. IF A LONG BOLT IS USED IN THIS LOCATION, IT CAN PUSH A DENT FROM THE INSIDE. THIS APPLIES TO COUPES, CONVERTIBLES AND FRONT DOORS OF 4-DOOR SEDANS.

OUR THANKS TO WADE LANNING, CENTRAL VIRGINIA CORVAIR CLUB.

ENGINE THERMOSTATS

WHEN YOU BREAK-OFF THE 'FLAP' THAT HOLDS THE THERMOSTAT DOOR PIN IN PLACE, YOU HAVE TWO CHOICES: 1. CUT DIRECTLY IN FROM THE EDGE WITH TWO CUTS 3/8" APART, STOP SHORT OF THE PIN, AND PRESTO, A NEW FLAP! OR 2. PUT THE PIN IN YOUR DRILL AND CUT A SMALL GROVE WITH YOUR HACKSAW ABOUT 1/8" FROM THE INBOARD END OF THE PIN. 1/4" 'C' CLIPS LIKE THOSE USED ON THE THROTTLE LINKAGE UNDER THE CAR FIT IN THE GROVE AND HOLD THE PIN IN PLACE. YOU CAN PUT THE 1/4" 'C' CLIP JUST INSIDE THE DUCT, AS WELL, IF IT IS MORE CONVENIENT TO GET INTO THE GROVE YOU HAVE CUT.

THANKS TO: NORTH TEXAS CORVAIR ASSOCIATION, DALLAS TEXAS.

VENT PANE HANDLE

ARE YOU HAVING TROUBLE FINDING A NEW VENT WINDOW HANDLE FOR THE ONE THE DRIVER'S SIDE OF YOUR LATE MODEL CORVAIR? YOU CAN USE THE HANDLE THAT WAS INTENDED FOR THE 1967 EL CAMINO. CHEVY IS STILL ABLE TO SUPPLY THIS ITEM. IT LOOKS VERY MUCH LIKE THE ORIGINAL CORVAIR VENT PANE HANDLE, ONLY SLIGHTLY LONGER. IT FITS THE SHAFT EXACTLY. THE PART NUMBER TO ASK FOR IS: LEFT SIDE #4305052 AND FOR THE RIGHT SIDE IT'S #430503.

FROM GORDON CAUBLE, TUCSON CORVAIR ASSOCIATION

CLASSIFIED

NOTE: AD SPACE ON THIS PAGE IS FREE TO ALL TCA MEMBERS. \$2.00 PER 4 LINE AD TO OTHERS. COPY MUST BE SUBMITTED TO THE EDITOR BY THE 15TH.

FOR SALE OR TRADE: 1963 CONVERT. NEW TOP & TIRES. GOOD MECH COND. \$2000.00 OR TRADE FOR NICE COUPE. WILL NEGOTIATE. JERRY BISHOP 602-748-1444

FOR SALE: 1969 MONZA COUPE. BLUE PAINT NICE BLACK INTERIOR. VERY GOOD 110 HP ENGINE, AUTOMATIC TRANSMISSION. 77K. PRICED AT \$1500.00 FIRM. RON RICHMOND 602-299-2612

FOR SALE: VITON "O" RINGS, CARB SHAFT SEALS, FAN BELTS, SPARK PLUGS, AIR FILTERS, & MISC. CORVAIR PARTS. GORDON CAUBLE 602-299-1122

WANTED: VOLUNTEERS TO FIND ANOTHER MEETING PLACE. SUMMER IS ALMOST UPON US AND YOU'LL REMEMBER HOW HOT IT CAN GET AT THE PIZZA INN.

WANTED: EARLY MODEL 4-DOOR CORVAIR. SHOULD BE NICE, BUT NOT A SHOW CAR. MUST BE MANUAL TRANSMISSION. BUYER WILLING TO DO MINOR REPAIRS. ED LYNCH 602-299-3368

WANTED: LIBRARIAN FOR TCA. SOMEONE TO MAINTAIN OUR LIBRARY AND TO CHECK OUT SHOP MANUALS. CONTACT ANY BOARD MEMBER.

CORVAIR

TOMORROWS CAR BUILT YESTERDAY

CUT ————— CUT ————— CUT —————

THE 'GLOVE BOX' BY *Frank Nickerson*

ALIGNMENT OF THE LATE MODEL CORVAIR IS MUCH SIMPLER THAN THE 1960-64 MODELS. NO SHIMS ARE REQUIRED AND REAR CAMBER ADJUSTMENTS DO NOT INVOLVE SPACERS OR NEW SPRINGS. THE SPECIFICATIONS LISTED BELOW WERE EXTRACTED FROM THE FACTORY SHOP MANUALS FOR THE 1965, 66, & 69 CARS. 1967 & 68 DATA FROM CHILTON'S.

YEAR	FRONT			REAR	
	CASTER	CAMBER	TOE-IN	CAMBER	TOE-IN
1965	1½° TO 2½° POS	½° TO 1½° POS	1/4" - 3/8"	0° TO 1° NEG	1/8" - 3/8"
1966	2½° TO 3½° POS	½° TO 1½° POS	1/4"	½° TO 1½° POS	1/4"
67-69	1 3/4°-2 3/4° POS	½° TO 1½° POS	3/16"-5/16"	½° TO 1½° POS	3/16"-5/16"

CASTER AND CAMBER MUST NOT VARY MORE THAN ½° FROM SIDE TO SIDE.

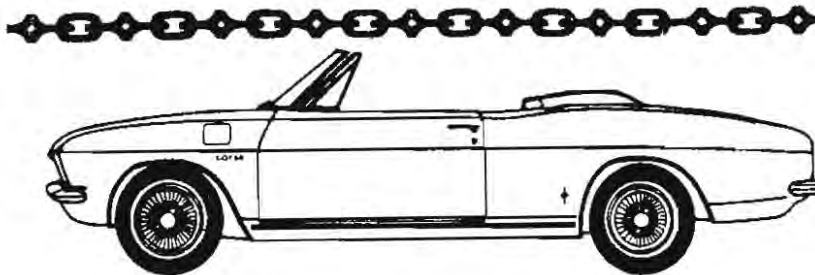
MAY MID-MONTH

Cliff Matthews, a friend of Ed Carey and an antique automobile restorer, has agreed to host the TCA for a tour of his facility. Cliff has restored many autos including Corvairs.

We will meet in the Post Office parking lot on the Northwest corner of Oracle and Orange Grove at 1:00 pm on May 17, and depart at 1:30 pm. See you there!



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745-1414

1475 W. PRINCE
887-8063

1618 S CRAYCROFT
790-2801

4227 S 6TH
889-5771



CORVAIR PARTS:

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. Honestly!

**MATTHEWS
CHEVROLET**

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792-3950**

**PARTS DEPT. OPEN
7:00 6:00
MON - FRI**

**HONORARY
MEMBER:
TUCSON
CORVAIR
ASSOCIATION**



CORVAIR ASSOCIATION EDITOR
2355 MIRAVALE SEGUNDO
TUCSON, AZ 85718

VILLAGE INN PIZZA
22nd Street

5133 E. 22nd Street
790-6732



TUCSON CORVAIR ASSOCIATION REGULAR MONTHLY MEETING

* TIME: APRIL 22ND, 6:30 PM; MEAL SERVED @ 7:30 PM
* PLACE: VILLAGE INN PIZZA, 5133 EAST 22ND STREET.
* MENU: SPAGETTI, PIZZA, RAVIOLI, SALAD BAR, AND DESERT.
* PRICE: ADULTS \$2.40, CHILDREN UNDER 12 \$1.89.

**COMING
EVENTS:**

- 1) Regular Meeting at Village Inn Pizza, 5133 East 22nd.
- 2) Tour of Cliff Matthews restoration facility.
- 3) Board Meeting, May 6th, 1981, Village Inn Pizza.