

Corvairsation



TUCSON
Corvair
ASSOCIATION





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 TCA dues are \$9.00 plus an additional fee of \$2.50 upon initial joining. 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.

CLUB OFFICERS

PRESIDENT:

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

VICE PRESIDENT:

John North
3002 East 20th
Tucson, Az. 85716 326-2086

SECRETARY-TREASURER:

Donald Bortle
9202 East Roberto Street
Tucson, Az. 85710 298-4166

RECORDING SECRETARY:

Georgia Lewis
6567 East 17th Street
Tucson, Az. 85710 747-1692

COMMITTEE CHAIRPERSONS

PARTS:

Frank McKenna
1848 S. Regina Cleri
Tucson, Az. 85710 885-8571

TECHNICAL:

Gordon Cauble
5950 Camino Arizpe
Tucson, Az. 85718 299-1122

LIBRARIAN:

Joanne Gemberling
10100 E. Fort Lowell Rd.
Tucson Az. 85715 749-2317

CORVAIRSATION EDITORS:

Ronald & Phyllis Richmond
2355 Miraval Segundo
Tucson, Az. 85718 299-2612

TECHNICAL EDITOR:

John North
3002 East 20th
Tucson, Az. 85716 326-2086

CIRCULATION MANAGER:

Alan Atwood
4287 N. Limberlost Place
Tucson, Az. 85705 888-4433

SALES:

Mickie Schnur
Sasabe Star Rt. Box 495
Tucson, Az. 85736 1-822-1027

MEMBERSHIP:

Joel Gemberling
10100 E. Fort Lowell Rd.
Tucson, Az. 85715 749-2317

T.C.A. DIRECTORS:

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

WHY JOIN the

TUCSON CORVAIR ASSOCIATION . . . ?

Monthly Newsletter . . . CORVAIRSATION
TECHNICAL Advice

- Expert Mechanics
- Parts Location
- Helpful Maintenance Tips
- Safety Clinics
- Restoration Knowhow

Social activities

- Dinner Meetings
- Tours
- Picnics
- Economy Trials
- Car Shows

For

NATIONWIDE Contact with other Corvair Owners

Join

Corvair Society of America

Monthly Slick Magazine . . . CORSA Communique

Technical Articles

FREE . . . Classified Advertising

National — Regional Conventions

Concours d'Elegance

Competitive Events

- Slaloms
- Rallies
- Gymkahnas



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

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

DARREL (PAT) HAYHURST
Route 8, Box 549
Tucson, AZ 85710 298-6328

DONALD BORTLE
9202 E. Roberto Street
Tucson, AZ 85710 298-4166

DECODING THOSE CLASSIFIEDS

BARRY VAN HOOK The Shelby American

Ad descriptions are notorious for saying one thing when, actually, something else entirely is true. Much experience and cynicism are needed before a prospective buyer can properly interpret a classified ad.

As a public service to new members, the following glossary of classified terms and phrases is offered. The first column contains the actual wording found in the ad; the second column is what one might discover upon further investigation.

NOS	Abbreviation for "No Other Source"—you have to pay his price, turkey!
Super rare item	Most people aren't aware it carries a current part number.
Excellent reproduction	Sort of looks like the original, but it <i>does</i> work and it <i>does</i> fit, sort of!
Garaged every winter	Won't start below 55 degrees.
Never driven in rain	Won't start above 50 percent relative humidity!
Always trailered to meets	Won't start . . . period.
Never raced	Why bother when the pig can't get out of its own way?
Partially restored	All planning is complete; only the work and cost remain.
90 percent restored	The seller planned longer!
Easy restoration	Just jack up the valve covers and run a new car under it . . . what could be easier?
Wife says must sell	She, the six kids and our German shepherds all refuse to live in it any longer.
Trophy winner	Yeah, the hard luck trophy after crashing and burning en route to the last meet.
"Concours" condition	A French word used to describe the process of covering all rust with duct tape and spraying it with 30 coats of the correct color paint.
"Mint" condition	Used masking tape and only enough paint to fill in the grain.
Needs work	And you start by first removing the 30-foot oak tree growing from the engine compartment.
Body in excellent condition	Needs an engine.
Excellent mechanical condition	Needs a body.
Requires only cosmetic touches	Just like any corpse prior to the wake.
In storage past five years	Car was "stored" in a salvage yard after being stolen and stripped.
New paint and interior	30 cans of Dupli-Color and an NOS Indian blanket.
Around-the-block mileage	20,000 miles in first and second gear.
Tasteful flares	Just enough to daintily cover the Z50x14 tires.
"Killer" motor	Took the legs off a pedestrian the last time it blew up.
Many trick parts	As in "trick or treat."
Includes all original Shelby parts	Plus lots of good stuff from Pep Boys and J.C. Whitney.
Never been hit	This is a damned lie unless you don't equate "rolling" with "hitting."
Price negotiable	The asking price is exorbitant, but he'll let you talk him down to a price that is merely high.
Expensive!	Seller is ashamed to publicly admit how much he needs just to break even on his restoration costs.
Firm price	This is how much the seller still owes!

TROUBLE SHOOTING QUIZ

OK Mechanics - Stand by! Here is a problem for you to trouble shoot.

In October, Frank McKenna and I pulled the engine on my '64 Convertible. The problem at the time was leaking gaskets and seals in several places on the engine. While the engine was out, I painted the undercarriage and the engine compartment completely.

Two weekends later, Frank and I put the new seals, gaskets, etc., in the engine and transaxle. The engine was put back and everything hooked up. Bryan Lynch came over and installed the new air exhaust grille.

The car ran great. Why shouldn't it? It looked better and the oil spots on the cement were eliminated.

The next weekend was the tune-up clinic at Pantano Park. My car still running good. Dean Moody spotted a non-functioning vacuum advance. I replaced it.

"Oh no, now what the hell is going on? The car has developed a miss. Hardly runs after 2500 RPM; only three cylinders are hitting. The next day, it is running great again - no miss, no nothing. "Good, must have been my imagination." Shoot, here it is again. What's wrong? At idle the 110 engine is good. Take it up to 1500 RPM now and it misses. "Must be ignition."

I replaced, in this order; the spark plugs, points, condenser, rotor, distributor cap, ignition wires, gas filters, fuel pump and finally the coil. No good - still bad.

Two months later, still not right. "Ok Dummy, call Frank." He suggests several things that it could be. I tried them all - nothing. Frank suggests Don Chastain.

"Don, what is it?" After three hours at Don's house, the only thing we can find is the vacuum advance when put on a dwell meter shows a drop of 8 degrees at peak dwell. According to the GM Manual, 3 degrees should be the maximum. "What's the Problem?" Distributor trouble, right?" Don says, "Call Dean Moody. He's the best damn mechanic I've ever seen."

Dean! Help! "OK bring it over tomorrow."

Dean pulled the distributor out of the car and put it on his distributor machine. "Look at this, the wire that goes from the point set to the coil is too stiff and will not allow the breaker plate, when moved by the vacuum advance, to move freely. That's your problem." Wrong! Still missing! Dean, you drive it.

The problem was located immediately. Twenty minutes later, the Corvair I used to know was back. No miss. "Oh God, thank you! Oh Dean, thank you! All right, what was wrong?"

In the bottom of the left carburetor, where the high speed jet is located, was a tiny piece of fabric or paper. It was blocking the jet completely. This accounted for the good one day, bad the next as the fabric floated in and out of the jet. No miss at idle, because that jet isn't used at idle.

Were you able to diagnose the problem? If not, you weren't alone.

Joel Gemberling

CORVAIRS IN PARK MALL

The Tucson Corvair Association will again show fourteen of their finer cars in the main aisle of Park Mall on Saturday, Feb. 7 and Sunday Feb. 8, 1981.

At the regular meeting, January 28, I will pass a sign-up sheet for volunteers for "Mall Duty". I ask that you put your name in the time slot that you will be able to attend. These times will be approximately 3 hours each. Again, it is no big deal, you merely stand with the cars and talk with the people who stop and admire them. It's really a lot of fun.

This year, we will have a People's Choice Award. People (meaning the public) will vote for the Corvair of their choice.

See you at the meeting.

Joel Gemberling

MONEY & MEMBERS

If your name appears on this list, your TUCSON CORVAIR ASSOCIATION annual membership is up for renewal. Please pay your dues to Don Bortle at the next meeting or by mail to Don at 9202 East Roberto Street, Tucson, Az. 85710.

NOVEMBER

Barry Cunningham
Linda Badger Freeh
Dan Miles
Louis Aldrich

DECEMBER

Tom Jelinek

JANUARY

Joel Gemberling
W. D. Berkey
Ernie Alloy
Floyd McKiearnan
Jim Wright
Don McCracken

Balance	30 Nov.	-----	\$948.58
Income	Dec.	-----	402.14
Expenses	Dec.	-----	1,129.08

Balance	31 Dec.	\$	221.64
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Don Bortle

CONCOURS PREP: PART 2

Is all the glass, including back-up, brake lens, in good shape? Any rust or leaks on the inside of the windshield and rear window should be corrected.

Check all the turn signals, back-up lights, headlamps, and brake lights in case one bulb is burned out. Wipers and horn working? Don't forget the washers.

A great many points are lost on the interior. Look for tears or holes in the seats. Worn carpeting or floor covering should be replaced. A great many carpets in automobiles are just plain dirty. If a rug cleaner is used on them many times the nap comes up and the true color shows through. You can also purchase carpet dye to give a uniform look.

Headliner, glove box and door panels in good shape? Don't forget ashtrays. A toothbrush, cotton swabs, and a one inch wide paint brush are indispensable for cleaning all the cracks and crevices around the instruments, windows, seat welting, etc. Another hint here is to use your vacuum cleaner with the brush attachment to carefully clean up under the dashboard. A great deal of dust collects there. Make sure you also clean under the seats.

Please be sure that I have only briefly covered most items for you to look for. There are possibly 10,000 more.

So now if you are like me you have a list long enough to be dragging behind you as you go back into your house. You also have just completed a safety inspection. Sit down and analyze what you have found. Like I said before you have to decide how deeply you want to get involved. Decide what to totally replace or restore and paint; what to do yourself and what you cannot handle. Believe it or not, if you really want to, you can do 95% of what needs doing.

Now you have prepared your car for a Concours. Let's say judging starts at 10 am. Arise in plenty of time to prepare your Corvair. Now is the time to do the last minute polishing, window cleaning, and whatever needs to be done depending upon the weather conditions you drove through to get there.

With the final preparations finished, take all of the junk out of your trunk and glove box, rags from under the seats, etc., and drive to the classification site. If you possibly can, have your Corvair classified in the condition you want it judged. If you drive up to the classification desk with your trunk full of suitcases and a half-eaten sandwich on the dashboard, you are giving a poor impression to the people involved. Don't do it!

After classifying, park where designated, arriving in plenty of time before judging begins just in case you spot something you overlooked. Another important point - stay with your car until all the judges have finished with it. Relax! This is the key but not easy to do.

Later that evening as you are announced as a winner and you approach the awards desk, stick your chest out. What the hell, you earned it! If you didn't win, step back and regroup. Request your judging form be mailed to you. See where you lost the points and correct it.

In my opinion, if more people would enter the Concours as a fun venture, a place to meet other Corvair enthusiasts and enjoy our hobby, the more we would all grow.

Two important point to remember.

- (1) You do not have to have a perfect Corvair to enter a Concours.
- (2) Read the Concours rules, be familiar with them. If you don't understand some point, seek out the Concours chairman for clarification.

Good Luck!

Joel Gemberling

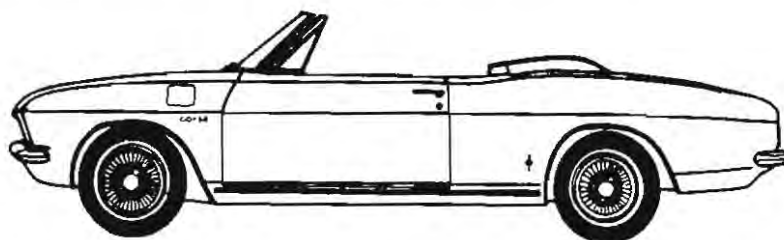
SPARK PLUG WIRES

To make up your own high tension spark plug wire set, use the stock boots (angled or straight), stock-boots for the distributor cap and coil and 6-Rajah, straight spark plug terminals. Using a new hacksaw blade, cut the top off the spark plug boots flush with the crown. Next, turn the wrong side out using a vise to grip the tube section that fits over the plug insulator and hack-saw off the tube leaving approximately 1/8" under the boot. Now, use a rotary file, etc., to enlarge the center hole in the remainder of the boot to 7/16" -- to fit the top of the Rajah terminal. Cut the plug wires to length, install the boots on both ends then the terminals, install and that's it. The modified GM boots will still act as air seals if properly made up. I used a grinder to clean up the hack saw marks. Experiment with one boot and Rajah terminal to make sure you don't end up with air leaks around the terminal where it sticks up through the modified boot.

QUIET CORVAIR

You can make a noticeable improvement in the quietness of your car's interior by lifting up the rear seat cushion and placing a layer or 2 to 3 inches of fiberglass insulation underneath it. Use the standard type of insulation without the foil backing and cut it to fit with scissors.

A REMINDER TO TUCSON CORVAIR ASSOCIATION MEMBERS, PATRONIZE OUR ADVERTISERS. THEIR HELP MAKES THIS NEWSLETTER POSSIBLE.



TUNE-UPS

ENGINE RESEALING

ENGINES REBUILT

AIR CONDITIONING

15% OFF PARTS

BARNEY'S AUTO SERVICE

3029 North Alvernon Way
881-1315

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

JERRY BISHOP



1960-1969

IS WRECKING OUT OVER 40 CORVAIRS
AT 4260 EAST ILLINOIS, 748-1444

JERRY BISHOP'S TOWING & SALVAGE

Jay's



AUTO
SUPPLY
Inc.

**A Tucson Company...
Serving Tucson!**

We Love Corvairs —

— We Have Many

Corvair Parts . . .

Knowledgeable, Courteous Countermen
on duty to help you!!

**WE CATER TO THE...
"DO-IT-YOURSELF MECHANIC"**

4112 E GRANT
327-5991

5724 E SPEEDWAY
745-1414

1475 W. PRINCE
887-8063

1618 S. CRAYCROFT
790-2801

4227 S 6TH
889-5771

ELECTION REMINDER

TUCSON CORVAIR ASSOCIATION WILL ELECT NEW OFFICERS AT THE CLUBS REGULAR BUSINESS MEETING, FEBRUARY 25, 1981. PAT HAYHURST HAS APPOINTED THREE DIRECTORS TO SERVE AS A NOMINATING COMMITTEE; MR. PAT BENDER, MR. BRYAN LYNCH, AND MR. GORDON CAUBLE.

THE POSITIONS TO BE FILLED ARE LISTED INSIDE THE FRONT COVER OF THE CORVAIRSACTION. ALL POSITIONS ARE SUBJECT TO ELECTION EACH YEAR. IF YOU ARE INTERESTED IN SERVING YOUR CLUB AS AN OFFICER, OR WOULD LIKE TO RECOMMEND A MEMBER FOR OFFICE, PLEASE CONTACT ONE OF THE ABOVE NAMED DIRECTORS.

INCORPORATION ATTORNEY FOR
TUCSON CORVAIR ASSOCIATION

STEVEN N. BOGARD
ATTORNEY AT LAW

1104 TRANSAMERICA BLDG.
177 N. CHURCH AVENUE
TUCSON, ARIZONA 85701

(602) 792-2743



D. & J.
Patio Furniture Repair
747-3861

5754 E. 19th ST.
TUCSON, AZ 85711
DAN & JAN MATTINGLY

CLASSIFIED

Note: Ad space on this page is free to members. Non-members pay \$2.00 for 4 lines. Cost for display ads quoted upon request.

TRANSAXLES FOR SALE: 1965
3.27 with automatic trans.
Don Chastain 325-3526

Vitron "O" Rings, Fan belts,
air, oil filters, carb. shaft,
seals and misc. Corvair parts.
Gordon Cauble 299-1122

1965 "500" 4-door For Sale:
Automatic with factory 140
HP engine. Good seats.
Jerry Bishop 748-1444

FOR SALE: Front and rear
brake drums, late model,
turned, ready to mount.
Frank McKenna 885-8571

WANTED: Front bumper and
bow tie for 1964 Corvair.
Bryan Lynch 297-0987

PERFECT DIFFERENTIAL - 1965
3.27, Manual. Must see to
believe. \$100.00
Don Chastain 325-3526

WANTED: Windshield, engine
shrouds, air conditioning
controls, left headlight
bezel for late model.
Pat Bender 888-2224

1969 "500" Coupe For Sale:
3 speed, 95 HP smog engine,
License good to May 1981.
Best Offer over \$800.00
Don Chastain 325-3526

WANTED: Late model Corvair
Convertible. Must be good.
No projects please!
Ron Richmond 299-2612

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.

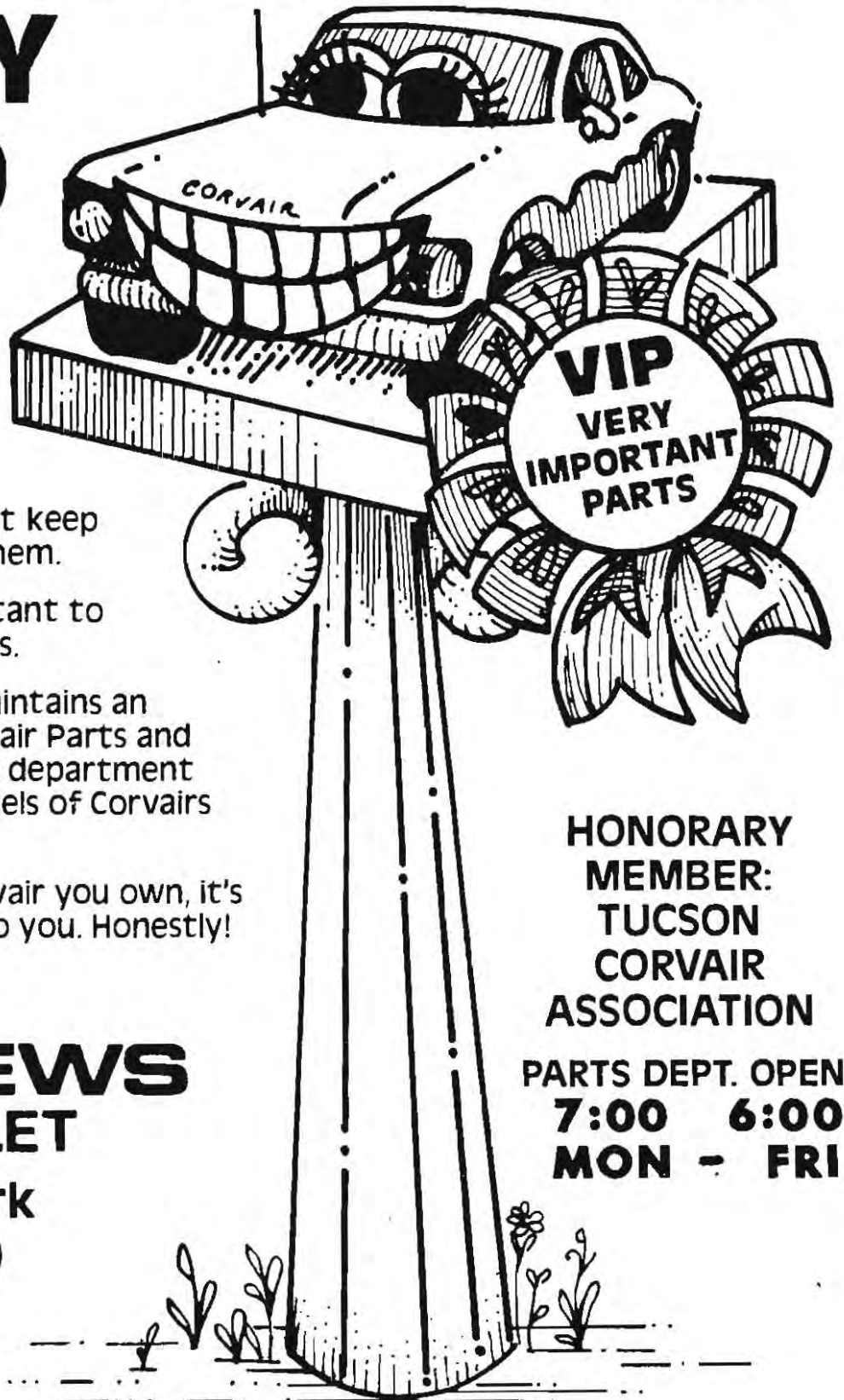
And because they're important to you, they're important to us.

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
7:00 6:00
MON - FRI**



FIRST CLASS MAIL

RONALD RICHMOND
2355 Miraval Segundo
Tucson, Arizona 85718

VILLAGE INN PIZZA
22nd Street

5133 E. 22nd Street
790-6732

TUCSON CORVAIR ASSOCIATION REGULAR MONTHLY MEETING

- * TIME: January 28th, 6:30pm, Meal Served @ 7:30pm.
- * PLACE: Village Inn Pizza, 5133 East 22nd Street.
- * MENU: Spagetti, Pizza, Ravioli, & Salad Buffet.
- * PRICE: Adults \$2.40, Children Under 12 \$1.89.

**COMING
EVENTS:**

Wednesday January 28th, 6:30pm
Regular Meeting
Village Inn Pizza

Saturday And Sunday, Feb. 7 & 8
Corvairs at Park Mall
Cars & Attendants Needed
Details @ Jan. 28th Meeting

Wednesday February 25th, 6:30pm
Regular Meeting
Election of Officers