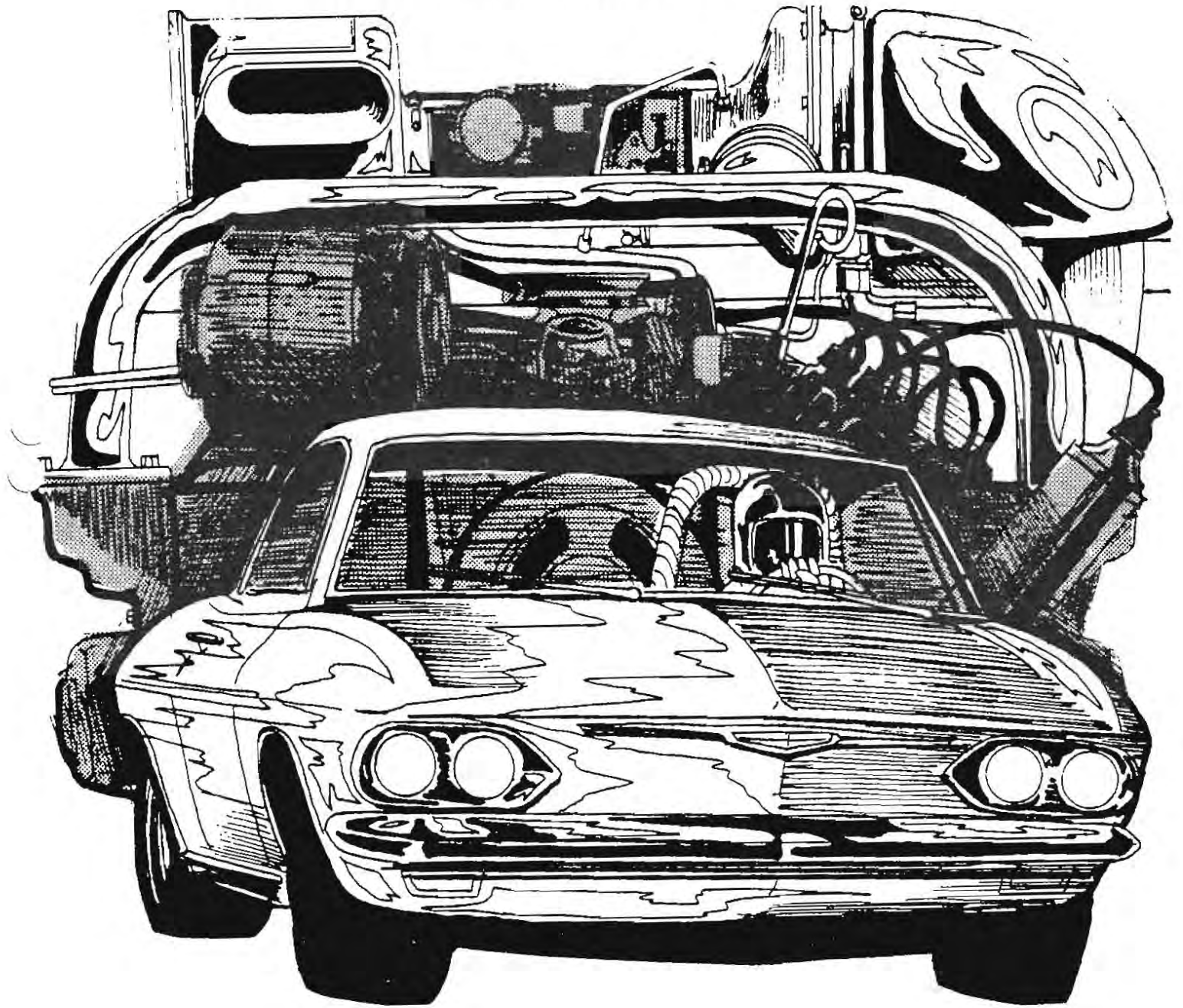


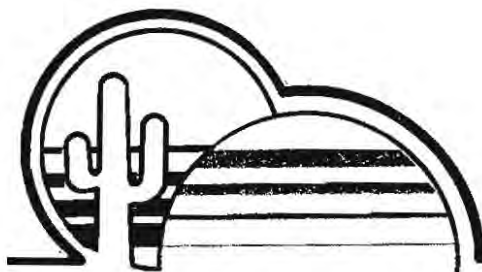
# Corvairation

TUCSON CORVAIR ASSOCIATION

TUCSON, ARIZONA



JUNE 1981



## TUCSON CORVAIR ASSOCIATION

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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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THE CORVAIRSATION EDITOR,  
AND THE CURRENT OFFICERS.

TUCSON CORVAIR ASSOCIATION  
Regular Meeting May 27, 1981

Meeting was called to order by President Don Bortle at 7:53 pm at the Village Inn Pizza Parlor. Present: 42.

First time attendees introduced themselves.

Minutes of the April 22, 1981 meeting were approved as they appeared in the May Corvairsation.

Don Mattingly reported that \$30.32 was realized for the April-May can project period.

Don Bortle reminded those present of the National Convention in Denver July 29 - August 1.

Don Bortle announced that the Tucson Jr. Chamber of Commerce has invited TCA to participate in the July 4th car show at the Tucson drag strip, to be held in conjunction with their fireworks. Anyone interested should contact him.

Mickie Schnur announced current items for sale, some of which are: golf shirts, T shirts, license plate frams and name tags.

Frank McKenna reported that there will be a TCA swap-meet & picnic Sunday, June 14th at Jesse Owens Park between Noon and 5:00 pm. It was emphasized that in addition to Corvair items that non-auto items would be welcome for the swap-meet.

Frank McKenna also reported that TCA could have an outing at Justin's water hole Sunday evening, July 19. Facilities have been greatly expanded there to accommodate many people. Two groups are already scheduled for that evening. The fee is \$500.00, but if three groups signed up the cost would be approximately \$167.00 for each group.

Intermission, door prize and grab bag followed. Doners were Barney's and TCA.

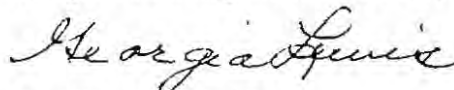
Gordon Cauble spoke about the Corvair mini-convention in Virginia while which he attended while in the Richmond area recently.

Pat Hayhurst encouraged mambers to participate in next year's mini-convention in Phoenix and pointed out that much advanced preparation is necessary.

For Sale & Wanted items were announced.

Meeting adjourned at 9:42 pm.

Respectfully submitted,



Georgia Lewis  
Recording Secretary

# EDITOR WANTED

DUE TO AN EXTREMELY HEAVY WORK LOAD IN OUR RESPECTIVE CAREERS, THE PRESENT EDITORS OF THE NEWSLETTER CAN NO LONGER CONTINUE ON THE PAPER. THE AUGUST ISSUE MUST BE OUR LAST ISSUE SO WE NEED A VOLUNTEER TO EDIT THE SEPTEMBER ISSUE. WE HAVE ENJOYED WORKING ON THE NEWSLETTER, BUT NOW IT IS TIME FOR SOMEONE NEW TO TRY THEIR HAND AT BEING AN EDITOR. WE WANT TO THANK EVERY ONE WHO CONTRIBUTED TO THE NEWSLETTER MAKING OUR JOB EASIER. WE SHALL BE EAGER TO SEE WHO THE NEW EDITOR WILL BE, AND PROMISE TO HELP THEM GET A GOOD START IN SEPTEMBER.

## FROM THE SALES CORNER

IF YOU BOUGHT YOUR CLARK'S CATALOGUES FROM TCA, THE NEW SUPPLEMENT #3 IS NOW IN AND CAN BE PICKED UP AT THE SALES CORNER AT NO EXTRA CHARGE TO YOU.

THE LATEST SALES ITEM IS THE AMERICAN CORVAIR CATALOGUE.

GOING TO THE DENVER CONVENTION? LET 'EM KNOW WHERE YOU ARE FROM! CAPS, GOLF SHIRTS, T-SHIRTS & LPF'S. JULY MEETING IS YOUR LAST CHANCE TO PURCHASE THESE ITEMS FOR THE CONVENTION!

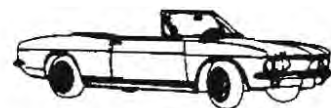
*Mike Schum*

## FINANCIAL STATEMENT

BALANCE	5-01-81	----	\$906.13
INCOME	-----		229.85
OUTGO	-----		216.83

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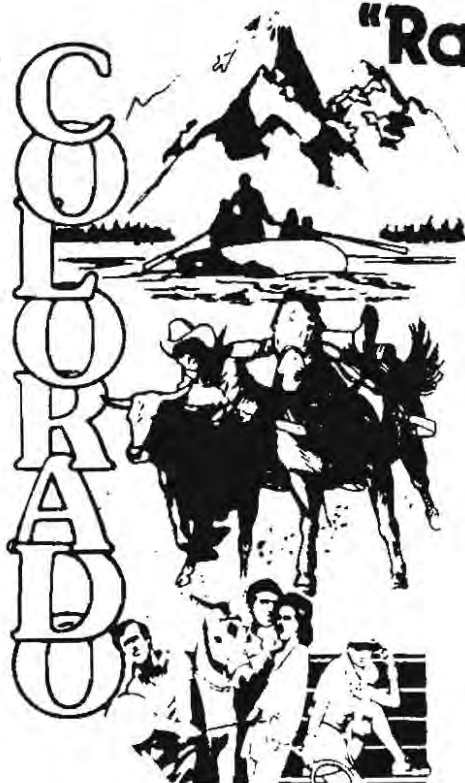
BALANCE	6-01-81	----	\$919.15
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# 81 Corsa Convention News

## "Rally to the Rockies"



Only one more month to go and Rocky Mountain Corsa hopes to see all of you here at the Marriott Hotel. Rocky Mountain Corsa has worked very hard to give you, our guests, a varied and pretty busy schedule.

Let us recap all of the proceedings, just in case you forgot.

Wednesday, July 29 will open with registration beginning at 9:00am until 8:00pm. The vendors will be setting up and open for business during those same hours. Most important for all of you that will be showing your cars, the concourse classification will be held from 9:00am-4:00pm. There will be a concourse participants meeting at 9:00am in Salon 1. The hospitality suite will be open in case you need some assistance or just a cup of coffee from 9:00am-8:00pm. For those of you who are thirsty, the COORS tour will start at 6:00pm.

Thursday, July 30 will have registration open from 9:00am-4:00pm, vendors will be open most of the day, bus tours will be available, tech sessions will begin, a Western fashion show will be held in the afternoon, and most important, the concourse judging will take place from 9:00am-4:00pm. In the evening, a western dance and bar-b-que will finish the night.

Friday, July 31, registration will again be open, the vendors will be selling parts, the hospitality suite will be serving coffee and donuts, tech sessions will be held, dealing in parts failures among other aspects of technical nature and a mountain car tour will take place. The big highlites for Friday will be the autocross and gymkhana. These will be held in CDR raceway, south of Denver and as previously discussed stories will show is the perfect place for an autocross and gymkhana. An evening car tour will round out another busy day.

Saturday, Aug 1 will be the day you try to cram everything into that did not get done before. For those of you who would like see Colorado Springs, the Pikes Peak Corvair Club will take you on a tour of the Air Force Academy and some of the most beautiful scenery in the entire USA. The Rally will also take place on that day and that route too will have excellent mountain scenes. Finally, we get to the banquet, the awarding of trophies for concourse, autocross, gymkhana, and rally. Best of all we will be entertained by guest speaker Doug Roe of Phoenix, Arizona. Doug Roe was among the most successful of Corvair competitors in the early days of the Corvair and still today works with turbochargers and GM products. He even helped with the 1981 Indy 500 pace car (Buick). He should be an entertaining and interesting speaker. The Master of ceremonies for the banquet will be Christy Barden.

## FRANKLY SPEAKING

Don Bortle is away this month so I thought I would take this opportunity to remind everyone about the CORSA National Convention one more time. The dates are 29 July - 1 August and the place is Denver, Colorado, almost next door. Next year the convention will be heading East so this will be our last chance for a while to join in the comraderie and fellowship that prevails at the National Convention. You will be able to put names from the monthly Communiques with the faces and really enjoy the full meaning of CORSA membership.

So far we have about eight firm names that will attend and four maybes. It is not too late to obtain reservations, so reshuffle yourschedule and join " THE RALLY TO THE ROCKIES ".

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## GLOVE BOX

by Frank McKenna

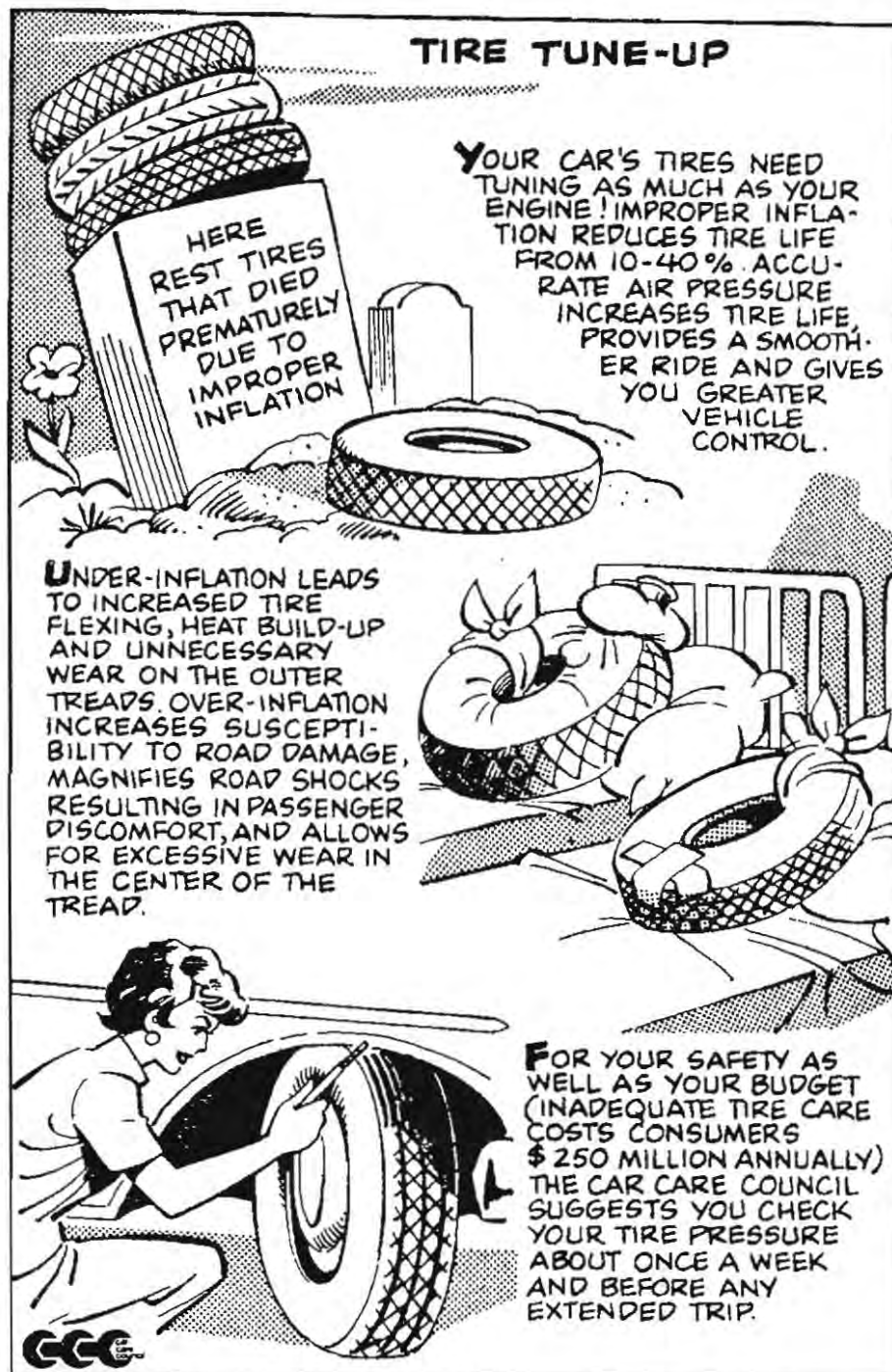
Have you been confused about tire sizes and tire pressures? Well I have , and I recently found an article in the March 1979 Communique written by Dave Newell that traced the history of the Corvair tire. Sizes are as follows:

60 -65 Cars 6.50 X 13 = B78/ 13    66 - 69    7.00 X 13 = C78/13  
Vans, Pickups, Greenbriers 7.00 X 14 = C78/14

I hope you took the time to read the article found elsewhere in this issue concerning tire pressures. After reading the article, how many of you knew just what your Corvair tire pressure should be? Well, for those without that decal inside your glovebox door read on.

<u>All Cars</u>	<u>Front</u>	<u>Rear</u>	<u>Vans, Pickups, Etc.</u>	<u>Front</u>	<u>Rear</u>
Cold	15 psi	26-28 psi	Cold	24 psi	30-34 psi
Hot	18 "	30-32 "	Hot	28 "	35-39 "

Things to remember about tire pressures: 1. Check pressures when tires are cold. 2. Spare tire should be inflated to rear tire pressure, if used on front bleed off alittle pressure. 3. Higher than normal pressures can cause oversteer. 4. If you are buying new tires or having yours rotated tell the serviceman the pressure you want in the front and rear tires. Odds are that he doesn't know.



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#### 60-66 TRUNK SPLATTER PAINT TIP

DUPONT #389-195 GRAY WORKS VERY WELL AND IS EXTREMELY CLOSE TO ORIGINAL. I USED A BINKS MODEL 18 SYPHON GUN WITH THE FLUID ADJUSTMENT FULL OPEN AND THE FAN ADJUSTED TO ABOUT 3"/ THE PAINT MUST BE THINNED BY 25% WITH WATER.

\*PETE SUCHY, SAN DIEGO CORVAIR CLUB "VAIRMAIL"

COPY FOR  
AD

### PRE-CONVENTION GM PARTS SALE

Check these prices on ORIGINAL GM PARTS that we were going to offer in Denver !

1965-69 Speedo Cable & Casing	\$19.95
1961-69 Fuel Pump (NEW)	\$15.95
1962-69 Primary Carb (Rebuilt)	\$24.95
1962-69 Carb Vacuum Break	\$ 3.95
1960-69 Carb Overhaul Kit(major)	\$5.95
1960-69 GM AC Oil Filter	\$4.95
1961-63 Air Filters (pair)	\$9.95
1964-69 Air Filter	\$4.95
1962-66 TC Air Filter	\$7.95

UPS SHIPPING - Please add \$2. to orders under \$10. Over \$10. add 20% to order total.

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Corvair flywheel problems & remedies

After rebuilding and installing a 140HP engine in my Corvair, a rattling sound from the engine gave me cause for alarm. At first, I thought it to be crankshaft bearings, but closer inspection showed it to be a noisy flywheel. When your Corvair develops a new rattle, I suggest a check for a noisy flywheel be made. It might save you needlessly dismantling an engine.....David Stevenson, Lasalle, Quebec

A rattling flywheel noise is not so unusual on the Corvair since its flywheel is of three piece construction. A steel spring plate which bolts to the crankshaft hub is riveted between an outer steel ring and the cast iron face clutch side. Due to wear and use, these rivets can work loose and rattle. The rattling will become noticeable when the engine is turning over at idle and between shifts during gear changes. Although the racket sounds pretty scary, it will serve as an early warning signal to have repairs made. Naturally it will get worse if left unattended, but you usually can drive the car while waiting on "garage time". You'll probably be surprised at the condition of the offending flywheel, wondering how so much racket could be made by what appears to be on casual inspection a normal flywheel. Unless the flywheel is in really bad condition, little looseness at the rivets will be apparent. At engine speeds, any looseness becomes loudly apparent.....Jim Bradley

Loose flywheel rivets can be verified by inserting a pry bar between the bell housing and the flywheel, with the engine out, and gently prying to determine if any movement takes place. Various points on the flywheel should be tried. The rivets can be hammered tight, but if done, balance will be grossly incorrect due to flywheel movement of the flex plate. The best solution is to take the entire assembly to a balancer, have the flywheel put on balance, and then edge weld the three pieces together at the rivets. The flywheel is then rebalanced and the pressure plate assembly rebalanced to the flywheel. Cost should be about \$20 for all welding and balancing. It's also a good idea to have any "junkyard" flywheel checked for wobble and balanced as necessary.....Dorsey Reaser, Baltimore, MD

Following is the way I solve the flywheel loose rivet problem. I've used this method several times and it seems to solve the problem. Of course the engine assembly must be removed for this repair. With the engine on a stand or on the floor, remove the transaxle and clutch pressure plate & disc, but leave the flywheel on temporarily. Fabricate a pointer from an old coat hanger or piece of scrap metal and mount this to one of the transaxle mounting bolt holes at the flywheel end of the engine. Adjust the pointer so that it just touches the outer edge of the flywheel. By rotating the engine and adjusting the pointer you can locate the high side of the flywheel (it has to have shifted off center to cause the vibration). The flywheel can usually be tapped on the high side with a

hammer and recentered. When recentered, carefully remove the flywheel andpeen two opposing rivets to tighten the flywheel. Replace the flywheel on the crankshaft and recheck for centering, tapping again if necessary. If centered OK, remove the flywheel again and tighten all rivets by peening them. After double checking again, I arc weld four or six evenly spaced spots around the circumference of the flywheel, trying to catch all three pieces with the weld. The weld must not be allowed to build up as clearance is critical. Remount the flywheel and rotate to check for clearance, grinding off any high spots as necessary. The clutch can now be assembled and the disc centered. The starter can be mounted without the transaxle by using two stacks of flat washers equal in thickness to the transaxle mounting flange, between the starter and housing. Connect a battery to the starter, a hot wire to the coil, and a rubber hose from the fuel pump feed line to a gas can. Start the engine making sure the fan is turning. Run the engine slowly through all RPM ranges checking for vibration. This is a sure fire check for engine balance. It's also a good time to adjust valves, set timing, etc. This job takes a little time but is cheap and permanent for a flywheel fix...Bruce Hendricks, Mason, OH

Corsa clock repair To remove the clock from the dash panel, first remove the screws securing the instrument panel to the dashboard thus allowing the panel to hang free. On the clock face, remove the adjusting knob with a small screwdriver. At the rear of the clock, remove two small bolts and the wiring connection. The clock can now be removed from the rear of the panel. Carefully bend back the tabs which secure the dust cover. Be careful, those tabs are fragile! Take a close look at the contact points; make sure they're aligned and not pitted. A small file or sandpaper should clean up any pitting. Be certain any shavings from point filing are out of the mechanism. Clean the mechanism with lighter fluid or a good electrical cleaner (CRC CO Contact Cleaner is one brand). To adjust time there is a regulator attached to the stationary end of the balance wheel: forward is faster, reverse is slower. If you do adjust time with the clock out of the car, make sure it's done with the clock held in a vertical position. If you don't you may find the clock doesn't run accurately when installed in the dash.....Walt Tanski, Albany, NY & Gene SantaMaria, Philadelphia, PA

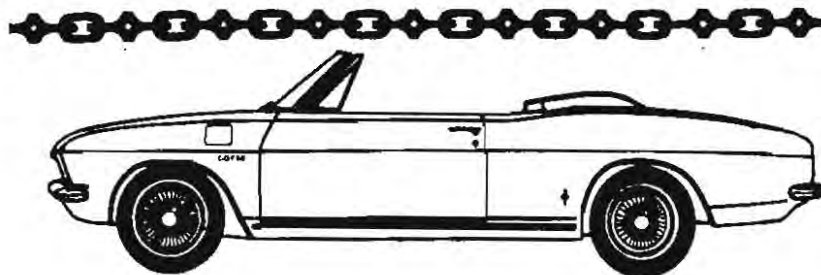
Spark plug installation I've skinned fingers and cussed trying to install spark plugs without dropping or cross threading them. Now I use a 4" piece of 1/8" ID rubber vacuum hose slipped over the outer electrode to hold, align, and turn the plug until it is started a couple of turns. Pull off the rubber hose and finish installing with your socket wrench.....Merle King, Monroeville, PA

# CORVAIR

## TOMORROWS CAR BUILT YESTERDAY



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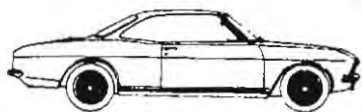
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TUCSON CORVAIR ASSOCIATION REGULAR MONTHLY MEETING

- \* TIME: JUNE 24TH, 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.

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## COMING EVENTS:

Regular meeting on the 4th Wednesday of each month.

Board meeting on the Wednesday following the regular meeting.

THERE WILL NO MID-MONTH ACTIVITY IN JULY.