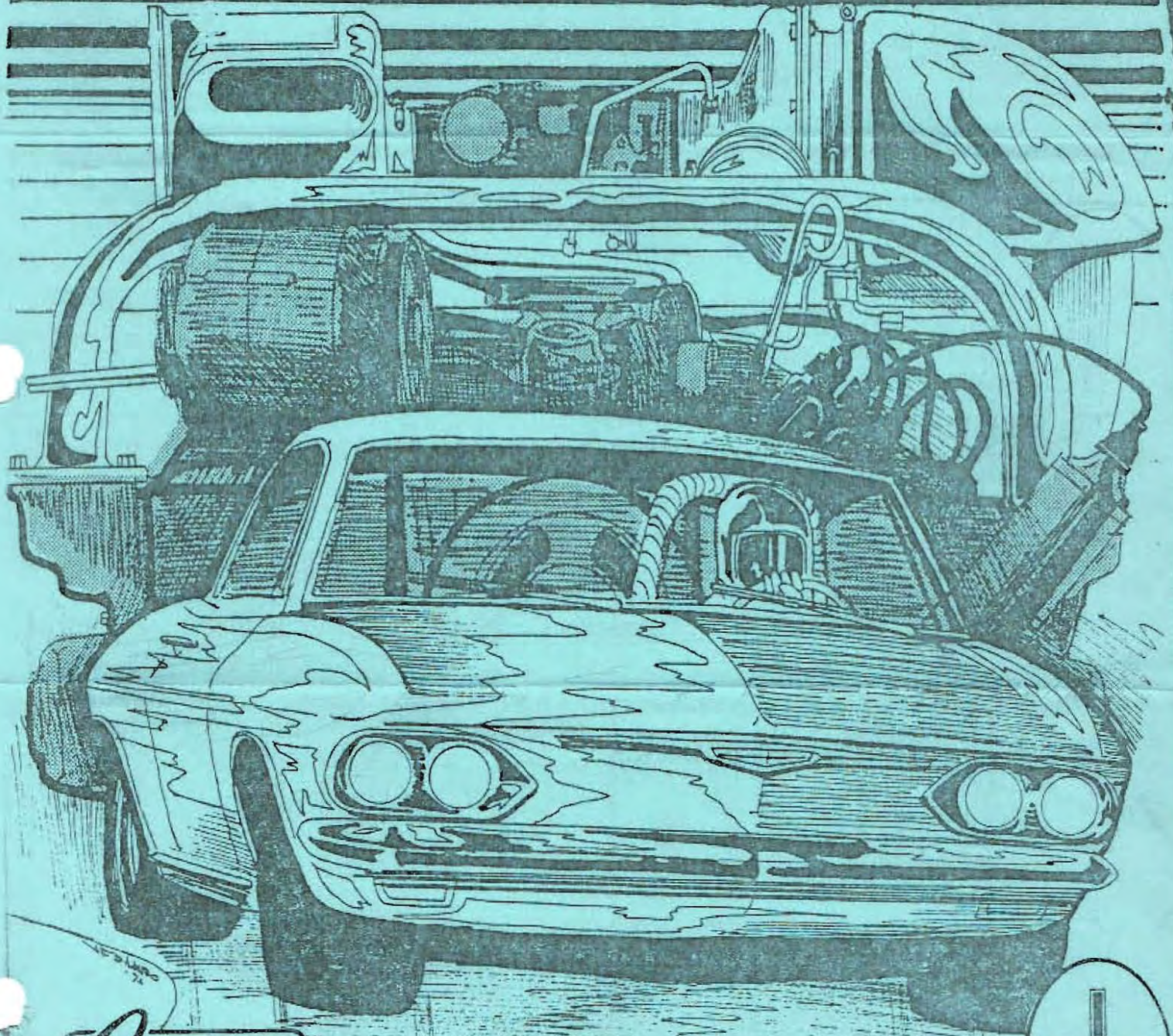


NOVEMBER 1981

Vol 6 No 8

Corvairsation



TUCSON
Corvair
ASSOCIATION





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 material for publication is the 2nd Tuesday of the month. Contributions are solicited, and should be typed if at all possible. Send to the Corvairsation Editors, 7050 Calle Marte, Tucson, AZ 85710. 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.

TCA REGULAR MEETING

Wednesday, October 28, 1981

Meeting was called to order by the President, Don Bortle, at 7:43 pm at the Village Inn Pizza Parlor, 6834 E. Tanque Verde Road.

Present: 61 and 31 Corvairs.

First time attendees introduced themselves.

Minute of the September 23, 1981 Regular Meeting were approved as they appeared in the October Corvairsation.

Don Bortle reported that Nicki Schnur must be replaced as Merchandiser and asked for volunteers.

Frank McKenna announced that there will be a tuneup clinic, swap meet and picnic at Jesse Owens Park, Sunday, November 15th.

Frank McKenna announced that Lorie Mattingly and Terry Xelowski will be married November 14th at Tucson Baptist Temple at 4:00 pm. TCA members are invited to the Reception at Corona Ranch on Snyder Road at 6:00 pm.

Don Bortle announced that Dave Albani has been elected President of the Arizona Hobbyist Council and that he, a Phoenix resident, had joined TCA.

Members were asked to pay for their Christmas Party and Dinner four days before the event. It will be held at December 11th at the Redwood Gay 90's at 6:30 pm.

Dave Martin showed a slide presentation of the October 10th Fiesta de los Ninos Picnic and Classic & Antique Car Show.

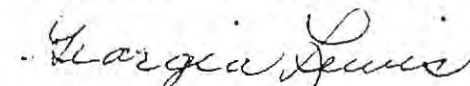
There was intermission, grab bags and door prize. Donors were Barney's Auto Service and TCA.

Dave Martin read a letter of appreciation from Sister M. Kathleen Clark, R.N., for TCA's participation in the Fiesta de los Ninos Picnic and car show.

Show & Tell, For Sale items and Wanted items were reported from the floor.

Meeting adjourned at 9:07 pm.

Respectfully submitted,



Georgia Lewis
Recording Secretary

John Roach had a coronary by-pass operation this past week. At this time he is recovering nicely in room 428B., at Tucson Medical Center. No restrictions on visitors.

PRESIDENTS' MESSAGE

I don't know where the time has gone but here it is Nov. and our election of new officers will be held in Feb. The nominating committee consisting of Pat Bender, Bryan Lynch and Pat Hayhurst will be looking for people to run for the various offices. If you have any desire to be an officer please contact them and make their job a little easier. We need new blood and new ideas to help the club prosper and grow, so please don't be hesitant.

I'd like to thank Ed Sanford for volunteering to take over the merchandising job for Mickie Schnur. That is the spirit we like to see. Mickie has done an outstanding job and our treasury is much better off for the fine work she has done.

I hope to see you all at our X-mas Party on 11 Dec.

Don Bortle

X-MAS PARTY

It is that time of the year for our gala X-mas Party. Each year it has grown in size and enjoyment so lets not make any exceptions this year.

Place : Redwood Gay Nineties
5532 E. Speedway

Time : 6:30 PM No host bar
7:30 PM Dinner

Menu : Prime Rib \$12.00
Petite Prime Rib \$8.40
Fried Chicken \$6.70

Tossed green salad, potato, vegetable, coffee
or tea, rolls and butter
Price includes tax and gratuity

Remember if you have donated any aluminum cans , that half of what you turned in will go towards paying for your X-mas dinner.

I will have to have your money in advance so please bring it to this months meeting or mail it to me at 9202 E. Roberto St. Please make your checks payable to me.

Don Bortle

The NORTHWIND blows from the Provinces
by John North

It is impossible to imagine that you can drive 5,000 miles and see but two Corvairs on the road. That was the case for this wandering miscreant. This story comes to you from Alexandria, Va. A most likely place to avoid Corvairitis.

I'm sure that early cancer has driven them off the roads into garages, or for that matter, into the Smithsonian. My nose for news has drawn me away from the nation's Capital to the hinterlands to the north. First to Pennsylvania, among the hills and valleys which stretch just about all over the state and to the north into New York.

My terminus was planned to be Syracuse, the moment of my youth, but in truth, ignored for thirty years. Memories fail. I had to keep asking, where does this road go? How do I get from here to there? The truth of the matter is that it won't be there when you arrive. It just wasn't there forty years ago, and what was there is gone now.

It boiled down to making a stab at the site of the 1982 convention. Yes, it turned out to be a half mile from where I had once worked. Not that the plant has gone, but it is so much bigger now that it is unrecognizable. Carrier Circle is surrounded by motels. The Marriott (headquarters) Holiday Inn and a half dozen more to make enough room for the whole eastern establishment. Satisfied with the ground laying of the convention, I took off on a wild chase to locate the Chairman of the event.

Those that attended the Detroit convention in 1977 remember that we met one Tim Colson from Baldwinsville, New York. That was when he first put Syracuse forward for the '81 convention. It was also his first National, so he told me. Asked local types who might know, that he runs a service station and is a Corvair nut. Two tries put us on the right track. We pulled up just as the tow truck was leaving. Guess what or rather who? Tim Colson identified himself as the one we were looking for. A short reminder that we had met in Detroit, and that we had seen him in Denver this year brought a real surprise. Although he had attended three nationals, including the above and Atlanta, he also said he was the only one in the club who had ever gone to a national to see how it runs. Whew! What a bunch of guts to take it on. Well, leave it to the ladies. His wife is the real power behind the throne. It is too early to make predictions about the various committees, but if the whole Central New York Corvair Club is anywhere near as hot as Tim Colson is, it promises to be a wingdinger.

I suppose I owe a short reply to "What happened to the Spyder on the first 5,000 miles?" The GM fan belt failed in 700 miles. A Mitsubishi belt was installed in Tucson, and was later retightened, and has run satisfactorily since. No more stretch and no breakage. A substantial leak on the turbo drain was tightened and has caused no more problems. It ate into the oil consumption, but now its running at 1200 miles per quart. Have changed to 10W-40 for the cooler climate. Lots of 32° and lots of frost. Makes it a little hard starting, but haven't changed the choke setting yet.

cont next page

The Northwind ..cont.

Super premium is available at \$1.50 per gallon. It doesn't prevent detonation from jumping into a "no pressure" situation. For the record, the distributor is a 330 with the turbo weights and springs. The cam is still from the 140 distributor. The next move is to try the right distributor and set it at 24°. Incidentally, the 330 is set at 18° and has a modest 6° advance up to 3,000 rpm. That's the problem. Give me time. Maybe I'll bring it back to Donco to see what's wrong.

Just a thought. You can make a 60 mile tour on the turnpike out of Harrisburg for a cost of \$1.00, if you make a right hand turn and can't get off for 25 miles.

Keep the faith and yours for good Corvairing...John or Jonco.

The nominating committee is busy trying to get a slate of people to run for the offices in the club. Should they ask you to try for an office, please say "yes". If you would like to serve in some capacity and haven't been asked, please volunteer your name to a committee member. In our organization, as in many like organizations, running the club is a no pay volunteer proposition. The money we pay in dues is only part of the dues we owe. The rest is serving our fair share of time and talent in some office. It isn't fair to ask this of the same people year after year.

The Editors call your attention to the new deadline for publication of materials in the Corvairsation. It is now the 2nd Tuesday of the month, and is necessary because of change in printing arrangements. If you have something you want to appear in the Corvairsation, please do not wait for the deadline before submitting it. Thank you.

CLUB JACKETS

It has been brought to our attention that some of our members may be interested in our club jacket, seen worn by some of the older ones. So, here is the information. Club jackets may be purchased by any members of the Tucson Corvair Association with a current membership card, so take your card when ordering. Jackets are available at Diane's Lettering and T-Shirts, 3913 E. Pima (Alvernon & Pima) Phone: 327-9213. Jackets are Navy blue poplin with 3-color club logo on back and your name on front. Jackets available XS, S, M, L, XL. Total price of the jacket and embroidery, with tax is \$28.89. It takes at least 2 weeks for delivery from time of ordering.

!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!PLEASE NOTE!!

Your cans must be in by the November meeting in order to count toward your Christmas dinner. Don't forget now, get 'em in now! Can report for October shows: Club misc. 44¢, Thompson \$1.76, McKenna \$1.76, and Merrill 66¢, total of \$4.62, year total \$249.58
Dan and Jan Mattingly.

!!

A LEGEND

A LONG TIME AGO, IN THE TWELFTH CENTURY, A LEGEND BEGAN. THIS TALE OF KING ARTHUR, LADY GUENEVER, SIR LANCELOT, SIR GALAHAD, AND NUMEROUS OTHER CHARACTERS WHO LIVED IN THE LAND OF CAMELOT, WAS TOLD AND RE-TOLD COUNTLESS NUMBERS OF TIMES.

AS WITH ALL LEGENDS, THERE ARE MANY VERSIONS, ONE OF WHICH WAS TOLD BY T.H. WHITE IN HIS NOVEL "THE ONCE AND FUTURE KING". MR. WHITE TELLS US THAT SIR LANCELOT FAILED IN HIS QUEST TO FIND THE HOLY GRAIL (THE GOBLET THAT JESUS USED AT THE LAST SUPPER), BECAUSE HE HAD HAD A LOVE AFFAIR WITH LADY GUENEVER. SIR GALAHAD SUCCEEDS, HOWEVER, OWING TO THE FACT THAT HE IS SPIRITUALLY PURE AND NOT DIVERTED BY EARTHLY LOVE.

AS FASCINATING AS MR. WHITE'S VERSION MAY BE, THERE IS ANOTHER VERSION THAT BEGS TO BE TOLD. AND SO BEGINS THE TALE OF.....

SIR WRENCHALOT AND LADY GRINDAGEAR

ONCE UPON A TIME, A LONG TIME AGO, THERE WAS A LAND CALLED CORVAIRLOT. IN CORVAIRLOT, IT NEVER RAINED NOR SNOWED BEFORE A CONCOURS. IN FACT, IT NEVER RAINED NOR SNOWED UNLESS ALL THE CORVAIRS WERE IN THEIR SPECIAL GARAGES AND NO ONE WANTED TO GO ANYWHERE. THAT, LADIES AND GENTLEMEN, WAS A RARE OCCASION, INDEED! THE SUN WAS NEVER HOT ENOUGH TO CRACK THE UPHOLSTERY OR FADE THE PAINT, AND THE WIND NEVER NEVER BLEW HARD ENOUGH TO PIT THE WINDSHIELDS OR MIRRORS. OWING TO A ROYAL DECREE AND A LITTLE HELP FROM MERLIN THE MAGICIAN, NO MATTER HOW MUCH PEOPLE TOUCHED OR LEANED AGAINST ONE OF THE CARS, THERE WERE NEVER ANY FINGERPRINTS NOR MARKS LEFT BEHIND AS EVIDENCE. AS YOU CAN PLAINLY SEE, IT WAS CORVAIR HEAVEN.

THERE LIVED IN CORVAIRLOT, A GALLANT KNIGHT, SIR WRENCHALOT AND HIS LADY, GRINDAGEAR. LADY GRINDAGEAR HAD MADE PLANS TO VISIT HER MOTHER, WHO LIVED SEVERAL KINGDOMS AWAY. HER GALLANT KNIGHT WISHED HER TO HAVE SAFE PASSAGE THERE AND BACK. THEREFORE, HE HAD SPENT MANY A LONG HOUR, IN THE NOT TOO HOT SUN, WRENCHING A LOT AND NOT GETTING MUCH OF ANY PLACE. (THAT'S HOW HE GOT HIS NAME, YOU KNOW, GALLANT KNIGHT THAT HE WAS, HE JUST COULDN'T FIX CARS WORTH A DAMSEL!)

POOR LADY GRINDAGEAR WAS ALMOST BESIDE HERSELF. SHE WAS SO LOOKING FORWARD TO THE ADVENTURE, BUT WOULDN'T BE ABLE TO GO UNLESS THE CAR COULD BE MADE RELIABLE. AND POOR SIR WRENCHALOT WAS TRYING SO HARD, HE REALLY DID HAVE A GOOD HEART!

THEY HAD BOTH GOTTEN TO THE POINT OF ALMOST COMPLETE DESPAIR, WHEN SUDDENLY, SIR WRENCHALOT HAPPENED UPON A MARVELOUS IDEA. HE RUSHED TO THE PHONE, MADE SOME QUICK ARRANGEMENTS, AND SUDDENLY, THEY WERE OFF TO A NEIGHBORING CASTLE.

IT WAS THE CASTLE OF, NON OTHER THAN, SIR GALAHADIT! WITH A FLICK OF THE WRENCH, A TWIST OF THE SCREWDRIVER, A FEW INCANTATIONS TO CALL UPON THE HELP OF MERLIN (AT LEAST I THINK THAT'S WHAT ALL THOSE OUT-BURSTS WERE FOR), SOME SCAVENGING, SOME OIL SPLATTERS, AND FIVE DIRTY HOURS LATER, THE CAR SANG A SONG OF TRIUMPH, AND PRAISE TO THE LOVING HANDS THAT HAD WORKED THEIR MAGIC ON JUST ONE OF MANY OTHERWISE HOPELESS CASES. (AS A MECHANIC, SIR GALAHADIT REALLY HAD IT. IN FACT, IF YOU HAD A CAR QUESTION, HE WAS JOUST ABOUT THE BEST PERSON YOU COULD FIND TO ASK.)

(CONTINUED)

THIS VERSION OF THE TALE, TELLS US THAT SIR WRENCHALOT FAILED IN HIS QUEST TO FIX THE CAR BECAUSE HE HAD HAD A LOVE AFFAIR WITH LADY GRINDAGEAR. SIR GALAHADIT SUCCEEDS, HOWEVER, OWING TO THE FACT THAT HE WAS DON "CHASTE" AIN.

ALL THIS IS A VERY VERBOSE, AND HOPEFULLY AMUSING WAY OF SAYING, "THANKYOU DON, FOR WORKING YOUR MAGIC ON OUR CAR, AS WELL AS MANY OTHERS IN THE T.C.A. YOU'RE A BLESSING TO US ALL."

SINCERLY,

DEVON AND WILL RAY

MIX-I-GO

My husband and I own a 1968 Chevy van with a history of rather poor engine performance. It was customary for the van to need a tune-up about every 3 to 4 months, and it used considerable amounts of oil. (I am unable to give you mileage figures at this point, as our odometer has been non-operative for some time.)

A yaer ago last June, our van was unable to pass emission tests until it was tuned. A couple of months later, we began to use a gas additive product , by the name of Mix-I-Go. The mileage improvement was significant enough to catch our attention without any odometer readings to go by. The tune-up at emission testing time in 1980, was the last tune-up the van has had. It passed the emission tests in 1981 with flying colors, and is still running better than it did right after the tune-up (before the use of Mix-I-Go). The oil consumption has dropped to about 1/5 of what it had been before using Mix-I-Go.

We have also had remarkable results with the product in our Corvair. The car had been in storage for almost 5 years. The old gas was never drained but Mix-I-Go was added, and after some necessary mechanical work, we were unable to tell that we were runnuing on old gas. Later, with the help of Don Chastain to get the Corvair properly tuned and some of the bugs worked out, we were able to run on REGULAR gas. Previously that would have been unthinkable! Our mileage in the Corvair has improved considerably. I am not going to quote mileage figures (no, the odometer in the Corvair is not broken) because there were other factors involved, which makes it difficult to determine exactly how much of the increase has been due to Mix-I-Go. I, for one, am completely sold on the idea of using Mix-I-Go in our cars. We have already saved hundreds of dollars in tune-ups alone.

If you are interested in this product, please contact Devon Ray, requests will be forwarded to the dealer.

Devon L. N. Ray

Members dues notice.

September
David Stafford
Tom Kerby
John Roach
Don McVie
Marvin Jackson

October
Joe Enright
Georgia Lewis
Orlin Wilsey
Mike Hammer
Dean Moody
Alan Gray
Rudy Castro

November
Barry Cunningham
Dan Miles
Alex & Yvonne Miller
Dave Baker
Lou Aldrich
Don Mattingly
Cecil Alain
Dave Michaels

CORVAIR CRANKCASE VENTILATION. Have you noticed oil on top of your engine? Is there fresh oil around your oil filter cap, around the top of the oil dip stick, or around any of the PCV (Positive Crankcase Ventilation) tubes or seals?

Pressure buildup in the crankcase of a Corvair engine must be relieved by ventilation or the pressure will force oil out any tube or seal--especially those tubes mentioned above. The '60, '61 and '62 engines relieved the crankcase pressure by use of a road draft tube. Beginning with the '63 model engines, Chevy put a PCV system on top of the engine so that crankcase vapors are drawn into the intake manifolds and burned in the combustion chambers. Instead of a straight tube between the top of the crankcase and the intake manifolds, a valve (PCV) was inserted to regulate the flow between the two.

There are two types of valves in Corvair PCV systems. One is a conventional PCV valve located in the flex line between the crankcase vent and the balance tube connecting intake manifolds. The other type control, used on later model Corvair engines, is a "measured orifice" (a small hole... about .060) located in the tube connecting the crankcase vent and the balance tube. In both types of PCV systems, there is a tube allowing for fresh air to the crankcase. The '63 and '64 engines drew fresh air from the top of the right air cleaner; the later model, single air cleaner style, drew fresh air from inside the air cleaner.

Proper operation of your Corvair engine requires that the PCV system functions as designed. This means that the PCV valve or the measured orifice be checked regularly and replaced or serviced as your particular engine requires. The normal time to check the PCV system is at the time of an oil change--but if your engine isn't operating as well as you remember it to be, or if you do have fresh oil on top of your engine, do check out the PCV system before you assume your engine needs a major mechanical repair.

'65 Turbo carb. choke cover has been discontinued by GM, but NAPA stores still have it--Echlin part #2-207.

--Gordon Cauble

'65 Corsa Coupe, 180 hp - very nice car almost completely restored. Mechanically and interior complete. Outside straight and primed, ready for finish. Asking \$3,000 or best offer. Jerry Bishop 748-1444

'62 Spyder Coupe, new engine and power train, nice seats and new headliner. Body has dings, but no rust. Asking \$2,000, negotiable. Gordon Cauble 299-1122

'65 Corvair, air-conditioned, auto, \$3,000. Duane Becksted, Green Valley, AZ 625-4158

All parts and glass from '65 CORSA CPE, except engine and body. Condition is good to mint. Windshield \$85. Complete 4 carb set-up with air cleaner \$120, 4 spd transaxle and much more. Call or send SASE for condition and price for what you need. Gordon Cauble (602) 299-1122

Viton "O" rings \$9.50 set, air and oil filters, early shock absorbers, and many other hard to find parts and accessories. Gordon Cauble 299-1122

Needed - coil springs for rear of late model convertible. Need to be good, very stiff. Jim Sanford 885-9214

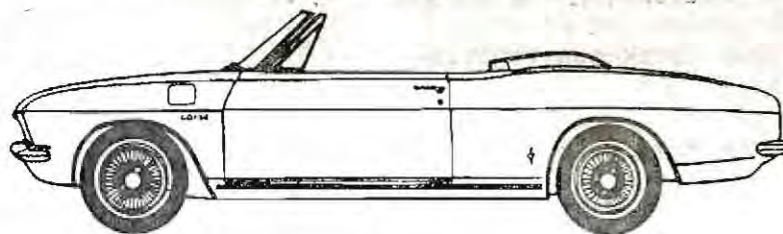
Wanted - '66/'69 rear end, 3 or 4 spd. Just need case, but will buy whole unit. Mark McKenna 721-2128

'65 Monza Coupe, 110 auto, new inside and out, new tires, AM/FM, and other extras. \$2500 or offer. Gordon Cauble 299-1122

'65 Turbo Coupe, proven Concours winner. Mis Blue/Black. 100% stock. \$6000. Red Jackson (602) 342-1203

'65 Turbo Conver. Stock exc. 14 inch American mags. \$2500, \$3500 with 5 wire wheels. Red Jackson (602) 342-1203





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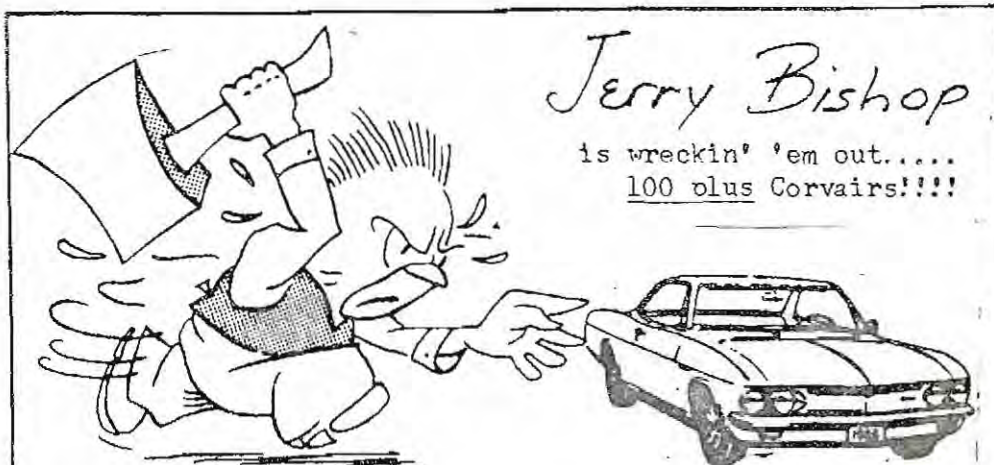
A NOTE OF THANKS

To all my friends in the Tucson Corvair Association-a great big "thank you" for your feelings expressed to me in September.

I'm so proud of the jacket that I'm afraid I'll wear it out. It's a great tribute to me personally.

The thought of being a "Lifetime" member is overwhelming.

Thank you all,
John North



Jerry Bishop

is wreckin' 'em out.....
100 plus Corvairs!!!!

JERRY BISHOP'S TOWING AND SALVAGE, 4260 E. Illinois,
Tucson, AZ 85714 PH: 602-748-1444

We didn't gain any new members in October, so let's be on the alert for more new blood.

Here's a change of a re

Alan & Gloria Gray
1655 W Ajo Way Sp 182
Tucson, Az 85713
294-4221

Jay's



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**INCORPORATION ATTORNEY FOR
TUCSON CORVAIR ASSOCIATION**

**STEVEN N. BOGARD
ATTORNEY AT LAW**

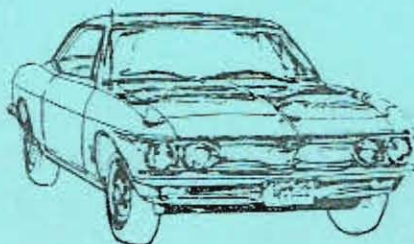
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(602) 792-2743



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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
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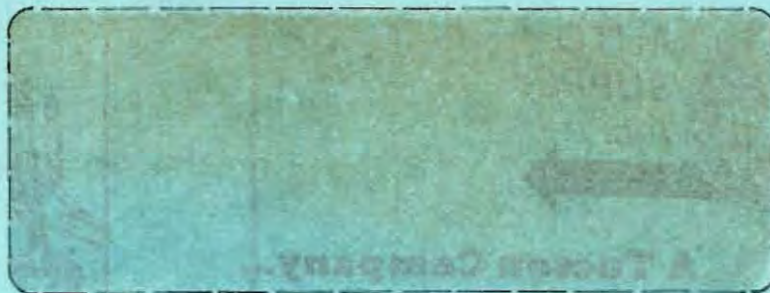
792-3950

PARTS DEPT. OPEN

7:00 6:00

MON - FRI

FIRST CLASS MAIL



CORVAIR ASSOCIATION EDITOR
7050 CALLE MARTE
TUCSON, AZ 85710



TUCSON CORVAIR ASSOCIATION REGULAR MONTHLY MEETING

*THE PLACE VILLAGE INN PIZZA 6934 E. TANQUE VERDE
*THE TIME November 25th 6:30pm MEAL SERVED AT 7pm
*THE MENU SOUP, SALAD BAR, AND PIZZA, ALL YOU CAN EAT
*THE COST ADULTS \$3.00 CHILDREN UNDER 12, 20c per yr.

**COMING
EVENTS:**

- 1 Regular meeting is held on the 4th Wednesday of the month.
- 2 Directors meeting is usually held the Wednesday after the regular meeting. Same place, time 7:30 pm
- 3 The Christmas party will be held on December 11 at the Redwood Gay Nineties. Time to be announced.
- 4 Mid-month activity for January will be an economy run to the Chiricahua National Monument. Date will be announced.