

CONVERSATION

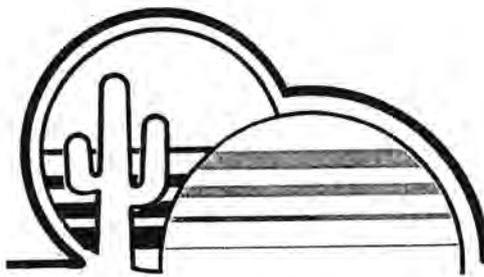


PAT HAYHURST, CHAIRMAN OF CONCOURS D'ELEGANCE

1982 MINI-CONVENTION

PHOENIX, ARIZONA





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 ON THE 4th WEDNESDAY OF EACH MONTH. ONE ADDITIONAL SOCIAL AND/OR TECHNICAL EVENT IS HELD EACH MONTH. DETAILS ARE 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 CORVAIRSATION EDITORS AT 7050 CALLE MARTE, TUCSON, AZ 85710 NO COPY CAN BE RETURNED.

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CORVAIRSATION EDITORS, AND
CURRENT OFFICERS.

TCA REGULAR MEETING

WEDNESDAY, MARCH 24, 1982

Meeting was called to order by the President, Ed Sanford, at 7:30 p.m. at the Village Inn Pizza Parlor, 6934 E. Tanque Verde Road.

Present: 63 Corvairs: 30

New attendees introduced themselves.

The minutes of the February 24, 1982 regular meeting will be approved at the April meeting. The March Corvairsation was given to members at Intermission.

John North was welcomed back after spending several months in Michigan.

Ed Carey, Treasurer, reported a balance on hand as of March 1, 1982 of \$1692.59.

Can Project: Jan Mattingly reported \$14.96 from cans as of February 1982.

Georgia Lewis, Membership Chairman, reported TCA has approximately 146 members. Some of the members have not as yet joined the national CORSA, Corvair Society of America. A member cannot partake of any of the events or privileges in TCA if he or she doesn't belong to CORSA. Georgia has the CORSA applications available to those who have not as yet joined. The membership fee is \$14.00 and you receive a CORSA Communique magazine each month.

Merchandise Committee: Still have T-shirts and other items for sale plus one Corvair Underground catalogue.

Mini-Convention, April 16, 17, 18, 1982 at the Rodeway Inn at Metrocenter, Phoenix, Arizona; Pat Hayhurst reported the assignments are out to each judge participating. He needs two more volunteers to help in this event and would appreciate your support.

Don Schnur stated he had mid-month activities scheduled through September and has some ideas he is working on which will be brought up at the next meeting. Also he has been very busy at his job which resulted in the Corvairsation being late. In order to expedite the preparation for printing of the Corvairsation, please get all material for publication in to the editors no later than the 2nd Tuesday of the month, otherwise the items will be held for publication in the following month's issue.

Ed Sanford presented Bryan Lynch a plaque in appreciation for his fine job he has accomplished for TCA. Also presented Bryan a life membership card to TCA. Bryan and Marilyn are moving to Las Vegas, Nevada and will be greatly missed.

Ed Sanford announced there will be a Central Coast Corsa Meet in Lompoc, California, June 5-6, 1982.

Cecil Allain announced he and his wife, Rosalle, will be leaving for Illinois in the near future and will look forward to being with TCA again next Winter.

For sale and wanted, and technical tip sessions followed.

Grab bag and door prize given with donors being Barney's Auto Service and TCA. Winners were David Baker, Tellis Mortel, Betty Chastain and Dave Pakula.

Meeting adjourned at 9:10 p.m.

Respectfully submitted,


Lucy Post, Recording Secretary

Big Ed's Corner

This little epistle is being written on Saturday the 10th, after our Concours warm-up/ check-up/ pep talk. By the time this is published the Mini Convention will be history, and hopefully TCA will have received well-deserved plaudits for its total performance. It is a real honor to have been given the opportunity to run the Concours at the Mini and I'm sure that, our reputation as a responsible organization will have been enhanced.

However, there is more to the Mini than just the Concours. Swap-meet, Slalom, Banquet and so on -- I'm sure that whatever we participated in, we did well in. Not necessarily won, but participated intently, and with vigor (I intend to do some vigorous beer drinking after the Concours, for example).

It was really a pleasant surprise to see an Ultra-Van at the Concours warm-up. Dave Martin reports elsewhere in this edition-----

Sweet Ol'Carole, my bride, is assisting me by taking over the Merchandising to allow me to devote more time to my presidential duties, and I really appreciate it. I don't have to kiss babies as other presidents do (There is this babe in my class at the University--but I digress) but there is enough to do to keep me busy, and having her help out really is making this hectic time somewhat less hectic. While I really appreciate her help, I would really appreciate someone volunteering to take it off of our hands. My phone number is in the front of the Corvairsation, or see me at the meeting.

Speaking of volunteers - there are some folks in this club who can write informatively. I sure wish someone would volun-

teer to write a column for the Corvairsation. John North used to write a good one, but I couldn't twist his arm hard enough to get him back into harness. Or, you may not want to write a monthly thing. If not, we can always use articles about trials, and tribulations of fixing up cars/breaking cars/finding cars/whatever. We all have something to say - it would be enlightening to spread some of our stories around and let the whole club in on them. We accept Tech tips, where you found it (whatever it was), or even your favorite recipe for salsa. Lou Lage would prefer to receive the article typed up, but he can (and will) type it himself if absolutely necessary.

That's it for this time -- See you Wednesday nite!



The Treasurers Report			
			the past year
Balance	3-1-82	\$1692.59	3-1-81 \$645.34
Income		302.46	3080.84
Expenses		44.87	2033.59
Balance	4-1-82	\$1950.18	\$1692.59

Ed Carey

No Membership Report This Month.

Somebody went and took a vacation, how about that?

AN INCIDENT IN THE COURSE OF A CLUB ACTIVITY

On Saturday April 10th the Concours crew had just finished a meeting at Jesse Owens Park when we got an unexpected fringe benefit. I had just left when I saw an Ultra Van pulling into a donut shop on Broadway. I quickly turned and pulled in nearby. It had old California tags and the driver had just gotten out when I button-holed him and asked if I could persuade him to come to the Park to let everyone see his "Corvair". He readily agreed and followed me back shortly thereafter.

He was from Sonoma California, and was M. P. Busweil. He and his wife were the original owners of the 1968 Ultra Van #428(I think), and had driven it upwards of 80,000 miles. During that time he had had to repair transmission bearings twice and the differential once. The 3400 lb. dry weight was a 30 to 40% overload he said. His wife said they averaged 14mpg with a lot of mountain driving.

The exterior was well-kept but unimposing except for the impression of extreme width across the front with the large wraparound windshield. The interior was stunning to all who saw it. Very roomy, with 6 ft. headroom, it was done in brown woodgrain Formica and was like new throughout. Only the front seats and carpet were redone. This Corvair had a refridge, stove, oven, sink, toilet, shower, and appeared to sleep 4. The double rear bed had a hatch below the center removable section for direct engine access from inside.

The design, by an aircraft engineer, had overhead aircraft ribs and had no frame as such. After 15 years it looked perfect structurally and could have been a sure Concours winner in a manufacturer's class at Phoenix. Unfortunately he and his wife were about to drive north to the Mogollon Rim and then home after three weeks on the road. Oh well.

He was anxious to learn how to recontact and rejoin the Ultra Van group and Corsa, having dropped out of both some years ago. He also seemed glad to hear about the availability of the Corsa membership roster. For me, and probably many others, it was a first encounter with an Ultra and an unexpected plus for the Concours crew .

TECH TIP

THE PAPER CLIP CHECK UP TIP NO. 3-04-82

Why bother Doctor Goodwrench? Give your engine a paper clip check up. No! I'm not making jokes. Six paper clips can help give you a lot of information on your patient's health if you know how to read the signs. Let us say your little beauty has little power, idles rough, starts hard, and dies if not idled fast.

The first thing that an average Vair owner thinks of is an improperly operating cylinder. Since cylinders firing in proper sequence is what makes engines go, it is a good starting point. A cylinder may be completely dead, operate only part of the time, or maybe only at higher speeds. There are many things that could be wrong, but the most common is an inoperative spark plug. This is a common occurrence with a high mileage oil guzzling engine, but a small flake of carbon lodged in the plug points will make a dog out of a perfect engine.

In the earlier years of the automobile the engines were very straight forward with lots of room all around. The spark plugs usually sat in a straight row across the top. and the leads were attached with small nuts. As things became more sophisticated the plugs were moved down on each side of the engine. Late years the plugs have completely disappeared from sight; covered with layers of smog hoses, air conditioners, power steering and so on. The Corvair plugs are not the hardest in the world to work on, but they are down in a hole in the shroud, covered by leads with rubber corks affixed, and lots of carburetors in the way.

Trouble shooting for non-firing plugs on the early engines was simple. Just start the engine and short out each plug in turn with a screwdriver. If the handle wasn't insulated good you would find out in a big hurry whether the spark was strong or not. When you shorted a good plug the engine would slow down and shake. When you shorted out a non-firing cylinder, there was no change at all. This test is as valid today as it was in the early days, but how do you apply it to the Corvair engine? You can pull the leads off the plugs one at a time, but some are hard to get , and you usually get a shock for your trouble. Also, the high voltage may arc through the removed lead in its quest for a ground, making it more likely to leak in the future. Well! What about removing the wires one at a time from the distributor cap? Yes! This is much easier but you still have high voltage trapped inside the distributor cap which may cross fire to another cylinder. This will really confuse your test effort.

Here is the point where the handy little paper clips do their thing. Grasp your clip at each end and twist in opposite directions until it opens up and again lays flat(180 degrees). The outside part of the clip is now an open hook. Remove the plug leads one at a time from the distributor cap and insert the hook end of the ex-paper clip into the lead hole. Press the lead back into the hole but don't force it to the bottom, the clip wire will insure a good connection. You now have the remainder of the clip loop protruding from under the lead's rubber cap. Continue around the distributor cap until all six leads have the clips installed. In lieu of paper clips, small diameter wire hooks can be fashioned or even shortened hairpins will work nicely.

Next you will need a short piece of insulated wire. Ground one end solidly on a good grounding point. Make sure it won't slip off or you

will be liable to get a good shock. A small vice grip can be an aid to secure the grounded wire.

You are now ready to make a check of each cylinder's operation. Start the engine and allow it to warm up. With the engine operating at idle speed, touch each wire in turn with the tip of your grounding wire. Grounding a cylinder that is operating strongly will cause a noticeable drop in RPM. Grounding a weaker cylinder will show a smaller RPM drop. Grounding a dead cylinder will show no change at all. Now you know which cylinder to investigate. In most cases it will be a fouled plug. However, if a good plug does not solve the problem, consider the other less likely causes. First, be sure to note how much spark is available at each lead check wire. The longer the spark will jump to get to your grounding wire, the higher the compression is inside your cylinder. This is assuming a good ignition system and evenly gapped plugs. Shorter jumping sparks indicate lower compression, a plug gapped too tight, or a partially fouled plug. A low compression cylinder may not fire at idle but may come in as the engine is speeded up. This is because the piston is moving faster than the pressure can leak out.

If no spark jump was indicated and the plug was good, the next suspect should be the plug lead. Space the lead away from the other leads and away from all metal. If you now get a sprk jump at your test point it would indicate that the lead was bad and shorting out. If you still get no sparking indication, remove the lead wire from the distributor cap and insert your grounding wire in the hole. Start the engine and slowly withdraw the grounding wire from the hole. If you still get no spark indication, your problem lies inside the cap.

Remove the cap and check for a dirty or oily interior. Check the pivot point for excessive movement and finally see how much shaft wear or side movement you can feel. All these things can cause some sparks to flow while others may get little or none. If you are getting good spark indication on some leads and not others you can eliminate the coil or condenser being bad. Of course burned points would indicate a faulty condenser.

If you still get no spark from the lead hole that is dead I would suspect a cracked distributor cap. This is the sneakiest ignition problem you can have. It is usually brought on by washing the engine, damp weather, temperature change, etc. The crack is already there waiting for the dirt and moisture to enter it. Once the voltage has found its way into a crack and arced through it, it will follow that crack forever. Sometimes the crack will be between two electrodes. This is the worst situation of all. You could get a good indication of sparks from all lead holes and yet your engine will barely run because of the cross firing. Don't waste time checking a cap extensively. A new cap is inexpensive.

Crossfiring sometimes occurs from leaky ignition wires leaking back and forth into each other. Shift the wires slightly and see if this makes a change. Leakage can be viewed at night with the engine operating. There is no substitute for good ignition wires.

No amount of ignition will fire a cylinder that contains nothing to burn. If a rocker nut loosens and the rocker ceases to open the valve, the cylinder becomes inoperative. Compression could still indicate good. The only way to find out is to pull the cover.

A hole burned into the top of the piston will give some strange indications also. Of course the compression will be low or not exist, depending on the size of the hole. A bad valve that stays open acts much the same but may cause bad backfiring.

As you can see, six paper clips and a length of wire is an easy and inexpensive way to spot a dead cylinder. Once you know that, you are on the way to making a fix. Doctor Goodwrench is probably not a Vair specialist anyway. Why take a chance on malpractice.

Orville Eliason
San Diego Corvair Club.

How many of you happened to see this in the Arizona Daily Star?

National Challenge

Edited by J. Baxter Newgate

• 1982 The Chicago Tribune

A compounded word is made of two or more words. Your challenge this week is to invent and define a two-syllable compound word.

EXAMPLES:

Scalptarp: A toupee.

Bumquaff: Cheap wine.

Fivequeens: Cheats at cards.

Tideflop: A beached whale.

First Prize: A National Challenge tote bag. Second Prize: A National Challenge T-shirt. Send your entry (one per person) on a post card to: National Challenge No.

269, care of The Arizona Daily Star, GPO Box 2340, New York, N.Y. 10001. Your name and address must appear neatly on the same side of the post card as your entry. Post cards must be received by Feb. 26. Decisions by the editor are final, and all entries become the property of the National Challenge. The Results of National Challenge No. 262, in which you were to suggest a recurring nightmare for any well-known person.

FIRST PRIZE:

Frank Perdue: Being smothered in a huge vat of Shake & Bake. — Tommy Jones, Newport News, Va.

SECOND PRIZE:

Ralph Nader: Losing control of a Corvair at 5 mph and rear-ending a Pinto. — Sandi Wagner, Detroit, Mich.



Here's our boy!

CLASSIFIED ADS

'62 Greenbrier, automatic, all seats
\$600.00 Call Alan Gray
1655 W Ajo Way, Space 182
Tucson, Az 85713
602-294-4221

Wanted- late model coupe auto trans.
good mechanical condition.
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For sale- 14" wire wheel covers, 3
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new and used Corvair parts.
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'65 Corsa Coupe, 180 hp, restored
inside and out. \$4500 or best offer.
Call Jerry Bishop 602- 748-1444

For sale- early model wire wheel
covers \$70 or best offer.
Call Gordon Cauble 602-299-1122

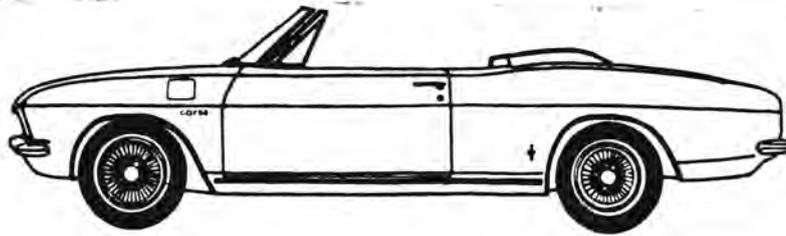
For Sale- trunk weatherstrip, fan
belts, ignition wire sets, and
many other Corvair parts and
accessories, fuel pump rebuild kits.
Call Gordon Cauble 602-299-1122

'61 Monza Coupe, 102 auto, first
class condition. Asking \$1500 or
reasonable offer.
Call Bob Pratt 602-325-8495

Viton "O" rings \$9.50 set, air and
oil filters, early shock absorbers
and many other hard to find parts
and accessories.
Call Gordon Cauble 602-299-1122

For sale- rear bumper for early
model car. Very good, \$30 or best
offer.
Chris Cunningham 602-748-8330

Tech note- Gabriel Red Ryder shock #42063 fits late model front. Need to use your original lower mounting bolt sleeve. Buy at reduced price all of month of April.



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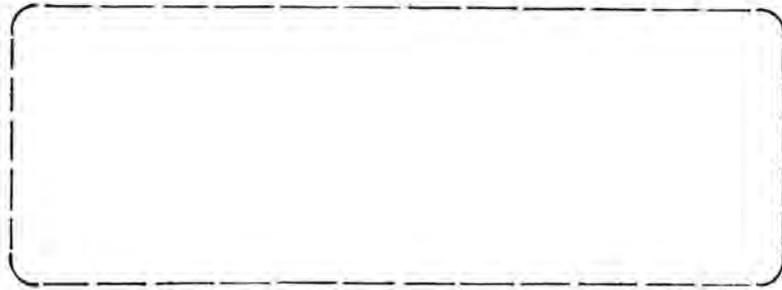
When you own a distinctive automobile like the Corvair, parts and accessories are important. You can't keep your car running without them. And because they're important to you, they're important to us. Matthews Chevrolet still maintains an extensive inventory of Corvair Parts and accessories, and our service department continues to service all models of Corvairs with tender loving care. Honestly!



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TUCSON CORVAIR ASSOCIATION REGULAR MONTHLY MEETING.

- *THE PLACE VILLAGE INN PIZZA 6934 E TANQUE VERDE RD.
- *THE TIME APRIL 28th 6:30 pm, MEAL SERVED AT 7:00pm
- * THE MENU SOUP, SALAD BAR, AND PIZZA
- *THE COST ADULTS \$3.00, CHILDREN UNDER 12, 20¢ PER YEAR.

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COMING EVENTS:

Regular meeting is on the 4th Wednesday of the month.
Directors meeting is usually held on the Wednesday after the regular meeting. Same place at 7.30 pm.

Tune-up clinic and swap meet will be held at Jesse Owens Park on May 16 from 12m until about 4pm. Bring a picnic lunch.

Justin's water world or Rose Canyon in June. Still need some input from the membership about a preference for this one.