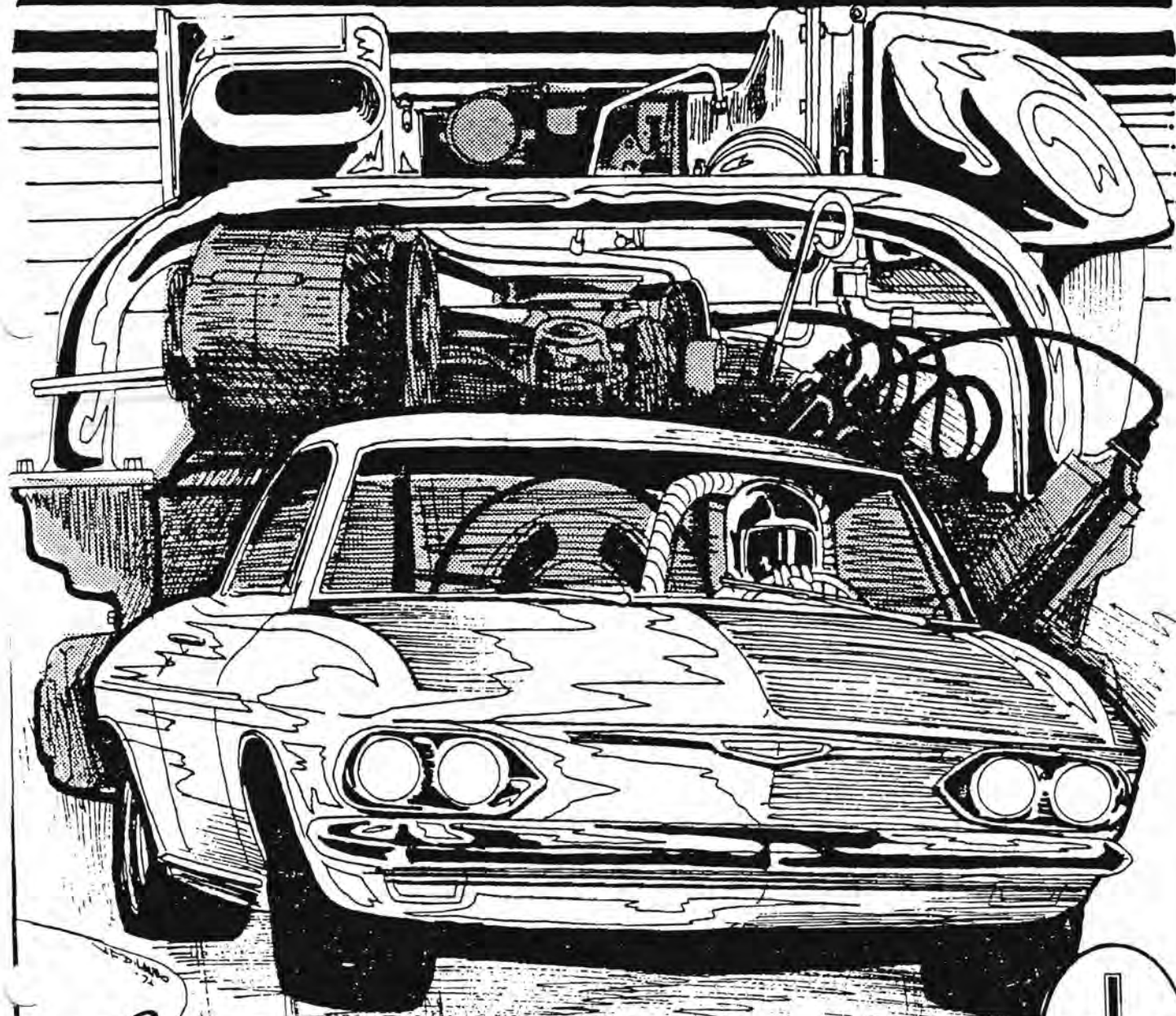


SEPTEMBER 1982

*Lawe Baker*

VOL. 7 NO. 6

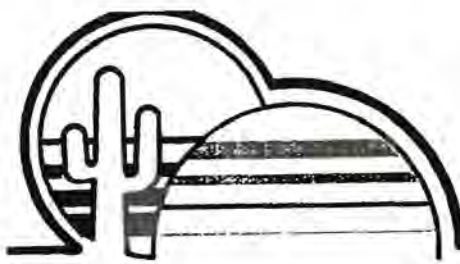
# Corvairsation



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 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.

CLASSIFIED ADVERTISING IS FREE TO MEMBERS, AND \$2.00 PER 4 LINE AD TO NON-MEMBERS. COPY SHOULD BE MAILED TO THE EDITORS 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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CORVAIRSATION EDITORS, AND  
CURRENT OFFICERS.

TCA REGULAR MEETING  
WEDNESDAY, August 25, 1982

Meeting was called to order by the Vice-President, Van Pershing, at 7:40 p.m. at the Filling Station Restaurant, 6934 E. Tanque Verde Road.

Present: 39      Corvairs: 20

The minutes of July 28, 1982 regular meeting as published in the Corvairsation were approved as corrected.

Gordon Cauble introduced Mr. M. S. "Rosy" Rosenberger, who was a former Engineer with Chevrolet Motor Division of General Motors and was involved in the development of the Corvair automatic transmission. Mr. Rosenberger is now a resident of Tucson and very interested in the restoration of the Corvairs.

September mid-month activity: Picnic at Rose Canyon, Saturday, September 18, 1982. Meet at O K Corral on Tanque Verde at Wrightstown Rd at 9:30 a.m. and leave at 10:00 a.m. Bring a picnic lunch. The soft drinks will be furnished by TCA.

Mr. Rosenberger queried if members were interested in going on a tour of the GM Proving Grounds in Phoenix and after receiving a positive reply for this tour, he will check it out and let TCA know the time, date, etc.

Dave Thompson is our new Merchandise Chairman.

Volunteers are needed for the Christmas Party in December and Van would appreciate members who are interested to let him know at break or after the meeting. Also TCA needs a chairman for a Competition Event in March.

An expression of appreciation was given to Louis Lage for the fine job he is doing on the Corvairsation.

Van announced that Pueblo High School homecoming event will be 1 October 1982 and they will need 6 Convertibles with drivers. Members who are interested are to let Van know.

The San Diego Corvair Club presents the 5th Annual Great Western Fanbelt Toss and Corvair Swap Meet, November 13 & 14, 1982 at Angel Field in Palm Springs, CA. Van has some flyers on this event for those who are interested in attending.

Dave Martin will have a "sign up" sheet to pass around at break for those who are interested in showing their Corvairs at the Casa de Los Ninos Crisis Nursery Benefit Car Show on October 3, 1982 at High Corbett Field.

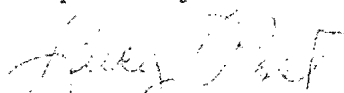
Following break, grab bag and door prizes were given with the winners being Ed Dryden; Jan Thompson; Tom Higley; Frank McKenna, Bob Gay and Dave Thompson. Donors were Tucson Corvair Association and Barney's Auto Service.

Stories, for sale items and technical tip sessions followed.

Van presented various books on Corvairs and other info which he has in his personal library.

Meeting adjourned at 8:45 p.m.

Respectfully submitted,

  
Lucy Post  
Recording Secretary

The Prez Sez;

Well, back to sunny Tucson after the family reunion in Estes Park. I appreciate Van Pershing taking the duty and running the meeting for me last month, and I especially appreciate Dave Thompson's taking the Merchandising Chairmanship - not only does that relieve me'n Sweet Ol' Carole of that added job, but it also displays the kind of involvement we need in the club. Way to go, Dave.

Due to circumstances beyond our control, the First annual TCA Marksmanship Contest and Picnic has been rescheduled to 9 Oct., instead of 16 Oct. as previously announced. Also, we have picked up a second mid-month activity for October. "Rosie" Rosenberg, a retired GM engineer, has wangled a visit for the TCA to the GM proving ground at Mesa, AZ. This visit is scheduled for 23 Oct. (another Sat). Another article in the Corvairsation discusses both of these activities.

Wow, are we popular! Another school has called regarding TCA's providing transportation for their homecoming. I think that this would be a great community involvement effort, and I hope we have enough volunteers with convertibles to do the jobs.

At the Board of Directors meeting we decided to "sponsor" some "Fire Hydrant Finders". We had been asked by the Fire Dept. to support this effort (blue reflectors in the street near fire hydrants) and, in a burst of public spirit, sprang for \$20 bucks worth. I hope they acknowledge our munificence.

So much for this time. Hope I saw you at the Rose Canyon Picnic-----

Ed Sanford

---

#### TREASURER'S REPORT

Balance	8/1/1982	\$2317.28
Income		184.67
Expenses		461.25
Balance	9/1/1982	\$2014.75

Ed Carey

## October Mid-Month Activities

Yes, folks, that's plural. We have two midmonth activities in October. The first, on October 9, is the First Annual TCA Marksmanship Contest and Picnic, and will be held at the Pima Pistol Club. Only .22 caliber rifles and pistols may be used. If you don't have a gun but want to shoot anyway, pistols will be provided, or you may be able to borrow someone else's gun. Competitors will be expected to furnish their own ammunition and vittles. Shots will be fired at steel targets shaped like animals, and at various ranges, and awards will be presented. After the shooting is all over, wieners may be roasted, hamburgers broiled, or whatever - a large grill for cooking is available at the range. We will leave from Vicki Wayne's on N. Oracle at 9:00 in the morning of the 9th. It should be a lot of fun. For more info, call Ed Sanford at 885-9214.

The second mid-month activity in October is the visit to and tour of the GM proving ground at Mesa, followed by a picnic on the grounds. This will take place on the 23rd of October, in order to arrive at the Prooving Ground at 10AM, as requested, we will leave Tucson at 8AM from Vicki Waynes on N. Oracle. This promises to be an enlightening and interesting trip. For further info, call Gordon Cauble at 299-1122.

---

### CLASSIFIED ADS

For Sale-1965 4-speed trans-  
mission and transaxle. \$150.00  
Bob Graves 602-883-0143

Wanted: GOOD STRAIGHT rear engine  
grill for '66 Corvair

Gordon Cauble 602-299-1122

For Sale-- VITON "O" rings to seal  
the oil leaks in your engine, \$9.50 set.  
Air and oil filters. Weatherstrip for  
trunk and engine lid. Early and late  
shock absorbers, plus other hard to  
find parts for youe Corvair.

Gordon Cauble 602-299-1122

For Sale-- Ignition wire sets  
for your Corvair with original  
style boots. Fuel pump repair  
kits, \$8.50. Wrapped fan belts  
and many other parts and  
accessories.

Gordon Cauble 602-299-1122



M E M B E R S H I P   &   S U B S C R I P T I O N   E X P I R A T I O N S

!!!!!!

PAST DUE - GRACE PERIOD EXPIRES WITH THIS ISSUE -- D\*A\*S\*H

Linda & Dennis Coon, Members  
Joseph DeWolf, Member  
Robert J. Guarneire, Subscriber  
Warren Faidley, Subscriber

AUGUST

Barney Goodwin, Member  
Ron & Phyllis Richmond, Members  
David Martin, Member  
Patricia & Milton Stanfill, Members

SEPTEMBER

David Stafford, Member  
Don Robinson, Member  
John Roach, Member  
John B. Richtars, Subscriber  
Wilbur & Devon Ray, Members  
Robson Pratt, Subscriber  
David & Gail Albani, Member

OCTOBER

Joe & Frances Enright, Members  
Georgia Lewis, Member  
Orlin Wilsey, Member  
Richard Lower, Jr., Member  
Dean & Gerry Moody, Member  
Alan Gray, Member  
Rudy Castro, Subscriber  
Mark & Cathy McKenna, Members

Checks and Money Orders, payable to Tucson Corvair Association, may be mailed to Georgia Lewis, Membership Chairman, 6657 E. 17th St., Tucson AZ 85710.

N.B. Send changes of address to Georgia Lewis, please.

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HELP-- I am in need of a Chevrolet V6 engine for use in a project Corvair. The engine I need is a 1980 or later 90° 229 cu.in. engine usually found in Malibu or Camaro bodies. If you can find one at a wrecking yard, write me with an address and price. If I buy the engine, you get a reward of \$25. The Chevy V6 has the Distributor at the rear (like a Chevy V8), the Buick, which I don't want, has the Dist at the front. Please help me if you can! Please write - Seth T. Emerson 3462 Kirkwood Dr, San Jose, Ca. 95117 or Call(but not collect) (408) 247-2237      Thank You

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## 1965-69 CORVAIR AGAINST ALL ODDS

By Tony Hossain, reprinted from  
April 82 issue of Rochester, NY,  
Newsletter, "ACORN"

After five years of basically unchanged styling, Chevrolet introduced a spectacularly new Corvair in 1965. It still looked like a Corvair, the air-cooled engine was still mounted in the rear, but the design was decidedly European in character. The Corvair no longer made any pretenses to being a family sedan. It was strictly an automobile for enthusiasts.

The 1965 Corvair, and the all-new '65 full-size Chevys, followed curvaceous new styling themes introduced two years earlier on the Buick Riviera. Body lines were flowing, the fender line was curvaceous and the side windows were curved inwards. Bill Mitchell, GM's design chief at the time, called it, "as new as a new car has ever been." The press immediately took a liking to this new car. Car and Driver said: "Chevy's all-new Corvair, we love it!"

The Corvair model line-up was revised in '65. The only models available were a two-door hardtop, a four-door hardtop and a convertible. The Corvair had never before been offered in hardtop form. Gone were the four-door sedans and the coupes. Also disappearing was the 700 series, which had been around since 1960. The 500 series remained the Corvair price leaders, now available as a two-door hardtop and a four-door hardtop. The popular Monza was available in those models and also as a convertible. Replacing the Monza Spyder as the top-of-the-line sports model was the Corsa, available in two-door hardtop and convertible form. Addition of the Corsa nameplate was a very last minute decision and it has been reported that a few Corvairs with Monza Spyder nameplates were produced very early in the 1965 model year.

Underneath the handsome new styling was a new suspension that corrected any deficiencies that might have existed in the original swing-axle design. Based on the design used by the 1963 Corvette Sting Ray, the Corvair retained the advantages of a fully independent suspension but rear wheel "tuckunder" and drastic camber changes were now eliminated. Next to the Corvette, the Corvair was now one of the best handling cars made anywhere in the world.

There were some important changes in the engine compartment as well for 1965. Displacement of the "Turbo-Air" horizontally opposed six cylinder engine had been increased to 164 cubic inches in '64 but Chevy "hot-rodded" the engine even more for '65.

The base engine, rated at 95 horsepower and standard in 500 and Monza models, was unchanged as was the high compression 110 hp version. An alternator replaced the generator, though. Big news was the addition of a four single-barrel carb engine option that was rated at 140 hp. This was the highest horsepower rating ever claimed for a carbureted Corvair. The 140 was an option in the 500 and Monza and was standard in the Corsa series. Replacing the turbocharged 150 hp engine of the 1962-64 Monza Spyderys was a 180 hp turbocharged engine optional only in the Corsa.

The standard transmission in all Corvairs was a three-speed manual unit, floor-mounted. A four-speed was optional on all models

and the automatic Powerglide was available on 500 and Monza cars only.

Sales of the Corvair in 1965 were up to 235,528 cars plus 1,528 Greenbriars. Yes, Greenbriars. It's not common knowledge but Chevrolet continued Greenbriar production into the 1965 model year on a limited basis. However, by January 1965, the conventional front-engine Chevy Van had replaced the Greenbriar as Chevrolet's entry in the compact van market. Even though sales were up in '65, the model year was something of a disappointment. Only in 1964 had Chevrolet sold fewer Corvairs and the immensely popular Ford Mustang was stealing away many former Corvair Monza buyers. The most popular Corvair, again in 1965, was the Monza coupe. It found 88,894 buyers. The rarest is also, now, the most desirable...the Corsa convertible. Only 8,353 were sold. In addition to the Corvairs built in the United States, another 10,036 were built in Canada. It's not known how many of these cars were shipped to the United States and elsewhere in the world.

The austere Corvair 500 was the only series to feature a front bench seat instead of buckets. Interior color choices were limited to fawn, aqua or red and rubber mats covered the floor. Standard equipment included dual sunvisors, front seat belts, cigarette lighter, lockable glove box, dome light and heater-defroster.

As Chevrolet fully expected, the luxurious, bucket seat Monza was, by far, the most popular Corvair. Chevy spared little to make the 1965 version appear well-equipped and it was every bit as plush as the Mustang. Standard equipment included well placed exterior chrome highlights, Monza identification, full wheel covers and chrome roof drip mouldings. The inside story was where the Monza really came into its own. All vinyl bucket seats were offered in fawn, red, blue, saddle, black, slate and white.

The white bucket seat interior featured a choice of aqua or black carpeting and accents. Monza models also featured a standard fold-down rear seat, silver finish dash panel and a distinct steering wheel emblem.

The high-performance Corsa can be distinguished from the Monza by its satin finish rear cove area, CORSA nameplate on the front fender, body side pin striping and Corsa emblems on the lower rear fenders just ahead of the wheel openings. Corsas shared Monza interiors but featured a unique instrument panel with a full compliment of gauges and a black finish.

A new option in 1965 was a telescopic, simulated wood steering wheel. The wood wheel was also available without the telescopic feature. Other options included air conditioning, 2-speed wipers with washers, padded instrument panel and a number of radio options. An AM/FM radio was added to the option list in 1965. Powerglide was specified by 53.1% of the public in '65. Another 33.3% chose the optional 4-speed and the remaining few were content with the standard 3-speed manual. Over 73% of Corvair buyers selected white wall tires, 80.7% wanted full wheel covers but the installation rate for factory air was only 4%.

To be continued  
next issue



TECH TIP -- "Valve Adjustment on Corvairs"

(Courtesy Cal Clark)

PLEASE! Always adjust those lifters with the engine warm and running. I suggest our 1/3 valve cover. At least 2 times a week a person has an engine problem that ends up being due to incorrectly adjusted valves (hard starting, noisy lifters, burned valves, lack of power, loss of power when car gets very hot, incorrect vacuum readings, poor compression readings, bent push rods, etc.).

You must set valves with the engine running!

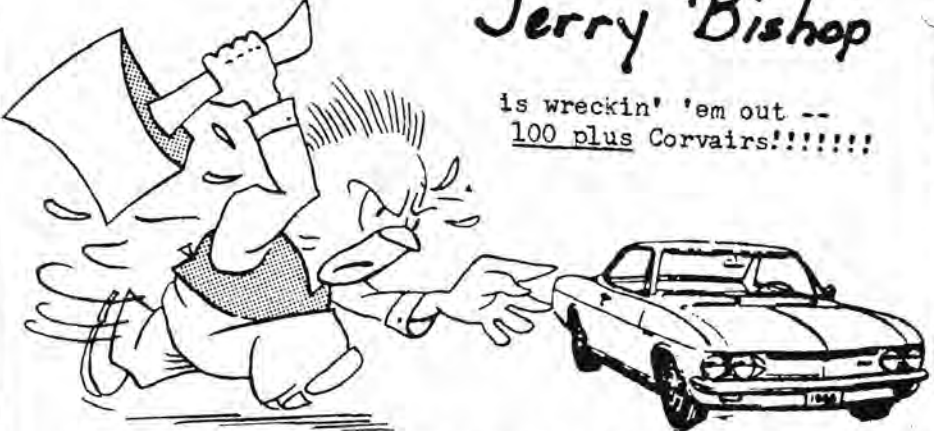
1. Jack up car (keep as level as possible).
2. Remove muffler. Set on ground and attach with flexible steel pipe such as we sell (page 324).
3. Remove valve covers and replace with our 1/3 valve cover (to keep oil from leaking out).
4. Idle car for 10 minutes.
5. Start with a socket wrench on one rocker nut:
  - A. Slowly loosen nut until lifter starts to clatter.
  - B. Allow it to run this way 5-10 seconds to see that it won't pump up and stop clattering. (If it does stop clattering, back it out some more until it clatters again).
  - C. S L O W L Y -- tighten rocker nut until the clatter JUST stops. Wait 10-15 seconds.
  - D. S L O W L Y -- Turn the nut in this many turns:  
Racing 0-1/2 turn  
Normal Driving 1/4 to 3/4 turn.  
I prefer 1/2 to 3/4 turn as it will seldom clatter when starting engine in the morning. DO NOT GO BY THE SHOP MANUAL!
  - E. Repeat Steps A thru D on the rest of the rocker nuts.
6. Replace the valve cover.

SUBMITTED BY GORDON CAUBLE  
From p.255, Clark's '82 catalog




# Jerry Bishop

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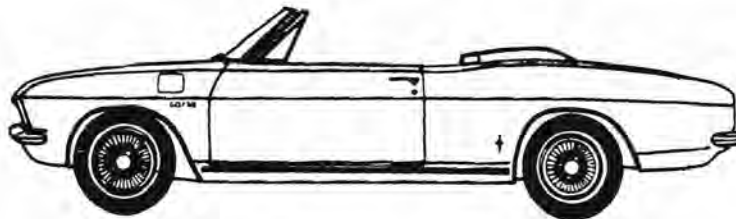
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TUCSON CORVAIR ASSOCIATION REGULAR MONTHLY MEETING

- \* THE TIME SEPTEMBER 22nd, 6:30 pm MEAL SERVED at 7:00pm
- \* THE PLACE THE FILLING STATION 6934 E TANQUE VERDE RD.
- \* THE MENU ALL YOU CAN EAT BUFFET, INCLUDING SALAD BAR.
- \* THE COST \$3.99 plus drinks.

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COMING  
EVENTS:

OCTOBER 9, the first annual marksmanship contest and picnic at PIMA PISTOL CLUB.

OCTOBER 23rd, tour of GM PROVING GROUNDS in MESA.

IN NOVEMBER, tune-up clinic and picnic.

IN DECEMBER, A CHRISTMAS PARTY!

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.

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