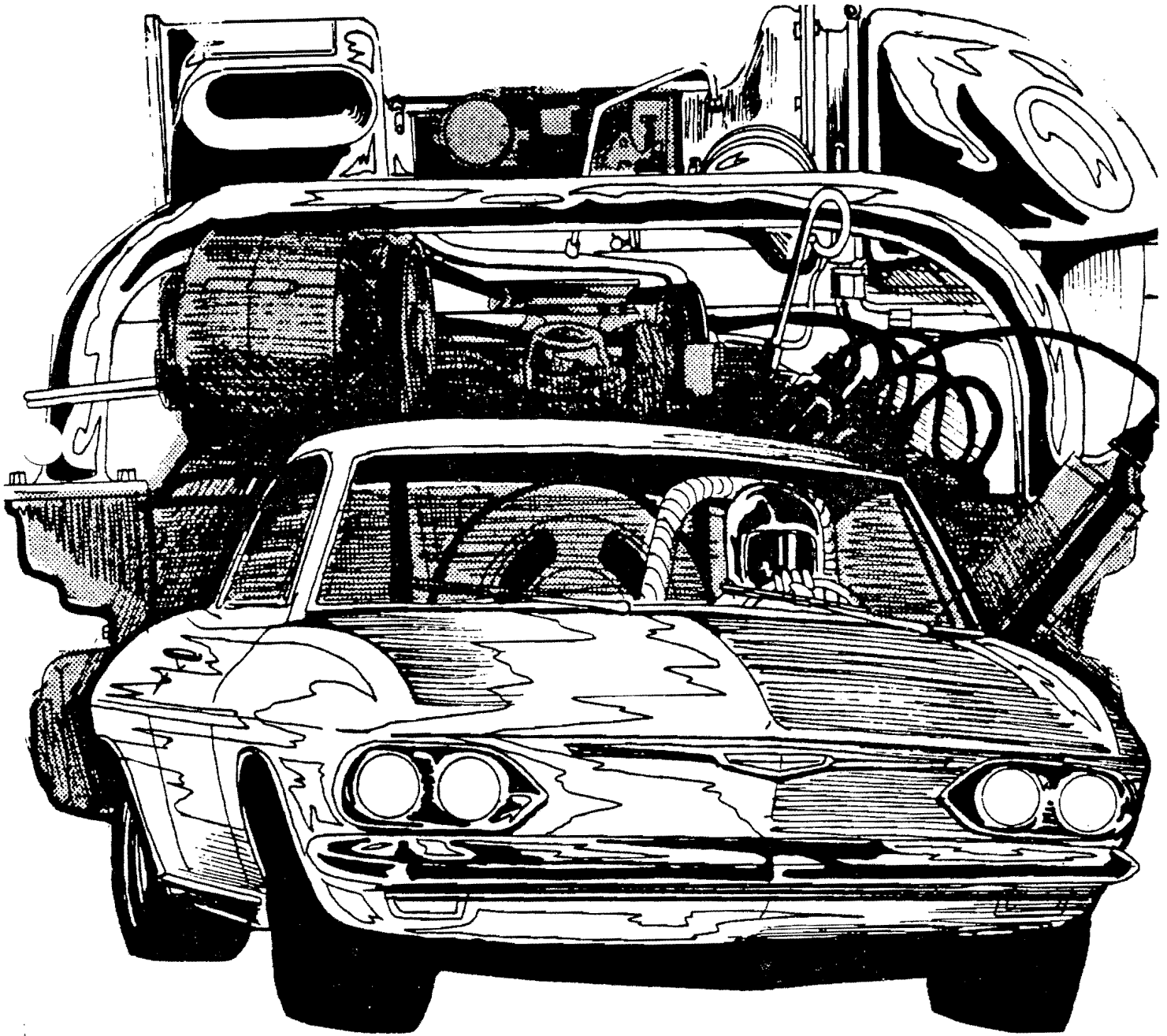


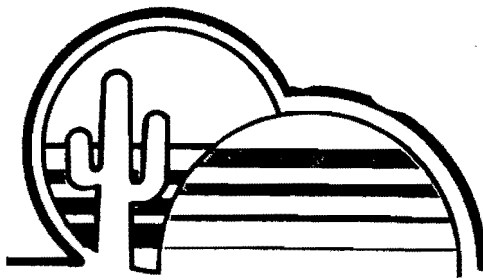
Dave Barber
Continuation

TUCSON CORVAIR ASSOCIATION TUCSON, ARIZONA



SEPTEMBER, 1983

VOLUME 9, NUMBER 6



TUCSON CORVAIR ASSOCIATION

CORVAIRSATION IS A MONTHLY NEWSLETTER 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)

MONTHLY MEETINGS ARE HELD ON THE 4th WEDNESDAY OF EACH MONTH. ONE ADDITIONAL SOCIAL AND/OR TECHNICAL EVENT IS PLANNED AND SCHEDULED EACH MONTH. DETAILS ARE PUBLISHED IN THE NEWSLETTER.

DUES FOR TUCSON CORVAIR ASSOCIATION MEMBERSHIP ARE \$10.00 PER YEAR, PAYABLE TO THE MEMBERSHIP CHAIRMAN. ANY TCA MEMBER WHO IS A MEMBER OF CORSA RECEIVES A \$1.00 DISCOUNT ON THEIR TCA DUES. CORVAIR SOCIETY OF AMERICA (CORSA) MEMBERSHIP IS \$14.00 PER YEAR AND IS HANDLED DIRECTLY BETWEEN INDIVIDUALS AND CORSA AT, 2506 GROSS POINT ROAD, EVANSTON, IL. 60201.

DEADLINE FOR ALL MATERIAL FOR PUBLICATION IS THE 5th OF EACH MONTH. MATERIAL FOR PUBLICATION IS SOLICITED AND SHOULD BE TYPED IF AT ALL POSSIBLE. SEND ALL MATERIAL FOR PUBLICATION TO THE CORVAIRSATION EDITOR AT, 4471 E. 7th ST, TUCSON, AZ. 85711. PH. (602) 795-2639.

CLASSIFIED ADVERTISING IS FREE TO ALL TCA MEMBERS AND A \$ 2.00 PER/4-LINE AD TO NON-MEMBERS. COPY SHOULD BE MAILED TO THE CORVAIRSATION EDITOR AT THE ADDRESS LISTED ABOVE. COMMERCIAL ADVERTISING IS ARRANGED THROUGH, GORDON CAUBLE, 5950 N. CAMINO ARIZPE, TUCSON, AZ. 85718 PH: (602) 299-1122.

PRESIDENT

VAN PERSHING
4842 W. PASEO DE LAS COLINAS
TUCSON, AZ. 85745
PH: (602) 743-9185

VICE PRESIDENT

BOB EGGERS
9410 E. LURLENE DR.
TUCSON, AZ. 85730
PH: (602) 885-4779

SECRETARY-TREASURER

ED CARY
1501-A E. PRINCE ROAD
TUCSON, AZ. 85719
PH: (602) 327-4469

RECORDING SECRETARY

LUCY POST
114 N. AVENIDA CAROLINA
TUCSON, AZ. 85711
PH: (602) 326-3351

EDITOR

DAVE THOMPSON
4471 E. 7th ST.
TUCSON, AZ. 85711
PH: (602) 795-2639

MEMBERSHIP CHAIRMAN

BOB THOMPSON
619 S. MOUNTVALE DR.
TUCSON, AZ. 85710
PH: (602) 296-1991

LIBRARIAN

DAVID MARTIN
820 E. ADELAIDE DRIVE
TUCSON, AZ.
PH: (602) 884-7785

DIRECTORS

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PRESIDENT'S PAGE

Another month has passed and it looks like summer is gone. Some great plans are being made for this year's Christmas party. It will be on December 15th at Panama Pete's. Watch the Corvair-isation for details. It promises to be the best yet!!

Due to the lack of a person who will serve as Chairman, the TCA will decline to do the judging at the mini-convention in Phoenix this April. We'll ask if there is another task that might be available. I'll keep you posted.

Much has been said in club meetings about ignition rotors - long ones vs. short ones. It seems the long ones that are close to the original are no longer generally available. There is one manufacturer that makes "high performance" ignition parts and the rotor they make is just right. They also make a high performance distributor cap and points and condenser. We will have all of these items available for purchase from our merchandise chairman at our next meeting. We'll have a few sets there this time and if there looks to be an interest we'll continue to carry them as a regular item.

The Park Mall Show for 1984 is now officially off and running. Bob Thompson has decided that he would like to give someone else a chance to see how it's done and so Dave Thompson has vounteered to carry the responsibility this year. April isn't as far off as it sounds! Thanks to Dave for being there when we need him.

We were on vacation during our last meeting and I had set up with V.P. Bob Eggers to take care of our meeting details. Bob went for a doctor's office visit that was supposed to take the usual hour and ended up having to stay till "dark-thirty". Thanks to Big Ed, all was not lost and things went well. The club seems to have several folks that really do a good job when asked and a few that do a good job even when they're not asked!!

The next meeting will be a little different in that we will have a special tech presentation. Come join us and enjoy!!



TCA REGULAR MEETING
Wednesday, August 24, 1983

The meeting was called to order by Past President, Ed Sanford, in the absence of the President and Vice President, at 7:30 p.m., at the Filling Station Restaurant, 6934 E. Tanque Verde Road.

PRESENT: 35 CORVAIRS: 19

The minutes of July 27, 1983 regular meeting as published in the Corvairsation were approved as corrected.

New members, Howard & Joan Wood, were introduced and guest, Mr. M. S. "Rosy" Rosenberger.

Dave Martin received a letter from Casa de Los Ninos Crisis Nursery which he read in regards to the benefit car show on October 9, 1983 at High Corbett Field. Spectators are to donate \$1.00 and car participants are to donate \$2.00. Discussion was held and there was some controversy on charging. Dave will contact Ron Edwards and report on the matter at the next meeting.

Frank McKenna queried as to our commitment to Phoenix for the Mini-Convention in April 1984. Ed Sanford stated that TCA had tentatively agreed to provide the judges but do need someone to volunteer to be a chair person.

New T-shirts are available and other items for sale at break time. Dave Thompson checked about the insulator wraps that goes around drink cans, etc. and they cost \$2.50 each or \$2.30 in bulk. Members to take a look at one at break and determine if they want them.

Gordon Cauble reported on the Corsa National Convention in Seattle, Washington, July 27-30th, which he attended. He reported the Convention was well organized. Other members that attended were Jim & Bonnie Wright, Bryan & Marylyn Lynch, Alan & Gloria Gray, and Sam & Harriet Angus.

Following break, grab bag and door prizes were won by Dave Baker, Howard Wood, Richard May, Dale Webb and Dave Tait. Donors were Tucson Corvair Association and Barney's Auto Service.

Sale items and technical tip sessions followed.

Meeting adjourned at 9:00 p.m.

Respectfully submitted,

Lucy Post

Lucy Post
Recording Secretary

Once again it's that time of year. The Fourth Annual Fiesta de los Ninos Car Show will be held Sunday, October 9 from 11 to 5 p.m. in Hi Corbett Field.

The prizes this year will be airline passes and hotel accomodations in San Francisco. Spectators are being asked to donate \$1.00 for admission to the field. To defray the cost of dash plaques, entrant cars are being asked for a voluntary(optional) contribution of \$2.00.

TCA participants will meet at 10 AM in the parking lot of El Con just North of the Firestone (formerly Penneys) tire and auto building. When we are all together we will move to the staging area on the South side of the parking lot. Then we will be sent to Hi Corbett.

Ron Edwards, Chairman of the show will be at our September meeting. I will have tickets for sale at the meeting and available for members to take to sell between the meeting and the time of the show. If you plan to enter your car please sign up at the meeting or call me. My work number between 10:30 and 5 M-F-and 10:30-2:30 Sat is 792-3474. My home number is 884-7785.

Based on our experience in the past it is a fun day-- though hats for shade and chairs for seating might be a good idea. See you all there.

Dave Martin

UNSAFE at any height

For something at first glance so innocuously innocent - lifting one or more tires off the surface - there are dozens of dangerous complications, and many of these complications are life-threatening if underestimated, ill considered, or ignored.

The typical automobile jack is an expedient device at best. It incorporates many degrading compromises. It must be small to fit unseen into the limited space allocated to it in the already small car interior. It must be light so as to be easily portable and movable by the perhaps aged, frail, or handicapped person who may have to use it under adverse conditions. It must be simple to operate, so that the non-mechanical, possibly illiterate or foreign-language speaking person can operate it in the dark, in bad weather, in freezing temperatures, without instructions. It must be inexpensive to manufacture because few salesmen want to talk about flat tires or introduce potential wheel problems when trying to sell a car, so that money spent on the jack is seldom profit producing. The typical automobile jack is designed to be small, light, cheap, and to serve in rare emergencies to temporarily lift a flat tire off the surface just high enough and for just the few minutes necessary to replace the flat tire with an inflated tire mounted on a rim. To expect more is not safe.

Using the car jack to lift just one wheel and tire involves a number of requirements - all too frequently not well considered by the user. The jack must hold the car securely, by notching into a specially prepared place in the bumper or bumper mount, or frame, or by hooking securely to a firm bumper, by supporting the frame, or however, but by maintaining secure and firm contact with a substantial part of the car while lifting the car and while holding it aloft.

The jack must be mounted on as solid and clean a surface as possible. The jack without a broad base will dig into virtually anything except concrete (in which case it can be depended upon to slip on the surface as a result of any imbalance of load upon the jack). A load/jack digs easily into dirt sand, hot macadam -- any surface other than solid pavement -- and tips under such circumstances very easily, usually allowing the car to come down with a quick crash and crushing anything caught underneath. And two jacks are even less stable. Even a jack on a solid base, with just a little sand, gravel, ice, or grease, can provide enough slip to cause the jack to slip and allow the car to fall.

The jack itself must operate at least as well as designed. Springs that slip may allow a collapse. Threaded shafts that are worn may allow slipping and collapse. Hydraulic leaks, even if slight, may provide a rupture point and give quick failure and collapse. Any moving part not functioning close to maximum design efficiency has a dangerous potential for failure - and the chance of failure is far, far greater under load.

The load itself should be well within the design limits of the jack. A typical car weighs 2000 to 4000 pounds. A typical Corvair weighs 2500 pounds. To try to lift much more than one fourth that weight -- one wheel of the car -- is to abuse the jack design safety factor - to assume a personal risk that increases much faster than does the unusual extra weight.

A jack, used as it was designed to be used, under a weight it was designed to handle safely, well secured to the car, mounted level and properly on a firm --say concrete -- surface, is only part of getting one wheel and tire high enough (inches are usually more than enough) for the one or two minutes necessary to change a tire.

If your car jack isn't operating properly replace it, and destroy any jack that cannot be properly repaired, so that your spouse or some other innocent person isn't injured trying to use faulty equipment.

The car should be made immovable. For sure chock the wheel diagonally opposite the wheel being raised, preferably on both treads -- front and rear -- of the tire, to that the chance of the car rolling is eliminated (not just as much as possible, but eliminated). Use of airplane type chocks is best. This is inconvenient because such chocks are not commonly available. The chocks should be as wide as the tire, the surfaces against the tread convex so that the tire won't roll in the chock, and joined in pairs by a rope or chain so that the chocked wheel can't slide with the chocks on the pavement or roll up out of the chocks. It is better yet to chock both wheels at the other end of the car from where the jack is to be used. Just as the jack base should be on a firm, level, dry, clean surface, so should the chocks and other three wheels of the car.

Remind yourself when using the car jack that the degree to which these ideal conditions are not available or not used is paid for by your assumption of a risk of movement, collapse, and possible injury greater than the loss of ideal conditions.

The car should be immovable because of the chocked wheels, but putting the emergency brake on hard and putting the car in parking gear before starting jacking operations may also help to immobilize the car. But don't put too much faith into either of these two actions. They are not really primary means of immobilizing the car on jacks.

Preferably keep any unnecessary weight off the jack. Keep anything movable -- people, pets, insecure loads -- out of the car. Anything movable may accidentally or innocently upset the balance, possible turn on the ignition, and move the car - a good reason, perhaps, especially with cars not having an in-gear no-start safety switch, to have the car empty and in neutral when jacking it.

Con't. next month.

EXPIRATIONS

AUGUST

Louis Lage
Milton Stanfill

SEPTEMBER

Don Robinson
Will Ray
David Albani

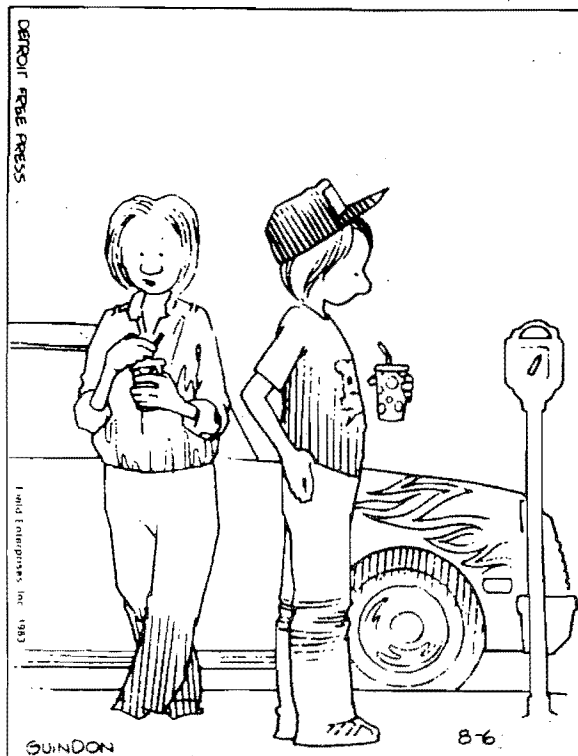
OCTOBER

Georgia Lewis
Alan Gray
Mark McKenna
Howard Boso
Orlin Wilsey

WELCOME TO NEW MEMBERS

Howard Wood
3312 S. Champlain Ave.
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GUINDON by Richard Guindon



“Who’d buy a rear-engine car? The flames would go the wrong way.”

Classified Ads

WANTED: Rampside Door for '61 pickup. Call Lee Miller
1-398-2050 Any day 6am til 10pm

FOR SALE: '66 Fitch Sprint Corsa coupe, 140hp, all original paperwork inc. Bill of Sale, Fitch conversion papers etc. Needs paint, Aztec Bronze, needs int. Runs good, has oil leaks. Needs total restoration, \$750 firm. Call Bob Gay at 298-1100.

FOR SALE: 3-prong spinner type, 14" wire wheel covers in mint condition. \$90.00 for the set. Gordon Cauble 299-1122.

FOR SALE: '67 Monza Cpe. A/C and cruise control. New tires and battery. \$1400.00. '66 Monza Cpe. New interior, needs engine seals. \$1000.00.

'64 Greenbrier tan with dark brown stripe, running, average condition. \$800.00.

'64 Spyder Cpe. with standard engine, includes original Turbo engine and rebuilt Turbo, plus extras. \$900.00.

'65 500 Cpe. auto., runs good, minor tears in seats, paint good, wire wheel covers, asking \$1600.00 but negotiable.

For further information on any of the above listed cars contact Gordon Cauble at 299-1122.

FOR SALE: 1969 Convertible. Rebuilt '66 motor. Good paint, top, and original interior. \$4500 contact Neil Clements at 298-9633.

FOR SALE: '66 Monza 2 door automatic with 110 engine. 3 years ago rebuilt engine & transmission. Has new tires and battery. Body in good shape. Asking \$1,000 or best offer. Call Alfred Aguilar after 6 pm at 294-6590.

FOR SALE: Vinton "O" rings to seal the oil leaks in your engine, \$9.50/set. Air & oil filters. Weather strip for trunk & engine lid. Early & late shocks plus other hard to find parts for your Corvair. Gordon Cauble 299-1122

FOR SALE: I sold my Corsa and have spare parts. New carpet set for 1965 (ACP-RED) \$50.00. NOS Corsa script \$8.00 pair. Repro Corsa "C" (from Clarks) \$2.00 each. Door lock lifts and rings (red) \$5.00 set. Misc. decals for engine area including jack instructions/tire stowage-make offer. NOS rear shocks \$10.00 each. Repro weather strip (follows roof rail) enough for 1 car \$30.00. Call Dave Tait after 4pm at 578-0089.



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889-5771

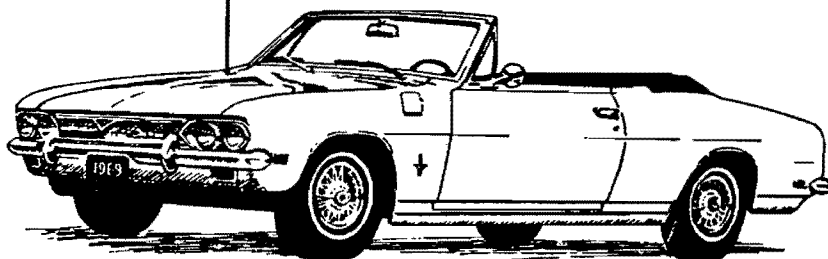


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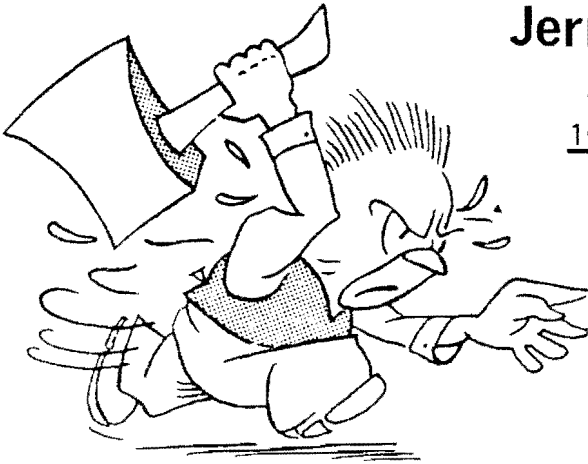
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TREASURER'S REPORT

BALANCE 8/1/83.....	\$1646.92
INCOME.....	\$104.10
EXPENSES.....	\$110.00
BALANCE.....	\$1641.02

TUCSON CORVAIR ASSOCIATION REGULAR MONTHLY MEETING

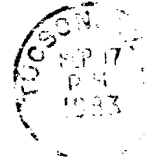
- * THE TIME: Fourth Wednesday of each month, 6:30 pm
- * THE PLACE: The Filling Station, 6934 E. Tanque Verde Rd.
- * THE MENU: An All-You-Can-Eat Buffet, Including Salad Bar
- * THE COST (for the meal): \$3.99 plus drinks.

COMING
EVENTS

SEPTEMBER 25, 1983: Picnic at Colossal Cave. Meet at Berkshire Village
(corner of Broadway & Camino Seco) at 9:30am and
leave at 10:00. The club will provide the drinks.

The Tucson Corvair Association is a chartered
chapter of the Corvair Society of America (CORSA).
Monthly meetings are held on the 4th Wednesday of
each month.

CORVAIRSACTION EDITOR
4471 E. 7th ST.
TUCSON ARIZONA 85711



FIRST CLASS MAIL



Dave Baker
7041 Arrowhead Dr.
Tucson, AZ 85715