

Corvairation

TUCSON CORVAIR ASSOCIATION

TUCSON, ARIZONA

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Merry
Christmas

DECEMBER



1985





TUCSON CORVAIR ASSOCIATION

CORVAIRSATION is a monthly publication of the TUCSON CORVAIR ASSOCIATION, which is dedicated to the preservation though restoration of the Corvair model of the Chevrolet Motor Division. The Tucson Corvair Association is a chartered member of the CORVAIR SOCIETY OF AMERICA (COSA).

MONTHLY MEETINGS are held on the 4th Wednesday of each month except December, and one technical/social event is planned for each month except July and August.

MEMBERSHIP DUES are \$10 per year payable to the TUCSON CORVAIR ASSOCIATION through the membership chairman.

COSA MEMBERSHIP DUES are \$22 per year and include a subscription to the COSA Communique, a monthly publication. Membership applications are available from either the Membership Chairman or the Treasurer.

CLASSIFIED ADS are FREE to all TCA members and are \$1.00 per line to others. The deadline for all materials submitted for publication is the 10th of the month. Mail or deliver all materials to the Corvairsation editor.

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MARK'S REMARKS

I hope that each of you and your families
have a very Merry Christmas and a safe and
prosperous New Year!!!!

See you then,

Mark

CORVAIRSATION NOTES:

As the editor of the Corvairsation, I would like to thank all of you for reading our publication. As you know, we like to print articles that are of interest to our club members and we've tried really hard to do just that this year. I would really like your input - how are we doing. If there is something special you'd like to see, drop me a line or call and I will do what I can to find something of interest. If you have an article that you think might be appropriate for the Corvairsation, please send it along and we'll try to publish it. If you have some ideas, tech tips, etc. please send them along. Don't worry about typing - if the item is typed that's great - if it doesn't happen to be typing that's great too!

Starting with 1986, you will be seeing some changes in the Corvairsation. For one thing, to save time and be a little more efficient, we will be using much more computer stuff. You may have already noticed the new computerized mailing labels. Carole Sanford has the entire club membership on the computer. I will start using the computer to do want ads, tech tips, and other things starting with the next issue. If you like what you see, great. If for some reason you don't, let us know.

Finally, a special thanks to all of you who helped with the Corvairsation this year with articles and time. Merry Christmas and Happy New Year to all.

The Regular Meeting of the TCA was called to order by President Mark McKenna at 7:35 P.M. at Picadillys Cafeteria at 6767 E. Broadway, Tucson, Arizona on Wednesday, November 27, 1985.

New Members and visitors were introduced and welcomed.

The minutes of the last meeting were approved as published in the last Corvairsation.

Mark announced that the Mid-month activity at Malibu Grand Prix was a BUST event. There were problems with the management as to time they opened and other problems. The picnic was then cancelled.

Frank McKenna reminded everyone about the December 10th deadline to make reservations for the Christmas Party on December 10th. This party will be held at Niblick Lounge, Rolling Hills Country Club, 8900 E. 29th St.. Cocktails at 7 PM and Dinner at 8 PM. There is a map in the November issue of the Corvairsation. REMEMBER, EVERYONE WINS A PRIZE --- HOPE TO SEE YOU ALL THERE.

Mark McKenna showed the attending members a plaque our club received from the Casa de los Ninos and a letter of appreciation for our contribution to the car show on October 13th.

Mark asked for volunteers to get the gifts for the Christmas Party. He would like two women and two men for this fun job.

It is about that time again for the nomination committee to get in touch with those interested in becoming an officer for the TCA. Elections are in Feb. '86 and of course we need some volunteers. Contact Pat Bender, Don Bortle or Mark McKenna if you are interested.

New items in the merchandise department were introduced. There are many very nice items for sale.

Break

After break, door prizes were awarded. First license number drawn was #LIL RED NO WINNER. Was that you? It was driven to the August, '85 meeting. License that won was #8949CN - Larry Dandridge. Remember, the more times you drive your Corvair to a meeting, the more chances of you winning. Other winners tonight were Bob Eggers, Beverly Baker and Carole Sanford.

Buy and sell and Tech tips were discussed.

Ed Sanford concourse chairman for the Mini Convention in '86 announced that he still needs a few more volunteers. Everything is looking good and he will soon set up some practice sessions. Please contact him if you wish to help out. Remember, you do not have to know Corvairs. All you need to know is condition and cleanliness of the vehicle.

Board of Directors meeting will be December 4th at Bob's Big Boy, Speedway and Swan at 7:30 PM. Remember, anyone may attend.

No December Meeting. Only Christmas Party!!!!

Meeting adjourned at 8:50 P.M.

HAPPY THANKSGIVING AND
MERRY CHRISTMAS AND A VERY HAPPY NEW YEAR

There

LIFE'S LITTLE PROBLEMS

Oh me. That dratted car is still leaking oil, and it's not getting better. Well, nothing to do but put on a new rocker cover gasket. Use that good red high-temperature ackum-pucky on the gasket, and it should do the job. Good rubber gasket. Hmm... the old one comes off OK. Clean the cover (lick & promise method) and on with the new gasket. Now tighten down snug and ... DRAT! That bugger dripped a drop of oil as I was cinching it down! Oh well, probably means nothing. It's ready to drive -- (one day interlude) -- DOUBLE DRAT!! Where IS that oil coming from? From that same rocker cover, with the new good rubber gasket and super-duper ackum-pucky?? Impossible!! No, very possible. New good cork gasket time, with NO red ackum-pucky, and a new (well, different) rocker cover. Put that hummer on and ... DRAT again! It dripped another drop of oil as I was cinching it down! From the same place as before, the little notch where the gasket pokes out. Hmmmm.... What in the WORLD is going on??

Off with the rocker cover and look. Hmm... That left bottom cover bolt hole in the head has been heli-coiled. It looks as though the heli-coil was put in a little askew. Hmm.. AHA!! That heli-coil is off-center towards the center of the head, toward the other bottom bolt hole, causing the bolt to bind in the cover. When I tighten down the bolt, the last little bit of tightening is enough to bow the blasted cover away from the head! Solution: use small oval needle file to open the hole in the rocker cover enough to get rid of binding. Result: NO OIL DRIPS!! (at least from the rocker cover..) --- Case closed. ---

Big Ed

186,000
miles per second
is not only
a good idea



IT'S THE LAW

PHOTOGRAPHY: BILL TEMES

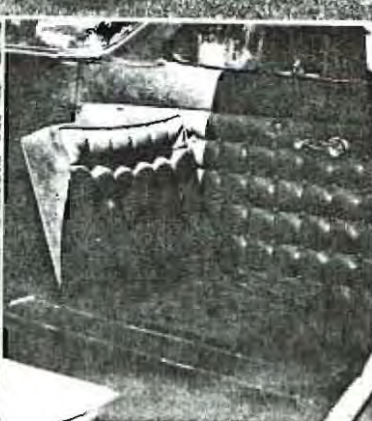
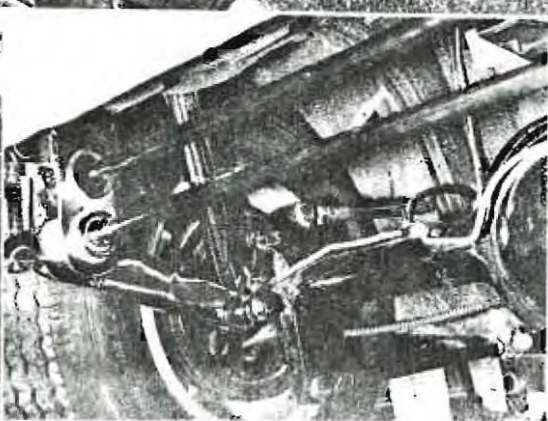
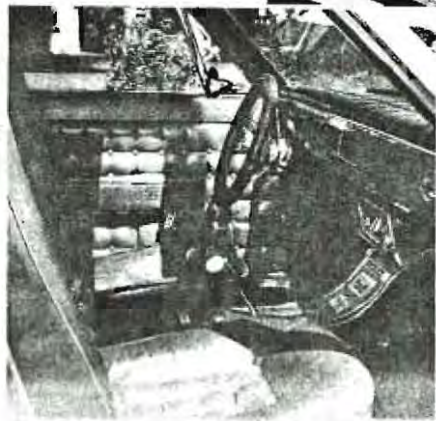


Body man Dennis Crass combined elements of three of Chevrolet's most popular products into one car, added an injected, alky-burning front V8 and then made room for the show trophies

CAMAVAIRVETTE V8

One of the most unusual Viars we've ever seen, Dennis Crass' '66 Monza sports hand-formed Camaro grille opening and grille bars, front spoiler, Corvette L-88 scoop grafted on to stock hood, front and rear wheelhouse moldings with cooling scoop at rear, Peugeot sunroof assembly, '70 Dodge Daytona high spoiler, and functional sidepipes stuffed with Corvette chambered pipe for quiet street operation. Four Buick Special headlights hide behind the grille, and there are lots of other hidden goodies, too, including a completely handbuilt torsion bar rear suspension using '64 Valiant bars, a Watts linkage, and a Mustang rearend assembly. Up front there's a relatively stock 327 Chevy using Hilborns and alcohol, connected to sidepipes via a set of homemade headers, and running back through a Turbo 400 to the Ford. Olds F-85 coils and Chevy shocks help support the added weight of the V8, and a '72 Olds radiator handles the cooling. On the inside, there's a hand-formed dash using Dodge and Camaro instruments, Opel GT buckets and handmade jump seats in the rear all upholstered by Karl Kasper of Milwaukee. Paint is pearl gold with fadeaway U.S. flag, crest, and eagle too.

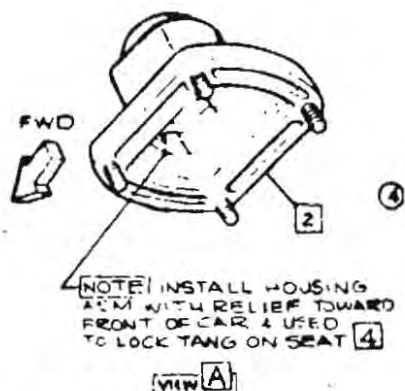
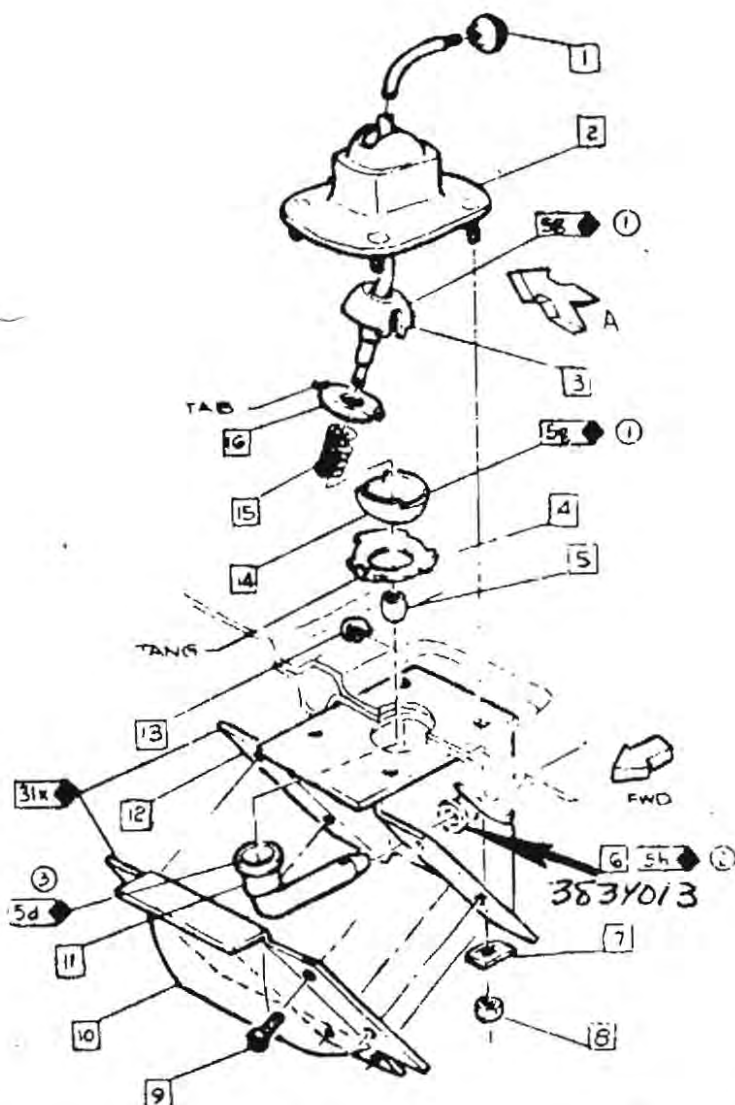
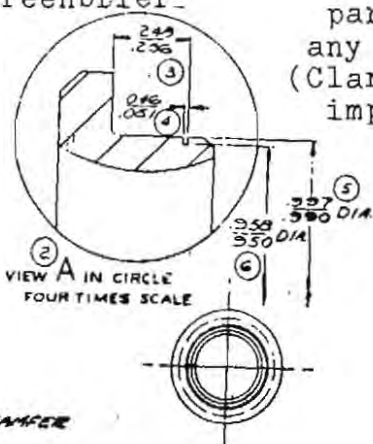
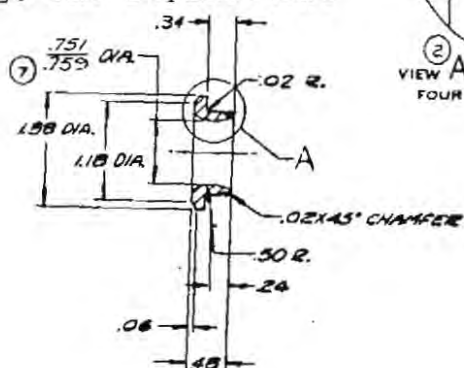
CLOCKWISE FROM RIGHT—Chromed, injected 327 and home-built headers look right at home in former trunk area. Rearend is stock in appearance except for tall spoiler. Jump seats in rear will hold all three little Crasses in style. Torsion bar suspension controls Ansens and Goodyears. Opel GT seats, dash, and console are stylish, hang together well.



Recently the shifter on my 63 Greenbrier became hard to shift & noisy. I investigated and found that #6 below was broken off at the snap ring groove and allowed the shifter rod to rub on the metal housing. The replacement

part is not listed in any of the parts catalogs (Clark's, etc.) and is almost impossible to find in the GM parts book. Needless to say, the part is not available, but here are some nice drawings if you would like to make one yourself.

Van Pershing



▲ 10-110 LBS IN
▲ 0-14 LBS IN
▲

- 1 367576 KNOB ASM
- 2 3834033 HOUSING ASM
- 3 3834006 LEVER ASM
- 4 3787056 SEAT
- 5 3834008 BALL
- 6 3834013 BUSHING
- 7 3843812 NUT - LOCATE AT ONE OF REAR STUDS OF HOUSING ASM
- ▲ 8 9414072 NUT
- ▲ 9 9416231 SCREW
- 10 3834012 COVER
- 11 3786269 END-CONTROL ROD
- 12 3834009 SUPPORT ASM
- 13 274676 RING-SNAP
- 14 3787784 CUP
- 15 3785007 SPRING
- 16 6237716 SEAT - INSTALL TAB TO R.H. SIDE OF HOUSING

LONG ROTORS.....

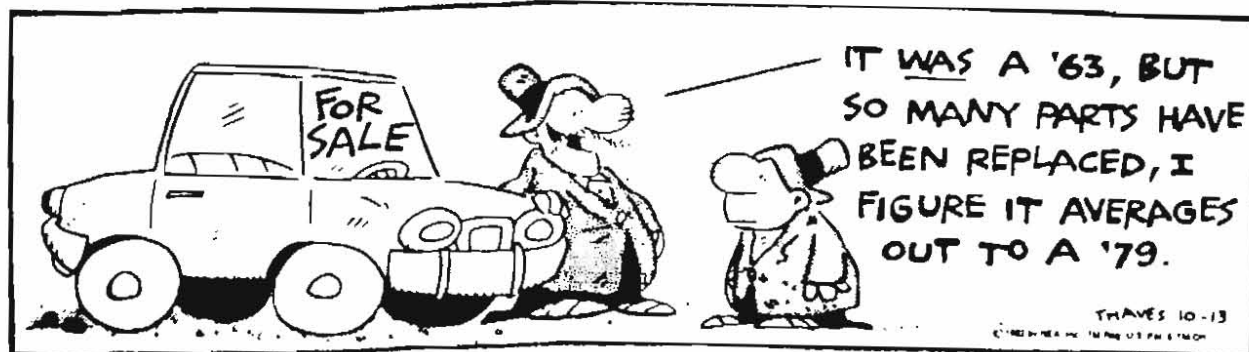
A couple of months ago I was on my way to the TCA monthly meeting and I was stopped by a broken rotor. After walking a mile and a half to Gordon Cauble's house, I was back on the road again but too late for the meeting.

A long rotor of the Echlin RR-1820 variety had broken around the area that fits over the distributor shaft. Well, being a "long" rotor one would naturally assume that it had interfered with the distributor cap. Upon investigation, I discovered that it hadn't. The cap was unmarked - not a trace of a "crash". I remembered that the rotor had been hard to put on the distributor shaft - I had to really push to get it on. I got another long rotor and tried it. Sure enough, it had to be "pressed" on too.

My conclusion is that the longer rotors are good; to make them work for a long period of time, one is going to have to take some sandpaper and do a little work on the inside diameter of the shaft hole on the rotor. The rotor that broke for me had been installed over a year and a half before and if there had been an interference problem it would have manifested itself long before. The stress of heating up and cooling off, along with the interference fit between the rotor and the shaft caused a premature failure and made me miss the only club meeting I was able not to make for a long time.

Van Pershing

Frank and Ernest



Let's Put Innovation In Perspective...

At this moment Chrysler Corporation is finishing a huge rebuilding project at its 55-year old Windsor, Ontario manufacturing complex. That plant has built millions of Canadian specification Plymouths and Dodges and most recently, it was the only Chrysler facility assembling such popular rear-drive cars as the New Yorker. But soon the plant will be turning out Lee Iacocca's dream machine, the so-called mini-van.

The mini-van has been hailed in automotive circles as a revolutionary new kind of vehicle, a unique blend of station wagon and van. We know better.

Volkswagen introduced the van concept in 1950 with the introduction of its popular rear-engine, rear-drive bus. In the fifties the compact bus found wide favor with businesses who wanted to save gasoline, cut down on maintenance costs with an easy to drive, small on the outside, big on the inside vehicle. But VW wasn't alone for long.

In 1961 Ford and Chevrolet introduced compact vans of their own. Ford's Econoline, based on the Falcon, was an immediate success. It used a mid-engine design that was quite space-efficient (you can't beat a box for efficient use of space), gave excellent gasoline mileage with the 170 Six and could be nicely appointed if ordered as a Club Wagon. The Club Wagon had lots of windows, seats and a wide choice of colors. Chevrolet's Greenbriar followed the VW pattern more closely. Under the skin it was a Corvair and that meant it was a rear-engined six-cylinder truck. The Greenbriar/Corvan had a number of disadvantages, compared to the Econoline. It was more expensive, it didn't have a flat floor and it had a lower payload rating. But it was better suited to non-commercial users with a softer ride and finer appointments in Greenbriar trim.

In those days, though, station wagon buyers preferred real station wagons and the utilitarian aspects of the Econoline made it the overwhelming favorite in the early-sixties van wars. VW went on to become a favorite with the "counter culture" but Ford set the pattern for high volume vans. Then in 1968, Ford a new kind of van that sent everyone else back to the drawing board. The compact Econoline was replaced with a bigger, front-engine van. Chevy and Dodge responded and in 1975 Ford introduced a bigger yet V8 van. And now Lee Iacocca thinks there's a market for small vans. He's right.

For those of you who need a small, fuel-efficient station wagon or hauler, we suggest you take another look at those early VW's, Fords and Greenbriars. They're surprisingly similar in concept to the new Chrysler van...and they're a lot cheaper.

At the other end of the automotive spectrum, there's a renewed interest in sports cars with turbocharged engines of relatively small displacement. This, they tell us, is the technology of the future. Efficiency will be the key word in future performance designs but the concept of turbocharging is almost as old as the internal combustion engine itself. And if you'd like to enjoy the performance of a turbo along with its fuel economy benefits and you don't want to pay a five-figure price tag, we have two more suggestions.

The 1962 Corvair Monza Spyder was the first turbocharged American car since the famous Cord 812. With a 145 cubic inch displacement, the "Turbo-Air" six put out 150 gross horsepower. The Corvair had an excellent power-to-weight ratio and the four-speed transmission made it great fun to drive. The '65 Corvair offered substantial improvements over the earlier Corvair design and by this time the turbocharged engine was displacing 164 cubic inches and, according to Chevrolet, putting out 180 horsepower.

Making its debut at the same time as the Corvair Spyder, the Oldsmobile Jetfire caught the automotive huff off guard with its 215 cubic inch aluminum turbocharged V8. Rated at 215 horsepower, the Jetfire was one hot little Olds. Unfortunately, mechanical problems cropped up and the Jetfire wasn't much of a commercial success. It was discontinued at the end of 1963 when Oldsmobile made its compact an intermediate and decided that the cheapest, most reliable way to increase performance was with more cubic inches. And with gasoline at 30 cents per gallon, it was.

Both the Corvair Spyder and Olds Jetfire rate highly in our book. They haven't been recognized as the true pioneers that they are and once again, they're a lot easier on the pocketbook than today's turbos.

As a matter of fact, take a nice restored Spyder convertible out on the road for a while and you'll come back convinced that the most awesome thing about a Datsun Turbo Z is the price tag.

from Corvair Houston (May 84)

Vairo 'n Spares

1963 GREENBRIER, looks good in and out, auto, air, electric fuel pump, AM-FM cassette, power antenna, roof rack, window film, runs good. Noise in differential. \$2150 or trade for convertible or Lakewood. Bob Jones 298-3528.

FOR SALE: '62 SPYDER Coupe, new engine & turbo, rebuilt transmission, tinted glass, body and interior need restoration. \$2,000 OBO Call Gordon Cauble, 299-1122

FOR SALE: '63 MONZA Coupe, special 4 carb engine, black w/ new red interior. A real nice car w/ wire wheels. \$2,500 or reasonable offer. Call Gary, 622-0478

SPECIAL NOTE: Be advised that Clark's is now reproducing '64 wheel well moldings. \$94/set or \$24/ea.

FOR SALE: TUNE-UP PARTS for 1960 and early 1961. See the new mechandise chairman(?) person. Cathy McKenna at the next mtg.

FOR SALE: 4-Barrel Manifold for 140 hp complete w/ new Holly carb. All new still in box. Call Randy @ 294-1195

FOR SALE: '66 MONZA - w/ Air. 4-speed, 4-door, 110hp engine, new paint. RUNS GREAT & LOOKS GREAT. Call Sheri Roberts. 297-6219 today.

"SPARES" for Sale: One very nice antique Singer Sewing Machine. Everything works. Will take best offer. Call Sheri @ 297-6219

FOR SALE: Especially for do-it-yourselfers; tune-up kits, distributor caps, wrapped fan belts, air filters & oil filters; also viton O rings, trunk & engine lid W/S; plus many other Corvair parts. Call Gordon Cauble 299-1122.

FOR SALE: '61 LAKEWOOD in very nice condition. 10K miles on complete restoration. '65 110 auto. Old eng w/ complete carb set-up comes w/ car. A real buy @ \$2,750.00 OBO. Call Gordon Cauble 299-1122

FOR SALE: '63 Greenbrier, 110/4-speed, bolted flywheel, excellent battery, equipped for camping. 12-volt refrigerator, foam rubber bed, drawers, port-a-pottie, carpeted, radio w/ 8-track stereo. Alan Gray 795-2639.

FOR SALE: '61 Four Door, automatic, one of Bryan Lynch's cars. If interested call Frank McKenna 885-8571.

FOR SALE: '64 Greenbrier w/ automatic transmission. '64 engine runs good. Body good-no rust. Doors need repair. \$600 OBO
Call Gary 622-0478



TREASURER'S REPORT

Balance November 1, 1985.....\$865.09

INCOME:

Dues.....60.00
Corvairsation ads.....52.50
Raffle tickets.....26.00
Merchandise sales.....48.50

Total Income.....187.00

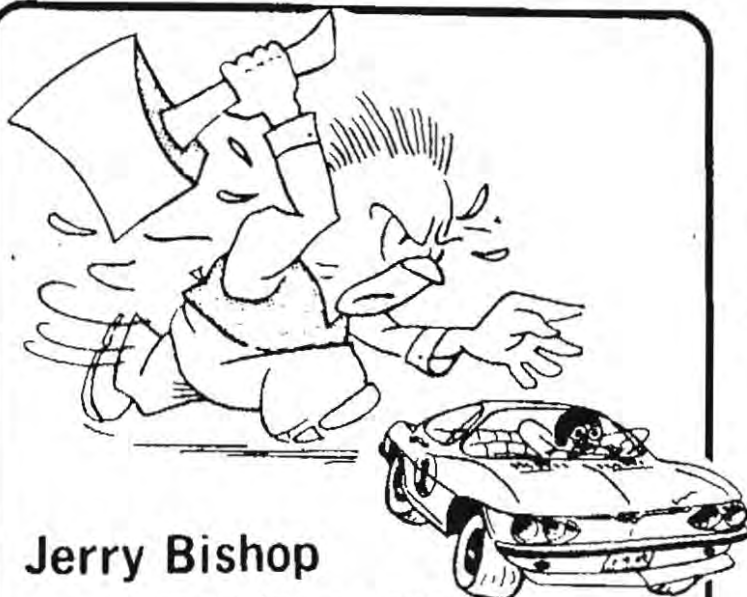
EXPENSES:

Corvairsation.....32.33
Raffle/merchandise.....128.13
Christmas party.....200.00

Total Expenses.....260.46

Balance December 1, 1985.....\$791.63

Alan Atwood



Jerry Bishop

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

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ENGINE RESEALING

TUNE-UPS

AIR CONDITIONING

ENGINES REBUILT

* TOWING *



TUCSON CORVAIR ASSOCIATION REGULAR MONTHLY MEETING

* THE TIME: 7:00. the 4th Wednesday of each month

* THE PLACE: Piccadilly Cafeteria, 6767 E. Broadway

Gather @ 6:30, eat @ 7:00 - You don't have to eat to attend.

COMING
EVENTS

NO REGULAR MEETING IN DECEMBER!!!!

The Christmas Party takes its place.

Jan 19 - Numero Uno Slalom - Cactus Corvair Club, Phoenix
Call John Priddy @ 1-946-9538

Jan 19 - SSSC Slalom: Fort Huachuca
Call Chuck Kelley @ 1-458-2685

SASCC Sports Car Rally - 1st Saturday of every month,
1pm, Reid Park Tennis Courts. Call Carl Broberg @ 297-3934

The Tucson Corvair Association is a chartered
chapter of the Corvair Society of America
(CORSA).

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