

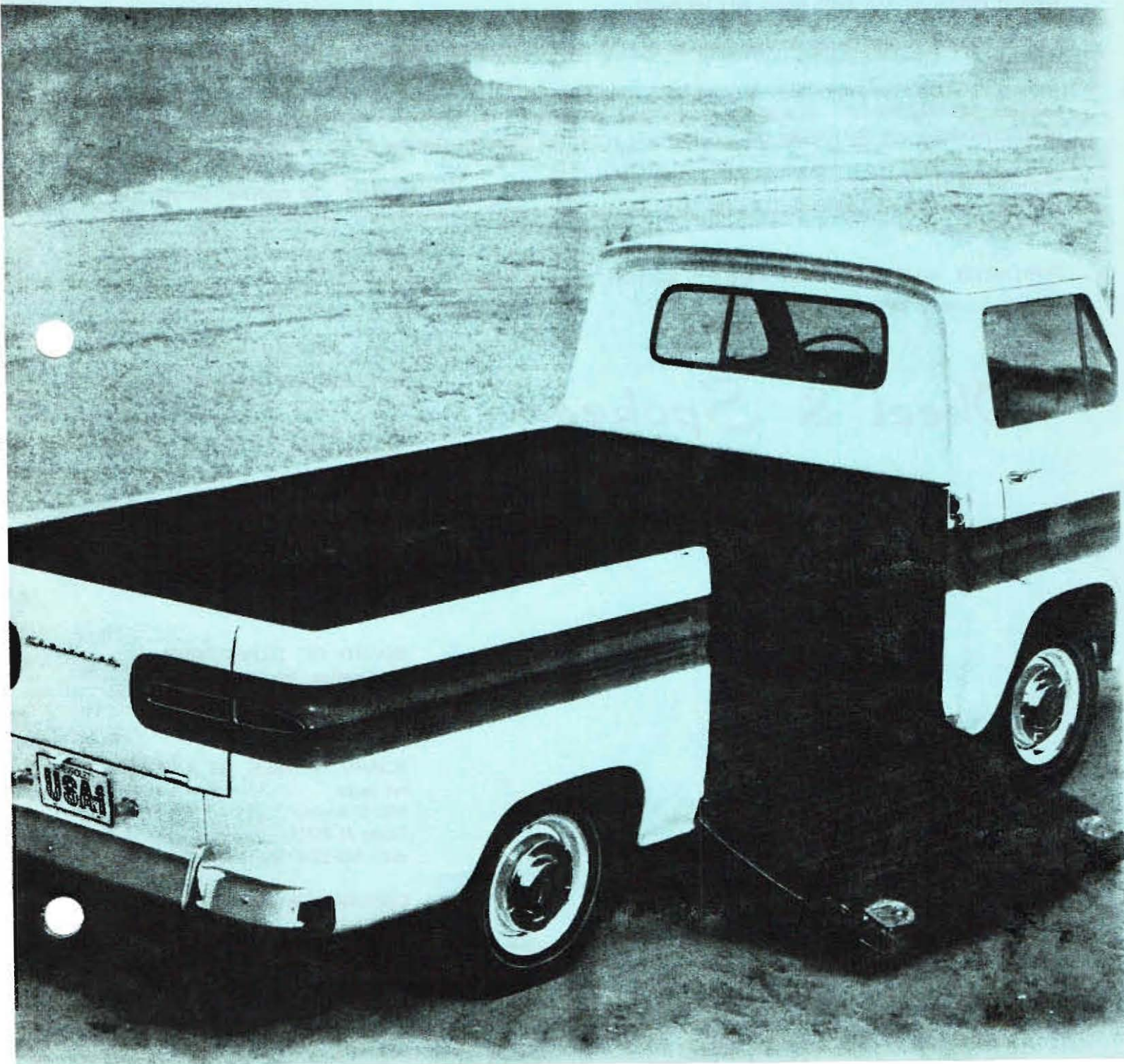
Corvairisation

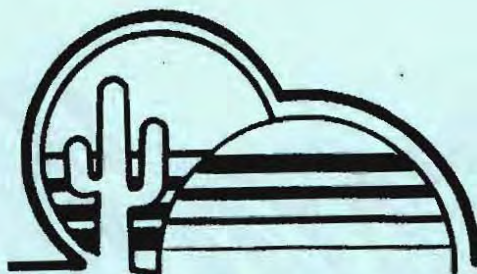
TUCSON CORVAIR ASSOCIATION

TUCSON, ARIZONA

JULY 1985

VOLUME 11 NUMBER 4





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.

BUSINESS MAILING ADDRESS: P.O. Box 50401, Tucson AZ 85703

Wheel & Spokes

PRESIDENT

Mark McKenna
3726 S. Pantano Road
Tucson AZ 85730
(602) 745-9209

VICE PRESIDENT

Larry Dandridge
1003 N Perry
Tucson AZ 85705
(602) 792-9724

TREASURER

Alan Atwood
4287 N. Limberlost Place
Tucson AZ 85705
(602) 888-4433

RECORDING SECRETARY

Sherri Roberts

(602) 886-7628

MEMBERSHIP CHAIRMAN

Carole Sanford
1710 S.Ceylon Place
Tucson AZ 85748
(602) 885-9214

LIBRARIAN

David Martin
820 E. Adelaide Drive
Tucson AZ 85719
(602) 884-7785

BOARD OF DIRECTORS

Van Pershing, Bob Gay,
Carole Sanford, Corvairsation
Editor, and current officers.

BOARD MEMBER AT LARGE

Pat Bender
1025 E. Windsor
Tucson AZ 85719
(602) 888-2224

CORVAIRSATION EDITOR

Van Pershing
4842 W. Paseo de las Colinas
Tucson AZ 85745
(602) 743-9185

MARK'S REMARKS

The 1986 Phoenix Mini-Convention is planned for April. The TCA will provide the Concours Judges and Ed Sanford, the Chairman, will be assigning people to teams. If you have a preference as to what area (interior, engine, paint, etc.) you would like to judge, please let him know.

With our past history of reduced attendance at our Mid-month activities during July and August, the Board has decided to cancel these events until September. The next Mid-month activity will be a tour and potluck picnic at Kitt Peak, on September 15th.

Don't forget that July has 5 Wednesdays and we meet on the 4th one, the 24th.

See You There!!

Mark

TREASURER'S REPORT

Balance June 1, 1985.....\$601.31

Income

Dues.....60.00
Corvairsation ads15.00
Raffle tickets.....35.00
Merchandise sales.....22.75
Cans.....27.25

160.00 Total Income

Expenses

Corvairsation.....45.42
Raffle prizes (for May).....18.08
Flowers.....46.15
Contribution for tax repeal.. 2.00

111.65 Total Expenses

Balance July 1, 1985.....\$649.66

Alan Atwood

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, June 26, 1985.

Frank McKenna talked a little about the passing away of our Friend Bryan Lynch. We talked a little about the good times and a few of the things Bryan did for our club.

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

Discussion was held regarding the 1986 MiniConvention in Phoenix. We are still waiting for all the materials to be sent to Mark. The Board of Directors will decide at the meeting on July 3, 1985, Bob's Big Boy on Speedway and Swan, 7: 30 P.M. whether or not we still want to judge. We still need some more volunteers just in case we do decide to go ahead.

We now have about nine Corvairs signed up for the Casas De Los Ninos show in October. Please contact Mark if you wish to sign up.

Mike Hayden discussed having more ladies from our club sign up for judges at the MiniConvention. He stated that the ladies can help with the areas of nontech and cleanliness of the Corvairs.

Dave Davis from the Retractable club disussed Casas De Los Ninos Show. Date to be October 13th. He will need someone from our club to be there, Reid Park, around 7:00 - 7:30 A.M. to pick our spot. Cars can be brought in from 9:00 - 10:00 A.M.. Show starts at 11:00 A.M.. Contact Mark today. Flyers and raffle tickets are available. This years raffle is for a 1932 Ford Roaster. There will also be crafts and bake sales.

Kathy Davis discussed the 4% Used vehicle tax law. They are going to try to get the tax raised to 5% unless we as a club, along with other car clubs, don't get the petitions in to get the 4% tax repealed. Petitions were passed around to sign.

New Merchandise chairman will be Phil Jamison.

Break

New members and guests were introduced.

After break, door prizes were awarded which were donated by TCA and the Sanfords. Winners were: Barry Cunningham, Richard Eggers, Donny Morse and two for Mac Post.

Buy/Sell items and Tech problems discussed.

There will be no Mid-Month activity during the months of July and August.

Meeting adjourned at 8:45 P.M.

Respectfully submitted,

P.S. After break, Mark asked Sheri to make an announcement. She announced her engagement to Mike. Wedding to take place sometime in December.

Sheri



Wild Thang

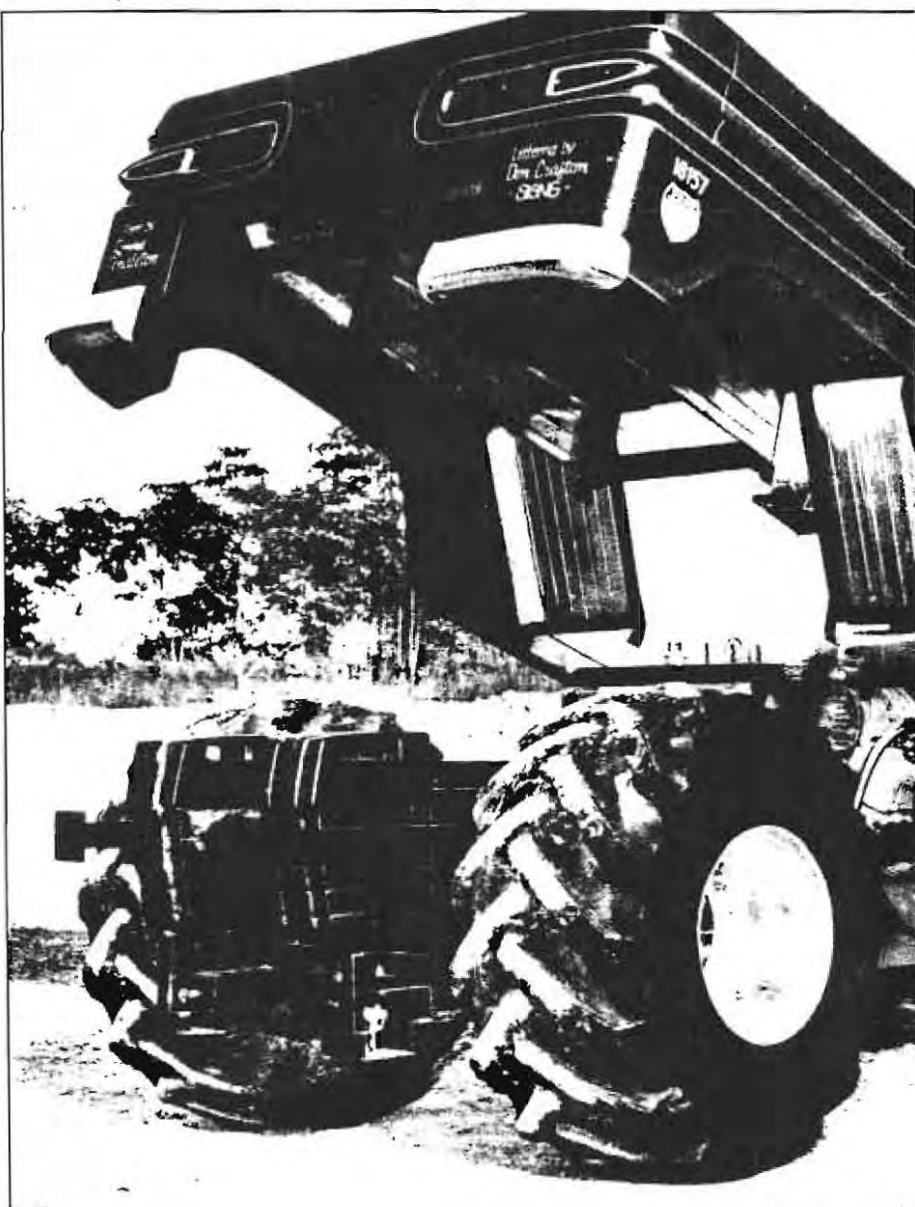
By John Lawlor

During the past four years, Hugh and Gwynn Howell and Glenn Smith have become well known around the pulling circuit for their flame-painted '55 Chevy pickup. Powered by a Chevy "rat motor" punched out to 541 cubic inches and fitted with a Mooneyham blower, the '55 was the 1983 Grand National Points Champ in the NTPA's 5800-lb. category, as well as second in points in the TNT 6000-lb. class during both the 1982-'83 and 1983-'84 seasons.

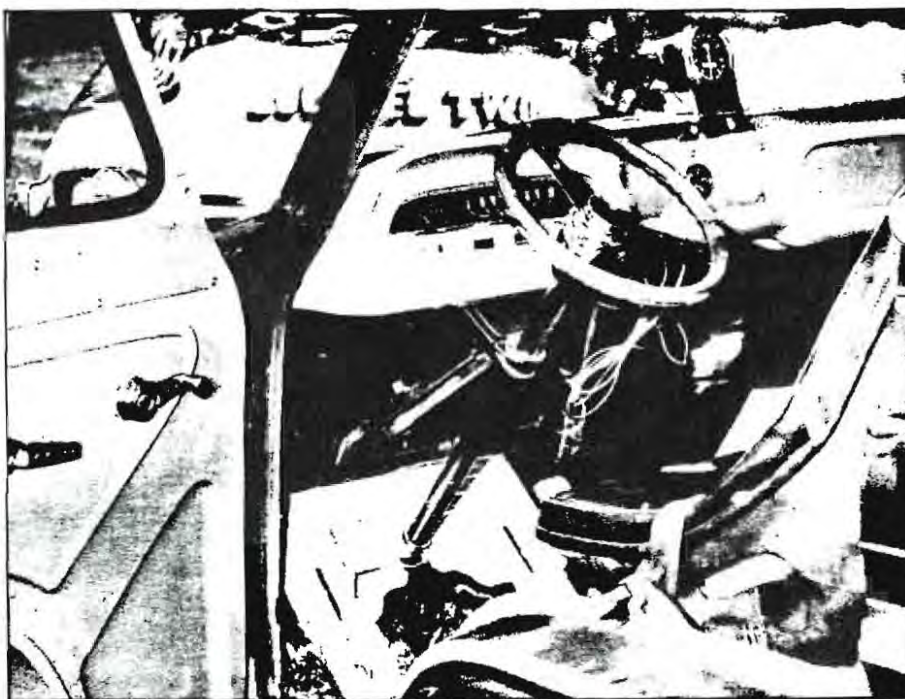
If you're a regular reader of *Off-Road's Truck Pulls*, you're familiar with the truck, for it was the subject of a color spread in a recent issue.

Now the Springfield, Tennessee team of Howell, Howell and Smith have another Chevy pickup. But this one, called "Wild Thang," is a little different. It's a '62 Corvair with a "rat" V8 mounted amidships, right behind the cab.

Glenn Smith built the engines for both trucks, with an assist on the



Here's a mid-engined, Corvair-based puller that's truly one of a kind



Photos by Steve Reyes

machine work from the Cornett Machine Shop in Somerset, Kentucky. The powerplants are basically alike though the new one hasn't been punched out quite as far. The bore and stroke are square at $4\frac{3}{8}$ inches each, for a displacement of 526 cubic inches. (The older one gets its added 15 cubes from a slightly longer stroke, $4\frac{1}{2}$ inches.)

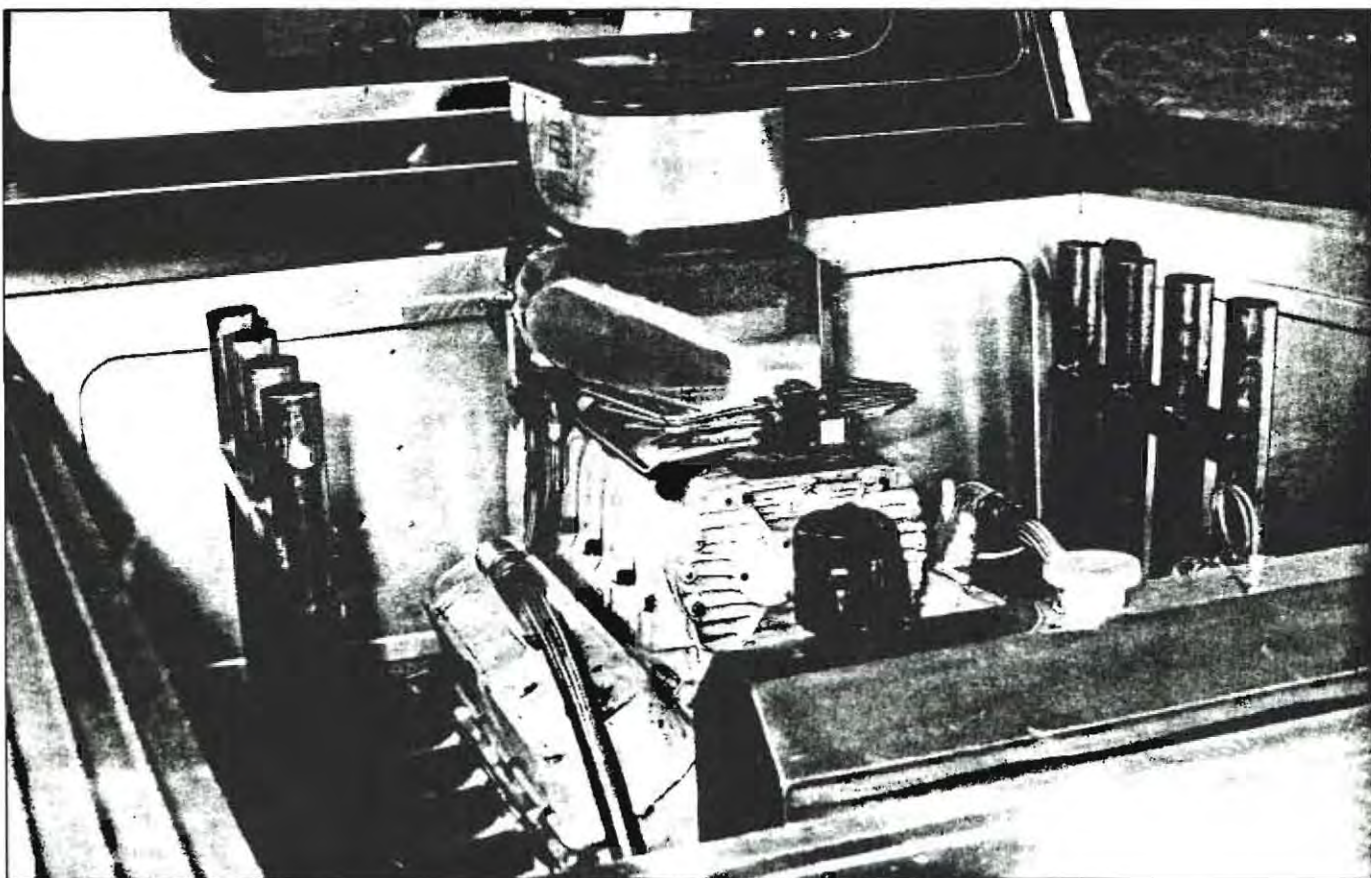
The Mooneyham blower is fed by an Enderle fuel injection system and sets on a Cragar intake manifold. Internally, there's a Competition cam and Ross 9:1 pistons on Childs and

Albert rods attached to an HTC crankshaft. The exhaust is through Hooker headers.

"Wild Thang" has a Crower clutch and 3-speed Lenco transmission, compared to a 2-speed unit in the '55.

Similarities between the trucks end with the engine and transmission. Beyond the powertrain, they're quite different and "Wild Thang" demonstrates some imaginative engineering by Glen Smith, including a new frame and a plantenary rear end.

At the front, the Corvair-based vehicle has 7.60x15 Moroso tires on



15x3.5 Weld wheels. The rear tires are special pulling Goodyears on 18-inch wide aluminum wheels custom made by Roger Wysons of Midwest Wheels in Lewisburg, Ohio.

Pro Cars contributed aluminum work to the truck, including a special

bed liner, while the body was finished by Ron Pendelton in candy apple red with candy brandywine and tangerine orange stripes.

Glenn Smith reports that his brother Gordon and son Ronnie both helped build "Wild Thang." Young Ronnie

Smith also drives the vehicles in pulling competition.

The new Howell, Howell and Smith truck already has some "Best Appearing" trophies to its credit. We'd suggest it also deserves a "Best Named" award, for it really is a "Wild Thang."



Is Methanol Hazardous To Your Car's Health?

Arco has touched off a major controversy in the oil industry with its new automotive fuel—a blend of gasoline and alcohol, which Arco has dubbed "the fuel of tomorrow that's here today."

Not everyone shares Arco's vision of the future, however. The critics claim that gasoline/alcohol blends can cause hard starting, stalling, lower fuel economy, and potentially serious damage to the fuel system.

Arco introduced its fuel in Pennsylvania and Western New York State in 1982—without publicity, and without special labeling on the pumps at its stations. (The company has since labeled its pumps.)

Arco calls its alcohol blend Oxinol. It's a 50-50 blend of t-butyl alcohol and methanol, which together make up 9.5 percent of the fuel. The methanol in the mixture is the cause of the controversy. Mobil, for one, has run ads that say, "If you buy gas with methanol in it, you could be buying trouble."

Methanol, an octane-booster, is cheaper to produce than gasoline. Unleaded premium fuel made with methanol may be a few cents cheaper per gallon than straight premium gasoline. (Ethanol, the alcohol used in "gasohol," also serves as an octane-booster. But it's different from methanol and shares only a few of methanol's shortcomings.)

Arco says extensive fleet tests have shown that Oxinol makes no significant difference in fuel economy. The company also maintains that proper formulation eliminates drivability problems.

Experts on both sides of the controversy agree that adding methanol alone to gasoline can damage plastic, rubber, and even metal parts in the fuel system. Pure methanol also combines readily with water that has condensed in the gasoline. This corrosive mixture then separates from the gasoline—lowering its octane number—and sinks to the bottom of the tank.

The t-butyl alcohol in Arco's fuel is a "cosolvent" that allows the fuel to be somewhat more tolerant of water. Arco says that regular cleaning and drying of pipelines and storage tanks should keep condensation at manageable levels.

Unfortunately, car owners can't always be sure that a gasoline/alcohol blend they buy has been mixed and stored properly. Arco's own quality control may be above

reproach. But Arco also sells bulk quantities of Oxinol to jobbers and wholesalers, who blend it with other brands of gasoline. The more companies handling alcohol blends, the greater the chance of mistakes. And because condensation can occur in a car's fuel tank, even well-stored fuel could conceivably cause problems.

Further, a few unscrupulous jobbers and service-station owners, mostly in the Midwest, have reportedly added high concentrations of methanol—without a cosolvent—to their gasoline. When such blends are used, poor drivability and damage to the fuel system are inevitable.

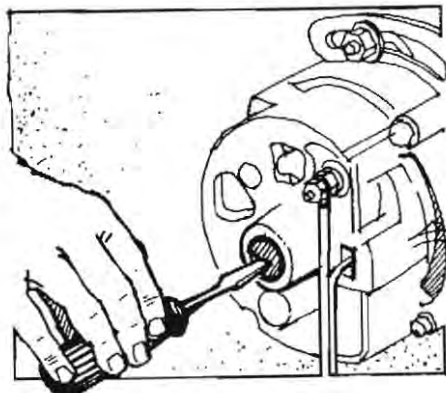
The major automakers have differing views about the use of methanol. Ford Motor Co. endorses the use of fuels containing up to 5 percent methanol with a cosolvent, but suggests switching "if drivability or other fuel-related problems occur." General Motors, American Motors, and Toyota don't endorse the use of methanol blends.

Chrysler Corp. and Volkswagen say flatly that methanol blends should not be used in their vehicles. Chrysler also warns that damage caused by such fuels may not be covered under its warranty.

Arco has run newspaper ads promising to honor the warranty if an automaker "denies a claim... for damage caused by the use of Arco gasoline." Any damage done by methanol blends could be more a function of time than of mileage, however—and Arco's pledge wouldn't pertain after the vehicle's warranty expired.

In CU's view, the long-term potential for serious fuel-system damage more than offsets any short-term advantages that methanol blends offer. If you've been using a methanol blend, we think you'd be well advised to switch to straight gasoline. And if you're not sure what's in the fuel, switch to a brand that you know is methanol-free.

Car-owners should know what's in the fuel they buy. To that end, Indiana enacted a law in September requiring service stations dispensing gasoline/alcohol blends to label their pumps. A few other states are considering similar laws.



Alternator Check

If you ever want to check to see if the alternator is charging properly, start the motor and place the tip of a screwdriver against the rear bearing housing. If the screwdriver has a magnetic pull, the alternator is in fine shape. It saves a lot of time and trouble, not to mention the cost of paying someone to check it out with a machine.

Willard Williams
Athens, Alabama

WINDSHIELDS TIP NO. 7-03-83:

Original style windshields for the 60/64 Corvair models are no longer being made by "LOF" (Libby-Owens-Ford). Manufacturing rights have been purchased from "LOF" and new windshields are being produced and distributed by a company in South Africa by the trade name of "SAFEVIEW". The tinted/shaded version is a lot different than the original in that the shaded band measures 7" vs 5" on the original and the green tint is a lot darker.

*Jim Craig, S.D.C.C.

- reprinted from San Diego VairMail, 7/83



Vairs 'n Spares

FOR SALE: '64 Monza Coupe, automatic, outside good, inside needs repair, 100k miles. Asking \$1000 OBO. Call Gordon Cauble 299-1122

FOR SALE: '65 Monza Coupe. 4-speed, new interior, rebuilt engine, recent paint job, nice well-kept car. Asking \$1800 OBO. Call Gordon Cauble 299-1122

FOR SALE: '65 Monza, 4 door, 4-speed, low miles (65k), inside nice, runs good, 2-tone bronze w/ white top, needs tires, new battery. Asking \$1100 OBO. Call Gordon Cauble 299-1122.

FOR SALE: '65 Corsa 140HP, 4-speed, very good condition, 73k miles, 2nd owner, bought new at O'Reilly. Best Offer. Dorothy MacGregor 327-5838

FOR SALE: '65 Turbo Corsa, 4-speed, excellent condition, runs good, \$3000 OBO or trade. Call Dave in Catalina 1-825-9225

FOR SALE: PARTING OUT '66 Corsa Convertible, many good parts plus completely rebuilt engine & power train. Call Gordon Cauble 299-1122

FOR SALE: '63 MONZA Convertible white w/ blue interior, 102HP automatic, new top. Asking \$3000 but negotiable. Call Gordon Cauble 299-1122

FOR SALE: '65 Corvair Parts Car, good glass, Corsa dash, good body, Kelmark conversion parts. MARK McKENNA 745-9209

FOR SALE: '61 700 2d Coupe, automatic, good straight body, very restorable, runs but needs rebuild, \$800 or make offer - contact immediately!! Tom Mathes 296-5360 after 5:30pm.

FOR SALE: 61 Lakewood, 95hp engine, near cherry, automatic John North's, red/ivory. \$2200 OBO. Chester Bockstedt 1301 W. Newton Dr, 297-5693

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: Late coupe carpet set New in box, 15% off. '65 adjustable steering column w/ wood wheel, \$125. Top rubber W/S for both early & late convertible - most all pieces. Early front carpet for coupe, dark blue, exc condition, \$20. '63 steering column w/ complete turn signal unit in exc condition, \$35. Tail light lenses for all early models. Many other new & good used parts. Call Gordon Cauble - 299-1122.

FOR SALE: '61 Greenbrier, 4-speed, new transmission, clutch, brakes. Stereo, good rubber. Great Condition. Make Offer. Dennis Harris 886-4234.

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. \$1595 OBO 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 MONZA 4door, interior & exterior need work, Runs great, 110HP motor/4-speed, Lots of extra parts, new & used. \$1000 OBO. Call Howard Wood after 5pm 885-4150

FOR SALE: Holly 4 bbl Carb w/ manifold for 140HP. New in box. \$125. Call Randy Nelson 294-1195

DUES DUE!

Annual dues of \$10. are
now due from the following:

Fred Zimmerman
Sam Angus
Victor Howard

David Wahmhoff
Joseph Knittle
John McArthur

Drops:

Bill Willcox
James Kuttler
Don Hillman
Chuck Pettis
David Torry

Change of address:

Sheri Roberts
6971 N. Blue Sky Terrace
Tucson, AZ 85741
297-6219

New Members:

Gary Butcher
2635 N. Stone Avenue #6
Tucson, AZ 85705

Barry Cunningham
3725 E. 32nd
Tucson, AZ 85713

Allen Elvick
4210 S. Preston
Tucson, AZ 85746

Donnie Morris
3451 E. Holt Pl
Tucson, AZ 85713

The Boys from Barney's

2635 N. Stone Ave. #6, Tucson
(behind Bimsco Hardware)

622-0478

Corvair Specialists

foreign & domestic cars too

8am - 5pm Mon - Fri

no appointment necessary

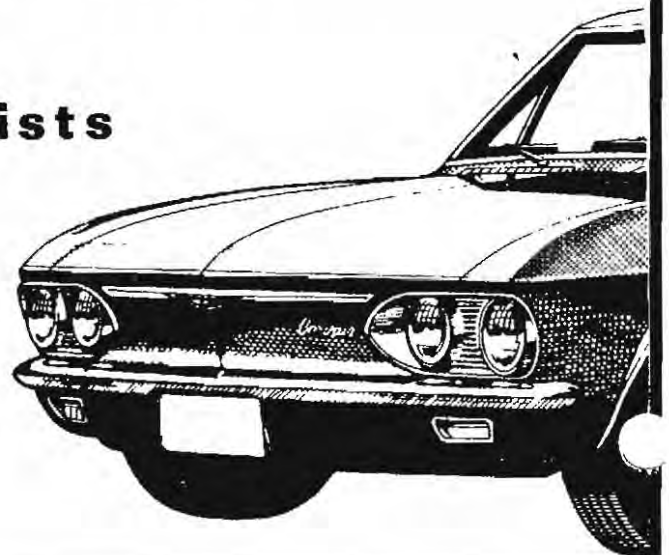
ENGINE RESEALING

TUNE-UPS

AIR CONDITIONING

ENGINES REBUILT

MACHINE SHOP



FUN STUFF SALES

SPECIALIZING IN TRUCKS, SPORTS CARS
RV'S & MOTORCYCLES

(602) 293-6668
631 E. PRINCE
TUCSON, AZ 85705

RICHARD & PEGGY
AUFMUTH
PROPRIETORS

Jerry Bishop

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



JERRY BISHOP'S TOWING & SALVAGE 748-1444
4260 E. ILLINOIS, TUCSON, ARIZONA 85714



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 TCA SPONSERED EVENTS FOR JULY OR AUGUST.

15 Sept Kitt Peak Picnic-Potluck

13 Oct Casa de los Ninos Show

24 JULY : TCA Regular Monthly Meeting (see above)

28 AUGUST : TCA Regular Monthly Meeting (see above)

FROM OTHER CLUBS:

3 Aug: SASCC 1st Saturday Rally : Call Carl Broberg
@ 297-3934 for details

18 Aug: SSCC Slalom - Ft Huachuca. Call Chuck Kelley
@ 1-458-2685 for details.

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

CORVAIR SATION EDITOR
4842 W. Paseo de las Colinas
Tucson, Arizona 85745



FIRST CLASS MAIL

