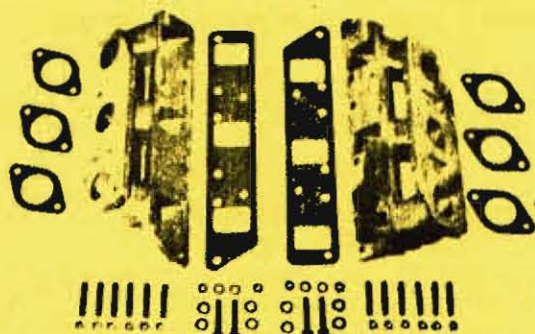


# Corvairisation

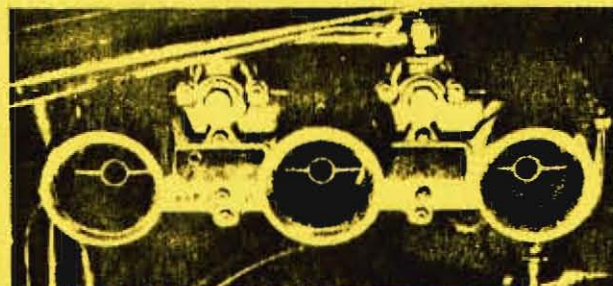
TUCSON CORVAIR ASSOCIATION    TUCSON, ARIZONA  
VOLUME 12    NUMBER 1    APRIL 1986

12th Anniversary Edition

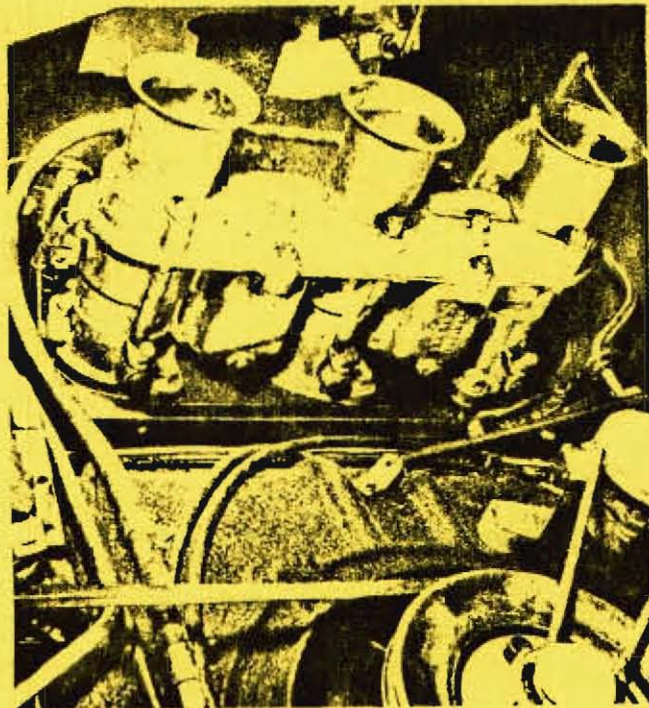
## CORVAIR TO WEBER CARBS



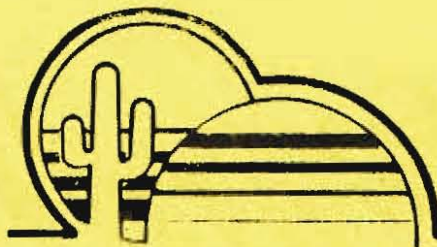
Why put IDA-3 Weber Carbs on a street 'vair? Most people agree they are great for performance at 20-30% horse power increase with no other changes. Here is what is not widely known about this setup for the street. The power at 2,300-2,500 RPM with this setup it is more of a proportional increase from 1,000 RPM up. Much better driveability. Fuel efficient, 20% improvement over stock carbs that are working well, not withstanding that most stock carbs around today are worn out. The customers we have talked with over the years who were using the IDA-3 carbs on the street were getting 28-32 MPG highway driving. I know some of you are saying I get almost that good with my stock carbs and I don't doubt that you are. The people we are referring to were not economy oriented but street fliers who got good mileage. If you are getting 28-30 MPG with stock carbs you would probably have no trouble getting 33-35 from the Weber setup. Don't forget that what you burn does not go into oil dilution to help wear out your engine. Detonation (pinging) while this is not a cure-all in this area the highly emulsified precision metered mixture which is evenly distributed to each cylinder is much less prone to detonate than what you have now. This also results in a cooler running engine.



Another of the special carburetion systems utilized by GM in their experiments on the Monza S.S. roadster show car. The carburetors look identical to WEBERS, but are GM engineering castings mounting WEBER components.







## TUCSON CORVAIR ASSOCIATION

**CORVAIRSATION** is a monthly publication of the TUCSON CORVAIR ASSOCIATION, which is dedicated to the reservation 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 MEETING** are held on the 4th Wednesday of each month except December. One technical/social event is planned for each month except July and August.

**MEMBERSHIP DUES** are \$10 per year and are 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. See a TCA Officer for a membership application.

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

**BUSSINESS MAILING ADDRESS:** P.O. Box 50401, Tucson, Arizona 85703

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#### **BOARD OF DIRECTORS**

Current TCA Officer,  
Mark McKenna, Bob Gay,  
Carole Sanford, and the  
Corvairsation Editor.



From the President \_\_\_\_\_

New Members in TCA are Gerald Chatman, Douglas Dyke, Peter Moga and Al Rivas. Welcome, I know being members of TCA can be worthwhile and enjoyable; join the fun!

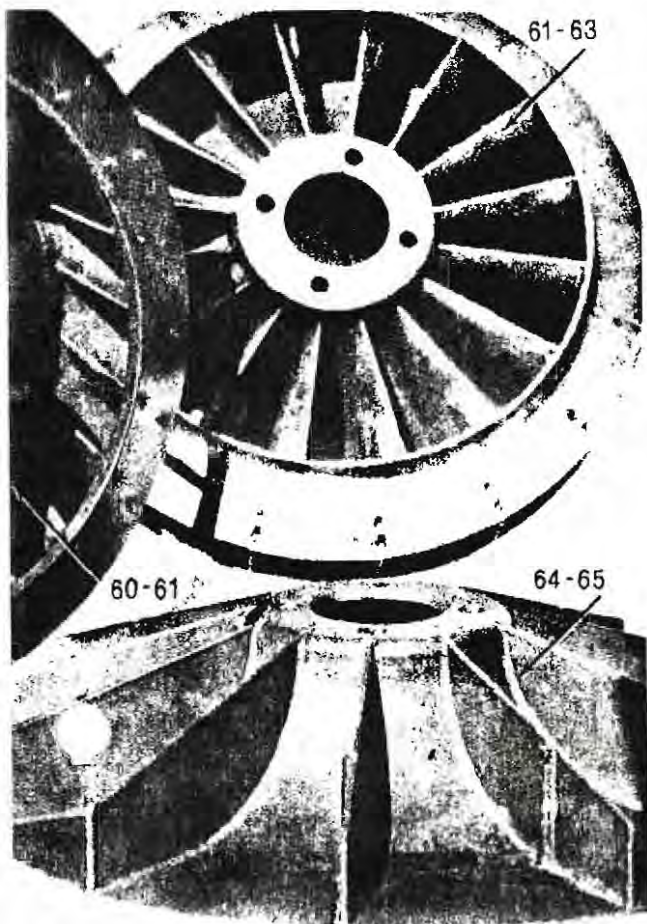
The Mini-Convention ( PHOENIX RETURNS ) is over! It was a beautiful day in Tempe and the TCA Concours Judging team was there in force. Lots of nice Corvairs of every type, parts peddlers and Corvair lovers were there. More from Ed Sanford later. Thanks for a big job well done!

Thanks to Alan Atwood, Kathy and Mark McKenna for their efforts in ordering and merchandising the new club shirts. These are good quality shirts and some will still be available at the monthly meeting.

Are you utilizing all the Corsa facilities? The national technical committee is not getting enough problems to solve. If you have a tough or tricky problem, let's send it in for a solution. Have you used the TCA library recently? Ever? See Dave Baker! TCA has some special purpose tools, too! Just ask.

Too many conventions! Too many events! I've heard that. What do you think?

Don Robinson



#### CORVAIR ENGINE BLOWERS (FANS)

Four types of Corvair fans have been used during 1960-64. All are described here, and three are pictured at the left.

- |                       |   |
|-----------------------|---|
| 1960 through mid 1961 | 11-inch-diameter steel fan with 24 vanes on an outer ring. 1,800 CFM at 4,000 engine RPM. Poor air-delivery characteristics at high RPM. Ring on Inlet probably reduced theoretical output.   |
| 1961-1963             | Production-line "running change" made in mid-1961 to a 10.7-inch-diameter steel fan with 16 vanes extending to the center of the blower hub. 1,460 CFM at 4,000 engine RPM.   |
| 1962 Plastic Fan      | 1962 engines were supposed to be equipped with a plastic fan (nylon) and GM literature indicated this fact. Few, if any, got into the hands of private owners as these were withdrawn from production and replaced by dealers at factory request.   |
| 1964-1967             | 11.2-inch-diameter magnesium blower fan. Design almost identical to plastic fan which was abandoned. Same air delivery as 1961-63 models, but weighs 1/3 as much. Provides greatly improved belt following at high RPM. Belt is less subject to stretch or slipp on acceleration and deceleration because there is less fan mass. Installation of this blower requires minor blower bearing and hub changes for best bearing life, but can be installed directly onto the 1960-63 hubs without change if desired. |

NOTE: CFM = Cubic Feet per Minute

THANK YOU BILL FISHER!



The regular meeting of the Tucson Corvair Association was called to order by the newly-elected President Don Robinson at 7:45 at The Picadilly Cafeteria at 6767 E. Broadway, Tucson, Arizona on Wednesday, March 26, 1986.

Under old business, Ed Sanford announced that the judges were ready for the Mini Convention. Another practice had been held at Rincon High School on March 8, 1986, and he asked all persons involved to remain for a short while after the general meeting.

Guests were introduced and the Association now has three new members, the Douglas Dyke family, Alfonso Rivas and Gerald Chapman.

It was announced that the new T-shirts were in and available. A new style hat is now on sale to members too.

During the break, raffle tickers were sold and the aluminium cans were taken in and weighed.

The prizes for the raffle were donated by the Boys at Barneys, Tucson Corvair Association and there were some gifts left over from the Christmas party. The winners were Betty Chastain, Bob Eggers, Dave Thompson, Gloria Gray, Bob Rentchler, Ed Sanford, Larry Dandridge and Gerald Chapman. The license number winner was Don Robinson after there was no response to license numbers M-61 and 3631.

Kate Stallsmith, a long time Corvair owner in Tucson, passed away in March of this year.

During the tech session, Dave Baker reported on his on-going problem, Cecil Alex reported that he is leaving for the summer but will be back with us in November, and we were entertained by a story of a rabbit that hitch-hiked a ride in Gordon Cauble's Corvair.

Ed Sanford announced that the Pantano Exchange Club, of which he is a member, is sponsoring a golf tournament, the proceeds to go for charitable purposes. Anyone interested, please contact him.

For Sale: 1965 rear body panel, tail-light to tail-light, \$100.00, Gordon Cauble. 1965 Spyder convertible, 4-speed, \$3,500.00, Ed Sanford.

Alan Atwood announced that there will be a new Cal Clark catalogue available at the April meeting. This will sell for \$3.00.

The meeting was adjourned at 8:50.

Respectfully submitted,

*Severly*

## THANK YOU!

This being an open letter regarding all of the Concours D'Elegance judges without whose steady support the past effort in Tempe would have been a shambles. It IS a shame that there were only 10 cars to judge, but that allowed us to be more thorough in our judging, resulting in more accurate scores on the cars. And there were some beautiful cars there! Those of you who could not attend missed a good convention.

## THE JUDGES

Alan Atwood	Frank McKenna
Dave Baker	Mark McKenna
Pat Bender (aka Eric)	Van Pershing
Don Bortle	Mack Post
Gordon Cauble	Bob Rentchler
Barry Cunningham	Don Robinson
Larry Deams	Carole Sanford (aka SOC)
Allen Elvick	Dave Thompson
Mike Hayden	Jim Wright
Bob Jones	Woody Wilkins

Be advised, good people, that these above-named folk gave up a considerable amount of the convention fun just to meet our accepted responsibility of judging the Concours. Two of these judges even entered cars of their own in the concours. Think of how well they might have fared if they had had the time to attend to all the details necessary for senior advancement. For that, the Cactus Club thanks them, TCA thanks them, and Boy do I mean it I thank them. They certainly made my job easier than it could have been (not to imply that it was a cake-walk) by their willingness to grab the bear by the tail and press on.

One other person deserves my profound thanks, and that is Cathy McKenna. Cathy performed ten-key duty for us, and was totally responsible for getting the results out really fast and accurately. Way to go, Cathy!

There they are, folks. The people who held up the reputation of TCA as the BEST group of Corvair Concours judges in the WORLD! I'm proud of 'em, and thankful that they were there when we needed them.

WELL DONE!

Big Ed

## CATALOG NITE AT T.C.A

The new Clark's catalogs have arrived and will be available at the April meeting for \$3.00 each. If you are planning to work on your Corvair I recommend this catalog. Not only is catalog very complete, but it also contains a great deal of valuable information. I enjoy reading it even if I am not planning to work on my car. After the catalog was finalized, Cal Clark decided that it would be used for three years, not two, as originally planned.

The Club has made good deal on another interesting catalog. Otto Parts specializes in high performance Corvair parts. They have everything from "super" fan belts to triple throat Weber carbs and V-8 conversion kits. Otto will soon begin reproducing hard to find engine parts. We will be selling this catalog at the April meeting for \$2.00 each.

Alan Atwood

CUSTOMER INFORMATION FROM GENERAL MOTORS

## HOW LESS LEAD IN GASOLINE WILL AFFECT YOUR CAR

USE OF ALCOHOL-GASOLINE BLENDS REQUIRES YOUR CAREFUL SELECTION

The Environmental Protection Agency is reducing the amount of lead allowed in leaded gasoline by more than 90%. General Motors supports this effort to reduce lead in the atmosphere. But our customers need to know how this action may affect their vehicles.

In simple terms, continue with the same gasoline you've been using. You probably won't notice any difference at your service station. Just be sure your gasoline meets the requirements below.

**For post-1974 model cars and light trucks** (less than 6,000 lbs.). Continue to use *unleaded* gasoline only. The new lower-lead limits for leaded gasoline *are still too high*: lead in gasoline will harm the emission-control system.

**For 1971-74 model cars and light trucks.** Use either unleaded or the new lower-lead gasoline. These vehicles were designed to run on either one.

**For all pre-1971 model cars and trucks.** Use the new lower-lead gasolines. These vehicles need leaded gas to lubricate exhaust valves. The lead raises octane ratings and helps to avoid "knocking" and "pinging." The lead is most impor-

tant during continuous high-speed, high-load conditions such as towing a heavy trailer or large boat over a long distance. In a pinch, you can even use unleaded gas for normal driving.

**Tip:** Use only enough octane to avoid frequent knocking. An occasional "ping" won't harm the engine.

**The new, lower-lead gasolines should always be used in:**

- 1971-78 trucks over 6,000 lbs.
- post-1978 trucks over 8,500 lbs.

**The effect of alcohol blends.** To meet the new regulations, oil refiners will turn to other methods to maintain or increase octane ratings. Some will elect to refine gasoline more intensively. Others may add octane enhancers such as ethanol and methanol (more informally known as grain alcohol and wood alcohol).

**General Motors supports the use of such alternative fuels** to lessen our nation's dependence on imported oil. But to avoid operating and other problems, don't use gasoline containing more than 10 percent ethanol or 5 percent methanol. And in the case of methanol, be sure it contains cosolvents (to prevent

separation of the alcohol from the gasoline) and corrosion inhibitors.

**General Motors is taking steps** to ensure that its future vehicles can operate problem-free with gasoline containing alcohol. For now, you should know the contents of the fuel going into your gas tank. That's why we support the requirement that gas pumps show the alcohol content of the fuel. Such labels are being used in some states, but they are needed nationwide.

To get the efficiency, driveability and performance we design into your GM vehicles, be sure you use the right fuel. The proper identification and use of gasoline is good for both GM customers and GM cars and trucks.

*This advertisement is part of our continuing effort to give customers useful information about their cars and trucks and the company that builds them.*



Chevrolet • Pontiac  
Oldsmobile • Buick  
Cadillac • GMC Truck

## WILLY 'N' ETHEL



Thank You Circle City

2-12

WITH APOLOGIES TO JOE MARTIN



## THE MAN FROM SANTA-FE

Snowflakes were coming straight at us as if they were arrows coming out of the icy wind. Snow was starting to accumulate on the windshield so I depressed the defroster lever to full on with mixed emotions knowing there would be little heat at the floor vent. Now the windshield was starting to clear; the viewing hole above the steering wheel was getting larger!

Glorietta Pass had never seemed higher and really 7,000 feet wasn't THAT high. Today was different! I think it was the wind, head-on at about 30 mph. It was getting difficult to maintain more than 50mph even though the 80hp hummer under the load in the back was as GM had dictated it should be. "Just too big a load", I thought, and contents on the roof had all the aerodynamics of a barn door.

As Santa Fe began to slide by on the right side of the Greenbrier, our momentum was dying. Soon we were down in third gear and a check of the landscape indicated the roadway was level maybe even declining! I checked the heater output ....not much warm air there. Could the engine be running too cool? Now second gear...first gear and off on the shoulder. This machine will not pull itself!...but the engine idles. I checked the cooler doors on the engine, they were closed. After idling and revving the engine a few minutes; I had enough power to start the 'Brier moving.

We are at the last Santa Fe exit; and after another pause to get more power back, we head north on US 84. My navigator had spotted help ahead. On the right was an Autopark, all the car dealers in one place, and at the entrance was Chevrolet Country.

It was Saturday noon and all the mechanic were on their way home. I wondered, "What could be wrong with this engine? Fuel pump? Coil?" The parts department was still open, so I quickly checked to see if they had any Corvair parts I would need. No! He was helpful and suggested a couple of supply house that might have parts.

My first concern was finding a good place to work without being outside in the snow and cold. The manager offered to let us use the enclosed heated area in front of the parts department. I drove the truck into the warm area; and as I did, the engine didn't sound right. There was a slight miss in the exhaust note. I had a sinking feeling of being a long way from home with a burned valve. I needed help!

I showed the parts man my Corsa Directory and asked if any listed people lived nearby. "The last one there lives within a couple of miles", he said. He handed me the city phone directory and there was the listed number for the Corsa member.

The phone rang twice before a man's voice said, "Hello". I felt lucky! "Dean Sanborn?", I asked. It was, and I went on explain my situation. "I'll be right down with everything", he said.

Dean showed up with two fuel pumps, two coils and a compression gage. By that time I had unloaded the furniture and boxes in the back of the truck and had the engine cover removed. Everything seemed to be in place. The ignition and timing checked OK. We started the engine again and there still was that sicking putt of the exhaust.

I removed the sparkplugs and propped the throttle open. Starting with number one cylinder I checked compression on each cylinder. All were normal until I got to number six. Sick! sick!sick!....20 psig.

Meanwhile Dean offered his driveway, tools, etc., but I wasn't sure that I was up to the task. I visualized waiting a couple of days until Chevrolet Country opened again on Monday for their service. I still had four hours to use their building until closing time, so I had to make good use of time remaining.

In just a few minutes I had the plugs back in the engine and plug wires in place. I removed the left valve cover and my wife started the engine. I backed off both valve adjustments on number one cylinder until I could hear the tappets clicking, then tightened them again until the clicking just went away.

The engine sounded great! I could hardly believe it; there was not a hint of the miss that I had heard earlier. Again, I hurriedly pulled the plugs and ran a compression check on all the cylinders. They were all uniformly at about 125 psig. Great...no damage was done to the engine. I was really happy now, and I could see we would soon be on our way again.

Dean and I swapped Corvair stories as I tidied up the engine compartment and we loaded the rear of the 'Brier. Dean volunteered to follow us to the first exit on the Interstate just to make certain everything was running OK. I thanked the many who had help us at Chevrolet Country, especially Gus Baros, the Sales Manager, and Dean; then we were on our way.

I had to get off at the first exit and tell Dean how well the truck was running. It had been only three and a half hours since we stopped in Santa Fe; thanks to those helpful and friendly people.

Thanks, Dean Sanborn!!

The sun was shining again!

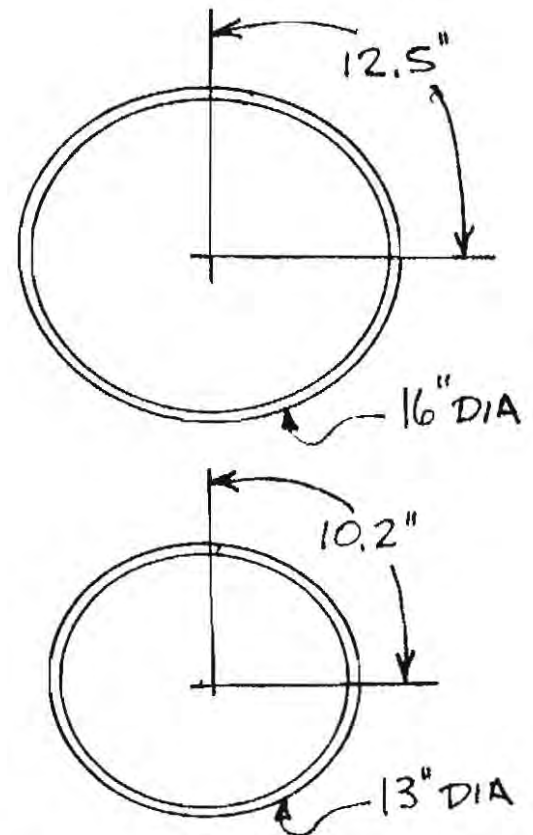
Don Robinson

### faster steering?

A few weeks ago a couple of us in the club purchased steering wheels which happened to be on sale at PEP Boys. These were the variety which have the nice fat cushioned grips and are smaller in diameter than the stock Corvair wheel. One interesting thing we both discovered is that the smaller wheel makes the steering "faster".

Here's how it works. Suppose the aftermarket steering wheel is 13" in diameter vs. the stock wheel which is about 16" in diameter. Suppose again that the maneuver you wish to make requires a 90 degree crank on the steering wheel. With the 16" wheel you have to move your arms 12.5", but with the 13" wheel you only have to move your arms a distance of 10.2" to achieve the 90 degree turn of the wheel. That's an increase of about 23 % in steering "speed". (see the illustration)

The couple of inches in this example may not sound like very much difference but you really notice it while driving. There must needs be opposition in all things and the bad thing about this one is that on the



Corsa the smaller wheel blocks ones view of the gauges somewhat. I didn't notice the extra steering effort required by the smaller wheel too much. Try it, you'll like it.

By the way, no steering wheel adaptor was listed in anyones catalog, but the Ward's mail order people listed one that we finally bought. The box said it was for an AMC Jeep!

Van Pershing



# Vairo 'n Spares

**FOR SALE: '63 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. \$2,150 or trade for convertible or Lakewood. Call Bob Jones 298-3528.

**FOR SALE: '64 MONZA Coupe,** Good running engine. 110 HP automatic transmission. Body needs work. Leave message at 327-4718.

**FOR SALE: TUNE-UP PARTS** for 1960 and early 1961. See the Mechandise Chairperson, Cathy McKenna at the next meeting.

**FOR SALE: ESPECIALLY** for the do-it-yourselfers: tune-up kits, distributor caps, wrapped fan belts, air filters & oil filters; also viton O-rings, trunk and engine lid weather strips; plus many other Corvair parts. Call Gordon Cauble @ 299-1122.



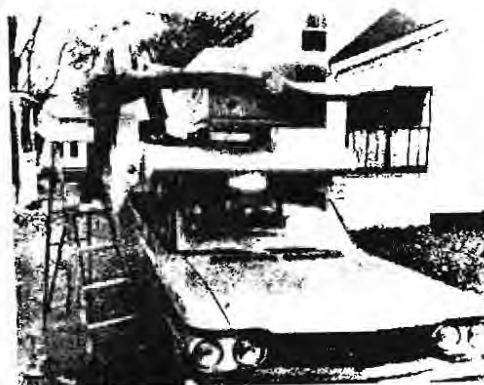
**FOR SALE: '63 GREENBRIER,** 110/4-speed, bolted flywheel, excellent battery, equipped for camping, 12-volt refrigerator, foam rubber bed, drawers, port-a-pottie, carpeted, radio w/ 8-track stereo. Call Alan Gray @ 795-2639.

**FOR SALE: '61 LAKEWOOD,** 110HP/Automatic, alternator, Bright Yellow paint, brown/tan velor/vinyl interior w/ cut pile carpet, 3-prog wire wheel covers, radials, good looking inside & out. \$2300 or OFFER! Call Van @ 743-9185 (home) or 799-4012 (office).

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

**FOR SALE: '61 LAKEWOOD, 95** HP, automatic, near cherry, red/ivory. Make offer. Chester Bockstedt.

**WANTED: MECHANDISE CHAIRPERSON** for TCA. Call Don Robinson @ 297-1356.



## Plans to fly his car

Erwin Stockwell, a retired toolmaker who has flown for 37 years, plans to continue his flying in his aeromobile—a standard car with wings, propeller and an extra engine added. Stockwell is assembling the vehicle in his back yard in Orange, Mass.

## TREASURER'S REPORT

Balance March 1, 1986.....\$554.47

### Income

Dues.....90.00

Corvairsation ads..... 5.00

Raffle tickets.....36.00

Merchandise sales.....165.00

Aluminum cans..... 8.20

Total Income.....\$304.20

### Expenses

Corvairsation.....53.69

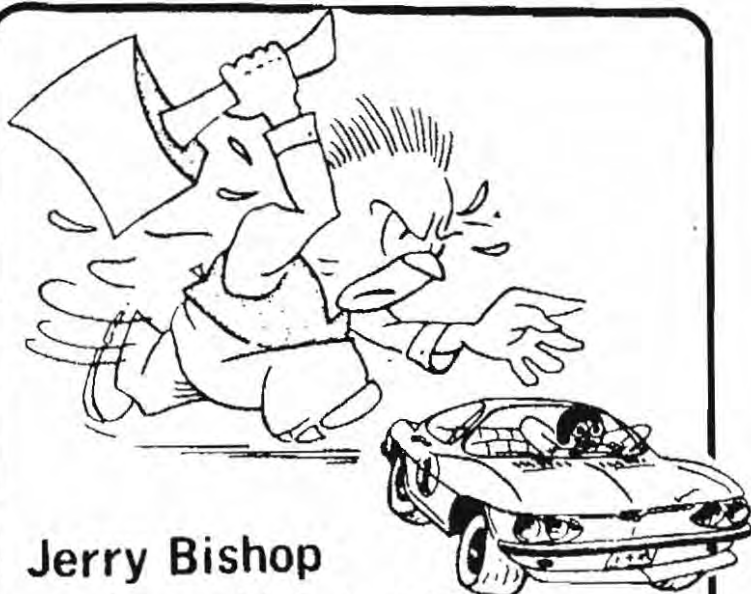
Raffle/mechandise..... 4.00

Golf Shirts.....310.81

Total Expenses.....\$368.50

Balance January 1, 1986.....\$490.17

Alan Atwood



**Jerry Bishop**

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

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**& SALVAGE 748-1444**

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**622-0478**

### **Corvair Specialists**

**foreign & domestic cars too**

**8 am - 5 pm Mon - Fri**  
no appointment necessary

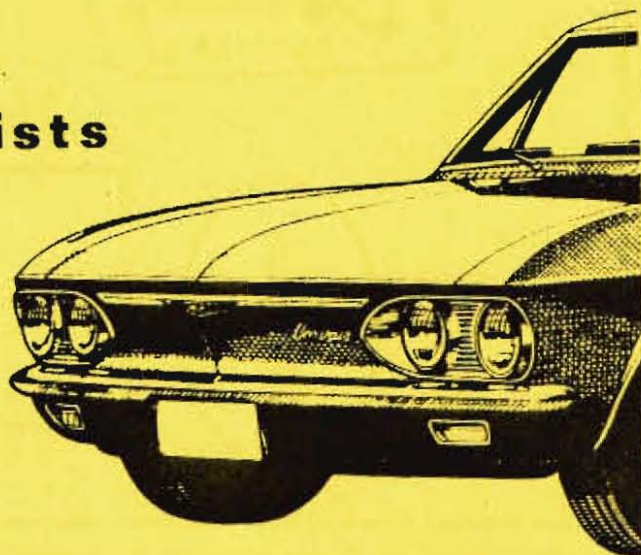
**ENGINE RESEALING**

**TUNE-UPS**

**AIR CONDITIONING**

**ENGINES REBUILT**

**\* TOWING \***





TUCSON CORVAIR ASSOCIATION REGULAR MONTHLY MEETING

- \* THE TIME: 7 pm, the FOURTH WEDNESDAY of each month.
  - \* THE PLACE: Piccadilly Cafeteria, 6767 E. Broadway, Tucson
- Gather at 6:30pm, eat at 7pm - You don't have to eat to attend.

COMING EVENTS

May 24: TCA PICNIC & TECH CLINIC - See next Corvairsation for details

May 3 & 4: Antique Auto Club Show & Swap Meet, Broadway & Pantano,  
Call Jerry Cross @ 885-4284

May 10: Porsche Club Concours, Doubletree Hotel, Noon to 2pm, Call  
Alan Atwood @ 888-3344

1st Saturday Rally - 1pm Reid Park Tennis Courts - SASCC  
Call Carl Broberg @ 297-3934 for details

CORVAIRSATION EDITOR  
P.O. Box 50401  
Tucson, Arizona 85703



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