

Corvairisation

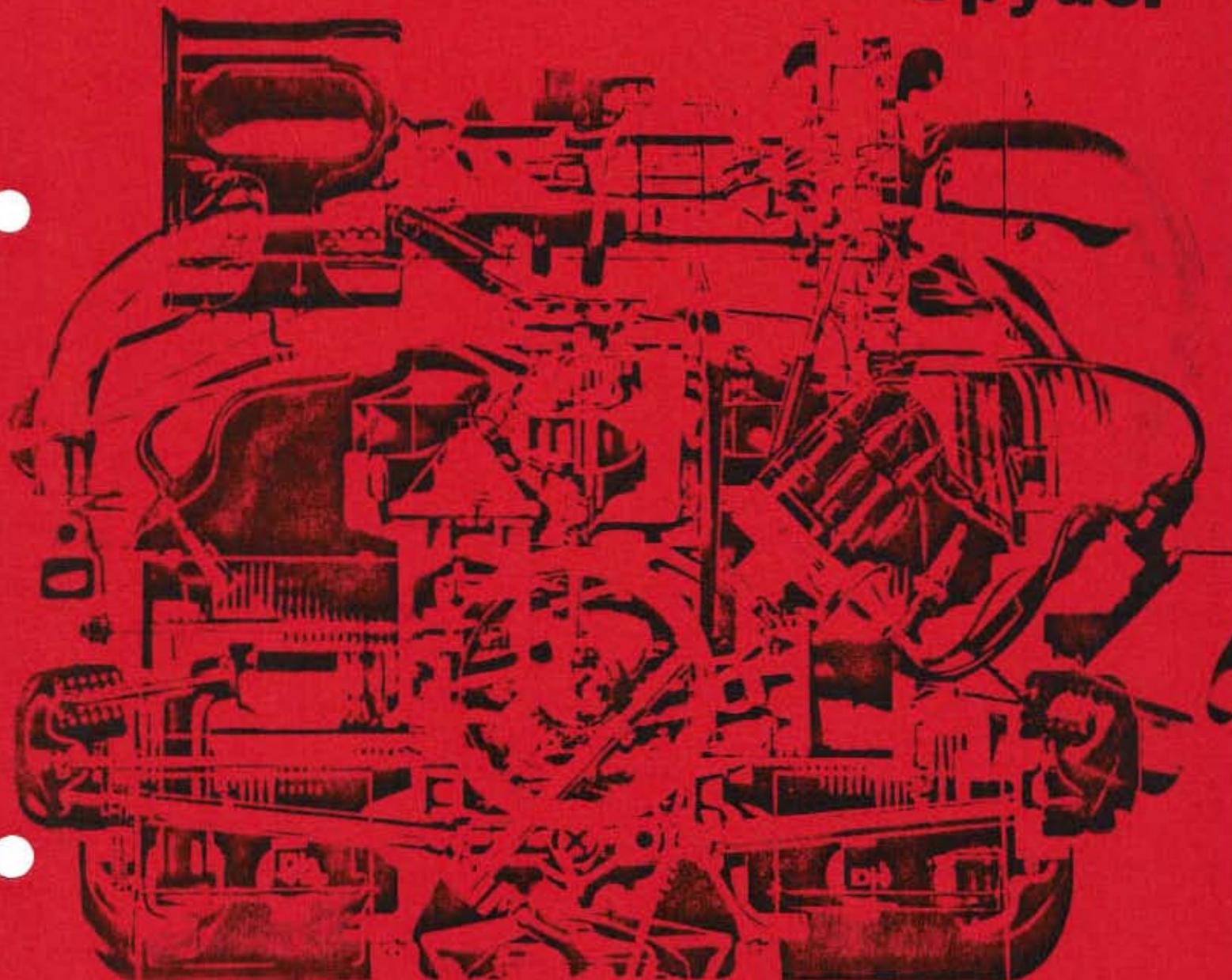
TUCSON CORVAIR ASSOCIATION
VOLUME 11 NUMBER 12

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FEBRUARY 1986
MARCH

IN THIS ISSUE:

Last in the Series of 'Vair V-8s:
"Up Front V-8 'Vair"

Spyder





TUCSON CORVAIR ASSOCIATION

CORVAIRSATION is a monthly publication of the TUCSON CORVAIR ASSOCIATION, which is dedicated to the preservation 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 Comanogue, 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.

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Wheel & Spokes

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BOARD OF DIRECTORS

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

from the President _____

Thanks to Mark, the 1985 Board and all who helped make it another great Corvair year. Thanks too for your vote of confidence electing me president for this year. Your support and enthusiasm are appreciated by the officers of the club.

Your Board has had its first meeting in which, among other things, we have proposed a calendar of events for the year. This calendar hopefully reflects some of the events you like to participate in. We hope you will feel free to make suggestion of events, changes, additions or _____ whatever. Nothing is cast in concrete!

Allen Atwood has placed an order for additional TCA golf shirts. These will be available for purchase at the March meeting or at the latest before the Mini Convention in Phoenix.

We are only a couple of weeks away from PHOENIX RETURNS (Mini Convention); Ed Sanford and the Concours judging crew are ready! Dress rehearsal for the Concours is Saturday March 22nd, 10am at Rincon High. I hope you too are looking forward to this event. It will be a good get-away weekend in Tempe. See you there.

Don Robinson

NON-MEMBERS :

We would like to join the Tucson Corvair Association. We will send you three complimentary issues of the Corvairsation and welcome you to all of our activities. This is a great chance to get to know us. No matter what your Corvair interests are, you'll find a lot of good folks with similar interests in the Tucson Corvair Association. If you decide to join us, the dues are \$10.00 per year.

The Regular Meeting of the TCA was called to order by President Mark McKenna at 7:33 P.M. at Picadillys Cafeteria at 6767 E. Broadway, Tucson, Arizona on Wednesday, February 26th, 1986.

New Members and Visitors were introduced and welcomed.

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

Mark McKenna showed everyone the logo for the Mini Convention on April 4,5, and 6. That is what everyone saw on the front of the Feb. Corvairsation.

Ed Sanford gave a report on the Judging for the Mini Convention. They held a practice run last Saturday and all the teams got together to practice and also make a few changes on the sheets. Ed feels that everything is on track and well covered.

There will be another meeting for the Judges on Saturday, March 8th - 11 AM - at Rincon High School at 5th and Swan. Please, everyone show up for this meeting.

Mark McKenna announced that he took 1st Place at the World of Wheels again this year. Congratulations Mark.

Nominations were held. The new officers for 1986 are: President-Don Robinson, Vice President-Ernie Alloy, Treasurer-Alan Atwood, Secretary-Beverly Baker and Board Member at Large-Allen Elvick. Congratulations to all of you and the Best in '86.

Break

After break, it was time for the drawings. Prizes were donated by Kathy McKenna, Boys at Barneys, Sheri Roberts, and TCA. Lic. #BYP831 was drawn first. Who are you? Sorry you missed out. The next Lic. # K-52 was drawn. The winner was yours truly, Sheri Roberts from July 7, 1985 when she drove her car to the meeting. The other winners were: Alan Elvick (twice), Vic Howard, Beverly Baker, Dave Baker, Sheri Roberts, Bob Eggers and Betty Chastain, and Cecil Alex.

Buy and Sell items were discussed.

Board of Directors meeting will be held on March 5th - Bob's Big Boy - 7:30 PM Speedway and Swan. Remember, anyone can attend. This meeting discussion will concern new shirts for the club.

Yours truly announced that this was my last meeting - off to Portland, Oregon for awhile but shall return sometime in the future.

A round of applause was given to Mark McKenna for his fine job as President of our Club this past year.

Meeting adjourned at 8:30 PM.

Good Bye for now and see you all again soon.(I hope)

Respectfully yours,

Sheri

Up-Front V8 'VAIR

When Dick Scritchfield puts something together, it's always right on! A look at his latest creation, a Corvair with a 283 Chevy in the front, will show you what we mean





by Steve Kelly

photography: Mike Brenner

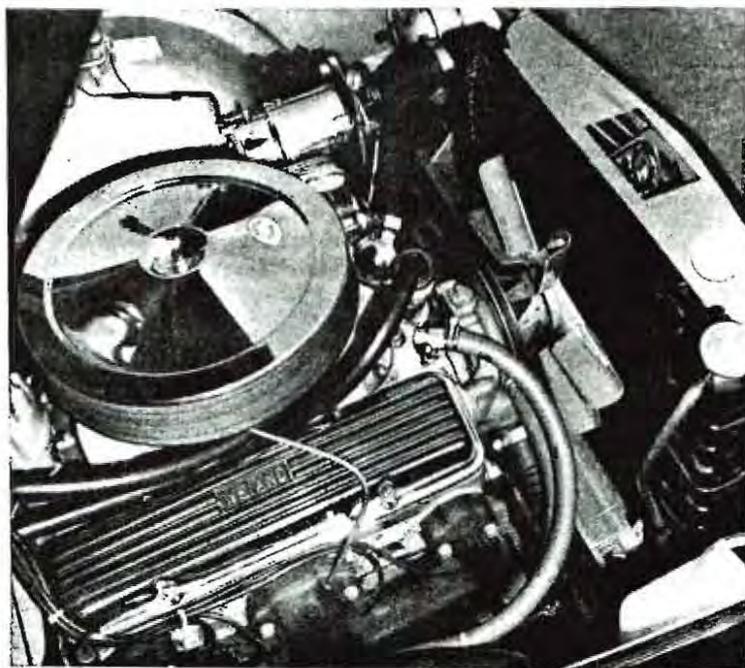
After seeing Dick Scritchfield's 283 V8-powered Corvair, the obvious question is "why?" Scritch's rather obvious answer: "I had the Corvair, which I bought new in '61, and I had the engine, which I had removed from my roadster (a '32 highboy), and I kind of liked the looks and size of the Corvair. But the engine was getting a little tired, so I decided I'd put the two objects together." Deciding is one thing, doing another. Dick began work on the project about three years ago. He'd just finished his well-known '32 phaeton, and was ready to try something new. While many of us have seen other attempts at swapping a V8 into a 'Vair, even by GM/Chevrolet, none of them has ever come out looking "right." Scritchfield's project looks like a production piece, and has to be the best-executed.

First, he discarded the flat six and removed all traces of "engine compartment" functions from the aft portion of the car. With the engine went the trans-axle, and in its place Dick substituted a single-leaf-spring Camaro rear end, the only kind available at wrecking yards at that time. The housing was shortened one inch on both sides by Henry's Machine in Bellflower, California, and to the springs was added a pair of Traction Master bars. The housing came with a 3.00:1 gear, but Dick is now changing over to a 4.11:1. He used stock Camaro spring hangers both front and rear, but at each end he had to fabricate brackets which are coupled to the stock Chevy attachment plates. Dick also fabricated an anti-sway bar for the axle housing. Later, when he needed a drive shaft (which fits through the floor tunnel he also fabricated), Dick combed through the Chevy parts catalog and found one which was the exact length. (However, Scritch is only human and cannot remember the parts number.) To construct the drive shaft tunnel, Dick first made the pattern out of aluminum screen. Once he had it formed, he covered it over with fiberglass. Not only is 'glass strong; it is a good sound insulating material. While this was going on, Dick searched for a gas tank to take the place of the one in front, which had to go to make room for the 283 small-block. After a hunt through a few yards, Scritch found that a '61 Falcon tank would fit, exactly, the space vacated by the original engine. After the tank was in, Dick made a metal floor panel, because

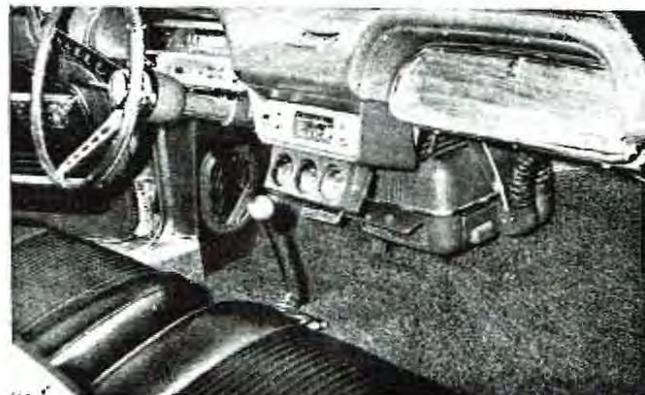
(Continued on following page)

LEFT — "Hi, friends. Dick Scritchfield here. Not a dog in my whole fleet. Now this little Corvair is something I built for my wife from parts out of my '32 roadster. Very nice little transportation car."

ABOVE — Looks absolutely stock from any angle, doesn't it? This little Corvair has a hill-climbing appetite, and the new 4.11 gears make it a real stoplight stormer. BELOW — Flex-A-Lite fan has lots of working room, and radiator uses a Durachrome closed-coolant attachment. Engine area is as clean as a hospital. Carb is a 3310 Holley four-barrel.



BELOW — Shifter was pirated from a Corvette, gauges are a product of RAC, and heater is from a '48 Ford Dick once owned. Grant made the steering wheel; Dick did the rest.



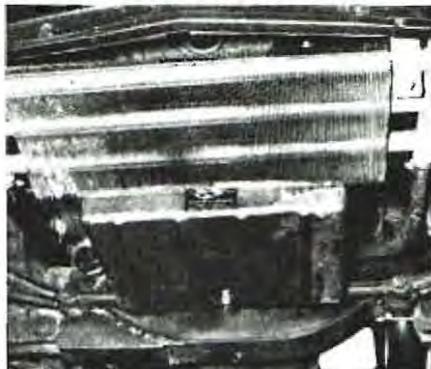


FAR LEFT — Use of aluminum screen to mock-up floor tunnel was Dick's idea, but one worth copying. It's easy to form. LEFT — Cover over drive shaft formerly shielded stock shift and clutch cables. Exhaust system is car's lowest part. BELOW — Spring perch is stock Camaro, bolts to Corvair frame and fabricated forward bracket.

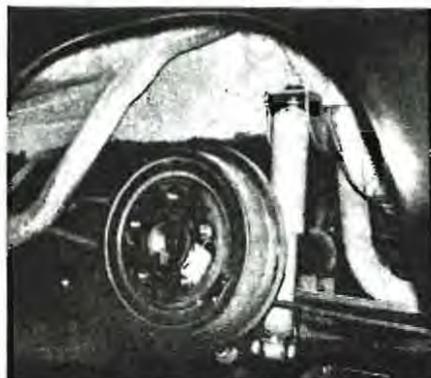
UP-FRONT 'VAIR

he didn't want cargo resting directly on top of the gas container. To skip the hassle of installing clutch linkage, Dick decided to use a stock Chevy Powerglide, though he did take it to Art Carr for a mild rework before fitting it in Corvair.

The job of installing the engine wasn't easy, but it wasn't as hard as it had first appeared. There's plenty of width for an engine in the former trunk compartment, but the stock firewall ran forward, over the original gas tank, and connected with the flooring. Dick had to remove all the sheet metal, rework the firewall so there'd be enough clearance at the rear, and then add a piece of one-inch-square tubing across the width of the firewall to tie in all the original sheet metal, as well as to strengthen the front structure. There was no problem with steering interference. The original front crossmember is retained, but the right side had to be notched for the starter. The Aviaid oil pan was built so that the sump would be in front, eliminating the problem of clearance with the crossmember. The transmission crossmember is a section of 2- x 4-inch rectangular tubing, notched at each end to fit the floor pan and attached with carriage bolts. No additional floor pan or sub-frame strengthening was required. The tricky thing about Scritchfield's Corvair is that there's absolutely no hint of that V8 lurking up front. To get the cooling situation handled, Dick sliced open the front panel, then camouflaged the opening with an accessory from Cal Custom, the kind of grille Chevy dealers sold in the early '60s to Corvair buyers who felt their car should have something shiny up front. Behind the panel is a stock heavy-duty Camaro crossflow radiator, and the adjacent engine compartment panel is formed so that all incoming air



Hayden Trans-Cooler isn't visible from outside of car, nor is Aviaid oil pan. Oil filter fits just aft of crossmember.



Stock-size Camaro shocks bolt to brackets fabricated by owner. Camaro parking brake fits Corvair frame mounts.



"One of our engines is missing." In its place, Scritch put in a flat floor and a B.F. Goodrich "fold-up" spare.



must pass through the radiator. With a 180-degree thermostat, the warmest the car has been is 190° in slow traffic, Dick reports. Just below the radiator is a Hayden Trans-Cooler for the Powerglide. With the added weight up front, Scritch resorted to heavy-duty Cure-Ride front shocks and a set of specially wound coil springs. The exhaust was probably the most critical problem, because the car sits low and there is no provision for routing exhaust tubing to the rear of a Corvair. With the aid of a stack of Cyclone exhaust tubing, a Mustang transverse muffler and a few yards of welding rod, Dick managed to get the tailpipes relatively close to the floor panel and out of harm's way.

A big problem arose in getting the front deck lid, now known as the hood, to shut and clear the carburetor. The engine already had a Weiland high-rise four-barrel intake, and Dick preferred to keep it. His problem was in getting an air filter to fit both the carb and hood level, and to do so without resorting to a bubble or hood scoop. His final design utilizes a stock Corvette filter pan which drops down around the Holley carburetor, and a Filtron filtering element.

With the weight now mostly in front on this Corvair, Dick added large-diameter Corvair Spyder front wheel brake cylinders and also put Velvetouch linings on the front end, and the car really stops well with the upgraded front braking. Actually, Scritchfield's V8-engined Corvair does everything well, and its construction is something a production-line engineer would envy. The only troubles he's had so far are in getting gas station attendants to walk to the rear to put in the fuel, and to get them to check the water. ■ ■

SURPRISE! SURPRISE!

Oh me. That dratted Greenbrier is acting up. The 'Bionic Brick' doesn't act up as a rule, but it suddenly quit idling. It starts OK, and runs OK (sort of), but dies at stop lights, etc. Oh well, take out the engine cover and look at the engine. Hmm... it's still there. Pull off air cleaners and get Sweetie to start it while I handle the throttle duties. Yep, sure enough, it runs but won't idle. The drivers side carb sure is making sucking sounds... Why Sure! Gross air leak will cause this problem! Check the vacuum balance hoses at the base of the carburetors. Appear to be original equipment. All I have to do is replace them, and the choke pull-off hoses as well, and my problem will be solved. I sure am smart, says I to myself. All fixed. Get Sweetie to start again, and . . . DRAT! Still won't idle! Still large sucking sounds from left carb! DRAT!

Maybe passenger side carb is getting no gas, and van is running on drivers side only, accounting for sucking sounds from that carb. Jazz the throttle and look down carb bores (engine not running). Hmm... gas squirts from accelerator pumps on both sides. Hmm... fumes coming up from both carbs, and from base of left carb. BASE OF LEFT CARB?? What the HELL?? WHAT IS THAT VACCUUM BALANCE TUBE DOING THERE, STICKING OUT THE BACK OF THE MANIFOLD?!?!

Seems that sometime in it's shady past the Bionic Brick got a cylinder head replaced, and the replacement (for the drivers side head) was a passengers side head. Suitable arrangements were made for picking up the balance tube on the front of the manifold, and (I suppose) a bolt in a piece of fuel line was put on the original balance tube to seal it off. In the fullness of time (as Charlie Goren says) the fuel line finally enlarged to the point that friction wouldn't hold it on, and it came off, causing one heck of a vacuum leak. New bolt, New piece of fuel line, Hi-Temp red ackum-pucky, and the Brick is as smooth and sweet as ever. By the way, I WILL put in a more permanent fix soonest...

Big Ed

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 Merchandise Chairperson, Cathy McKenna at the next meeting.

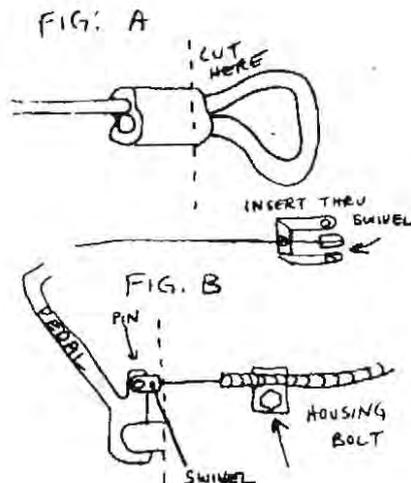
FOR SALE: ESPECIALLY for the do-it-yourselfers: tune-up kits, distributor caps, wrapped fan belts, air filters & oil filters; also viton O-rings, trunk and engine lid weather strips; plus many other Corvair parts. Call Gordon Cauble @ 299-1122.

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 FOUR DOOR automatic; one of Brian 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.

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



Clutch Cable Quick-Fix for F.C.

If you own a van with manual transmission, you probably should know that if the clutch cable breaks, the whole housing must be replaced also, to fix the problem. This method makes your job easier and requires NO housing replacement.

1. Obtain a garage door side cable from a hardware store and one cable clamp (all 1/8 inch size). Cable should be 12 feet in length.
 2. Remove old cable from housing from end opposite where it was broken.
 3. Cut end of garage cable and insert through front pedal swivel (see Fig. A).
 4. Disconnect housing from front mount by removing 1/2 inch bolt from lower panel where it is fastened to van.
 5. Insert new 1/8 inch cable into housing and reconnect swivel to pedal, and housing to van body (Fig. B).
 6. Pull cable tight at rear, wrap around clutch control shaft and clamp. Make sure clamp is close to shaft so it does not interfere with length of cable movement.
- You should now have a forward control with a reliable clutch cable.

THE SPYDER WEB
NORTH EAST WISCONSIN CORVAIR CLUB

TREASURER'S REPORT

Balance February 1, 1986.....\$469.23

Income

Dues.....70.00
Corvairsation ads.....15.00
Raffle tickets.....41.00
Merchandise sales.....19.75
Aluminum cans.....14.50

Total Income.....\$160.25

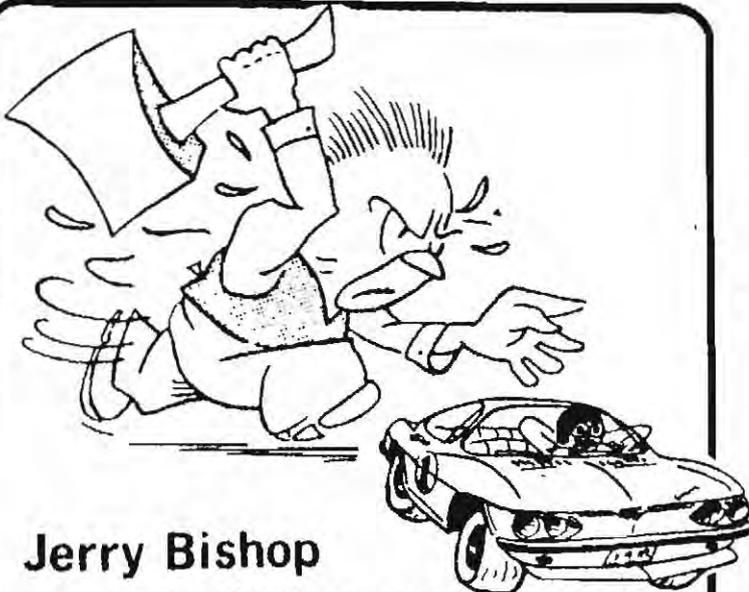
Expenses

Corvairsation.....41.54
Raffle/mechandise.....40.00
A.A.H.C. Membership.....15.00
P.O. Box rental.....29.00
Micellaneous..... 6.79

Total Expenses.....\$132.33

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

Alan Atwood



Jerry Bishop

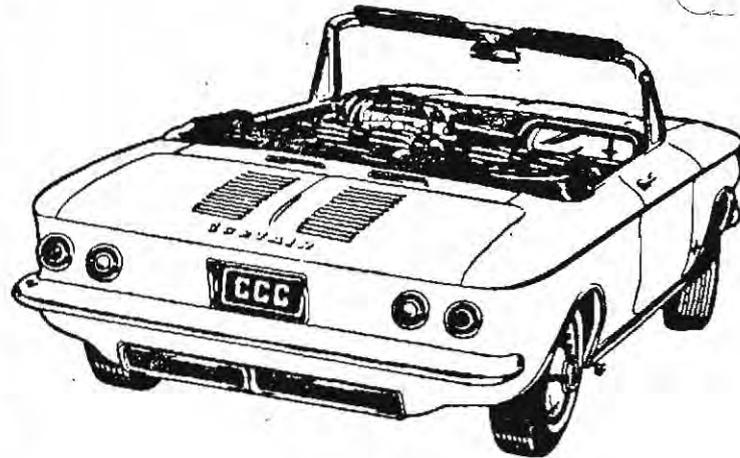
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100 plus Corvairs!!!

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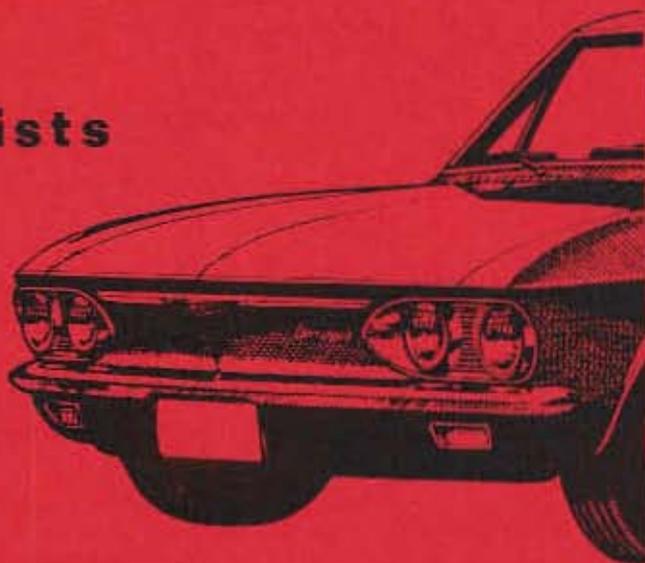
ENGINE RESEALING

TUNE-UPS

AIR CONDITIONING

ENGINES REBUILT

• TOWING •



TUCSON CORVAIR ASSOCIATION REGULAR MONTHLY MEETING

**FOURTH WEDNESDAY of each month.
Piccadilly Cafeteria, 6767 E. Broadway, Tucson**

6:30 pm: Parking Lot Bull Session

7:00 pm: Dinner (Optional)

7:40 pm: Meeting Starts

COMING EVENTS

**22 March: Concours Judges Practices: 10am @ Rincon High School
5th and Swan**

**4,5,6 April: Phoenix Returns (Mini-Convention) - TCA will judge
concours. Fiesta Inn, Tempe, Arizona**

24 May: TCA Tech Clinic

21 June: It's-Hot-A-Lot Picnic/Potluck/Swim

**CORVAIRSACTION EDITOR
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FIRST CLASS MAIL

