

Continuation

TUCSON CORVAIR ASSOCIATION

TUCSON, ARIZONA

VOLUME 13

NUMBER 5

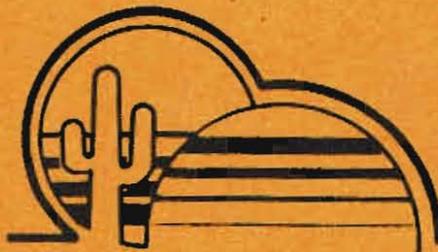
AUGUST 1987

180
HORSEPOWER
TURBO-CHARGED
corsa



164
TURBO-AIR

Spyder
TURBOCHARGED
180 HP



TUCSON CORVAIR ASSOCIATION

CORVAIRSATION is a monthly publication of the TUCSON CORVAIR ASSOCIATION, which is dedicated to the preservation of the Corvaair model of the Chevrolet Motor Division. The Tucson Corvaair association is a chartered member of the CORVAIR SOCIETY OF AMERICA (CORSA).

MONTHLY MEETINGS are held on the fourth Wednesday of each month except December. One technical/social event is planned for every month except July and August.

MEMBERSHIP DUES are \$10 per year and are payable to the TUCSON CORVAIR ASSOCIATION through the Membership Chairman.

CORSA MEMBERSHIP DUES are \$25 per year and include a subscription to the CORSA Communique, a monthly publication. See a TCA Officer for a membership application.

CLASSIFIED ADS are FREE to a TCA Members and \$1.00 per line to all 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 Corvairstation Editor. Articles are welcome for publication.

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Current TCA Officers, Don
Robinson, Carole Sanford,
and the Corvairstation Editor



NON-MEMBERS:

We would like to invite you to join the Tucson Corvaair Association. We will send you three complimentary issues of the Corvairstation and welcome you to attend all of our activities. This is a great chance to get to know us. No matter what your Corvaair interests are, you'll find lots of good folks with similar interests in the Tucson Corvaair Association. If you decide to join us, the dues are only \$10 per year.

From the President.....

It's hard to tell from this hot weather we've been having, but summer is actually winding down. Indications of this can be found all over. Schools will soon be in session; the most notable of course, is U of A. Another indication is that sportscasters are talking about pre-season football games. Right now the Wildcats are at Camp Cochise.

So as we start the last quarter of this year (pun intended here folks), things are going to start picking up. There are several activities scheduled in the months to come. There will be a car show, a swap meet and we'll resume our mid-month activities in September. That month the club is going to Kitt Peak on the 19th which is a Saturday. You'll be given more information on this and the other events in the future.

Now for the moment we have all been waiting for, the winner of the Cactus Corvair Club raffle. A drum roll please. The winner is Lou Zanon of Des Plaines, Illinois. According to Sid Stewart, Mr. Zanon purchased his ticket at the National Convention. Mr. Stewart also filled me in on the race car project. As of Sunday night the car was 99% complete. They still had to work out some bugs. This will delay their departure to Monterey until Tuesday morning. Doug Roe will take a driving school class on Thursday. Now if I remember correctly, practice is on Friday, qualifying on Saturday and the race on Sunday. Good luck to all involved and hopefully Doug Roe will do well in the race. I want to thank the TCA members for their support of this project. I believe we purchased over \$170 worth of tickets.

At this point in the column I'd like to depart from Corvair related topics. What I want to talk about is something we've been hearing quite a bit of recently. The subject is violence on our highways and streets. Now I'm not talking about the crazed lunatic who has been using cars on California highways for target practice. I'm talking about violent incidents between one motorist and another. The fellow who pulls out some type of a club to confront another driver only to get blown away by a firearm. I've been in and out of town recently but I heard someone was going around waving hand grenades not too long ago.

I am not surprised by the increase in violence. I've lived here in Tucson over 25 years. In that time I've seen the traffic get worse and the drivers have gotten worse. If you've lived here any length of time, I'm sure you've seen this as well. Drivers know there is a pause between red lights. Rather than step on the brake, they floor the accelerator to make it through the intersection. When I worked downtown I'd take Broadway all the way in. I would always see someone weaving in and out of traffic just so he could be one or two cars ahead of me at the red light. There is a lot of road construction going on all over Tucson. While waiting in line at these sites, I've noticed that courtesy has gone the way of the 50-cent-a-gallon gasoline. Long gone, probably never to return again. Most motorists will honk their horn or give another motorist the one-finger salute rather than allow them into the line ahead of them.

Now as members of an organized car club, I'd like to think that we are above all this. We obviously have a greater interest in our cars than the average owner. Because of this I just can't imagine a Corvair owner would endanger his life or the lives of other motorists as he drives down the road. I hope I never see a TCA member do any of the things mentioned above. In the future please drive carefully and be courteous to other drivers. Let's try to set an example, not become a statistic.

Al Rivas

The regular monthly meeting of the Tucson Corvair Association was called to order by President Al Rivas, at 7:40 PM on July 22, 1987 at the Picadilly Cafeteria, 6767 E. Broadway, Tucson, Arizona.

The minutes of the previous meeting were approved as printed in the Corversation.

Under old business, the speakers that were at the last month's meeting were thanked for their participation and Frank McKenna was given a round of applause for handling the tech session in June. Those present were reminded of the Golden Gate Mini-Convention and Project Monterey. Milt Evans will be our new vice-president and Frank Held was thanked for handling the position until a permanent officer could be found.

Coming events, Corvairs will be featured at the Tucson Toros baseball game on August 19th, Alan Atwood is planning the tour to Kitt Peak in September, and the Casa de los Ninos show is in October. An historic carshow will be held in Lakeside on September 26th and 27th.

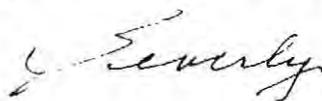
License plate No. HVN won the door prize for Ed Carey, while the other prizes were won by Alice Carey, Al Rivas, John Evans, Bob Eggers and Paul Steward.

Guests were introduced, Barbara Arthur, who owns a '60 Corvair and her sister, Gerry Otto.

A tech session followed and for-sale items announced.

The meeting adjourned at 9:10 PM.

Respectfully submitted,



TECH TIP

Tired of fighting carburetor top and bottom nuts? Go to Chevrolet and get Corvair rod nuts, they are small but do fit!... Or get some old ones off your rods when you rebuild your leaker!
-Dan Petz, Vintage Times, Mission Viejo, CA



MORE TECHNICAL TRIVIA

Got paint overspray on your plastic parking light, taillight or marker light lenses? Although lacquer thinner is risky on many plastics, it will not hurt the lenses.

Bill Reider on

REAR WHEEL ALIGNMENT

I promised an article on how to align your rear wheels on the late Corvairs, well here it is. The first thing you will need is some sort of level to check the camber of the rear wheels. I use a universal protractor from Sears that works quite well. You could also get a rather inexpensive camber/caster gauge for about \$15 from J.C. Whitney. The next item that you will need is a trammel bar or as I call it a straight edge with two pointers about 11 inches high and about 57 inches long. On one end the pointer should be stationary and the other should be able to swing back and forth about 3 inches or more. The wheel track width on the rear of the late model Corvairs is 57.2 inches, while the early was 54 inches. If you have both early and late cars you might want to make your trammel a little shorter and give it a little broader swing. This way you can use it for both style cars.

Now to get down to setting the camber on the rear wheels of the late model. First you want to be sure you have a nice level spot, then you can measure the camber with either your protractor or caster/camber gauge. After you have your initial reading from both sides you will want to jack up the car, and then loosen the 3/4 inch nut on the camber bolt which you will find by looking under the shock absorber lower mounting. After you loosen the nut, move to the front side of the tire and using the same 3/4 socket you can adjust the camber bolt so the end with the little hole goes toward the outside of the tire. This will give you more positive camber, and of course going the other way you'll get more negative camber. Each mark represents approximately 1/2 degree. This is not an exact but close measurement.

After you get it set the way you think it should be, tighten the nut on the other side of the tire. Now go to the other side of the car and do the same thing. Then you can set the car back down on the ground and move it forward and back about 10 or 15 feet to let the suspension settle to normal position. Now start the process all over until you get the camber where you want it. I usually set the rear wheels to between 1/2 and 1 degree positive camber.

After you finish the camber, you will have to set the toe. Jack the car up again; I told you that you could spend a Saturday afternoon on this. With the car jacked up take a piece of chalk and while rotating the tire, scribe a center line on the tire tread all the way around. Do this on both sides. After you finish check to see that the line doesn't waver but runs true. Now put the car back down on the ground, and again run it back and forth about 10 or 15 feet.

Take your trammel and center one point on the left tire, then move the adjustable point on the right tire so the point lines up with the chalk line. Now move the trammel to the front of the back tires. Line up the point on the left tire again and then going to the right tire measure from the line to the point. This is your toe-in or toe-out. If the pointer is on the outside of the tire chalk line you have toe-in, if it is on the inside you have toe-out.

You want 1/4 inch toe-in, preferably split equally between each wheel. This is hard to do without an alignment machine but if you take your trammel and put it against the side of each tire you can see how much each wheel points in or out relative to the front wheels. With this information you can judge which side to move, or if they are equal move both sides, to get your correct toe-in.

Once you have your measurements, jack the car up again, then loosen the 4 bolts that hold the torque arm to the body and the 2 bolts that hold the strut arm to the transmission support. There are 1/2 degree marks to help you estimate how much to move the mounting bracket for the torque arm. If you are going to do this yourself I presume that you have the 1965 shop manual, so if you look on page 4-25 you will see some excellent pictures of both the toe-in adjusting bracket and the camber adjusting cam.

Remember, when you do your suspension alignment, be sure and set your camber first, then set your toe-in. This is because changing the camber also has the effect of changing the toe-in somewhat.

There is no absolutely correct specifications on alignment; it depends on what your driving requirements are. The 1965 manual suggests that you set the camber between one degree negative and zero degrees, while the 1966 and later manuals suggest you go to one degree positive, plus-or-minus a half degree. For normal driving I would suggest you go with the 1966 and later specifications. If you are going to an autocross you may want to go to one or two degrees negative. You can always do this at the track and then set it back to normal before you leave, or you may just want to leave it this way. If you leave this much negative camber, though, you may get some inside tire wear.

Hope this gives you some ideas on how to line up those rear wheels. See you next month. Bill

BILLIKEN



Great minds talk about ideas.
Average minds talk about events.
Small minds talk about people.

FBI SWEEP STUNS OLD CAR HOBBY

By Bob Stevens

On June 24, 1987, agents for the Federal Bureau of Investigation conducted search and seizure operations at 14 plants and retail shops in 11 states, confiscating a wide variety of automotive parts and materials and arresting several major vendors active in the car hobby. The actions, well planned and coordinated, were in response to complaints regarding the production, packaging and distribution of counterfeit parts and related materials. At presstime it appeared that additional operations, possibly as many as another 10 to 12 companies, had been affected in the one-day FBI blitz and subsequent follow-up activities.

The crackdown is apparently the latest chapter in a nationwide campaign to halt the spread of inferior parts which are being packaged and labeled to appear as genuine GM, Ford and MoPar parts, and then funneled into the parts supply system by unscrupulous operators. These parts include sheet metal, mechanical components, oil filters, etc. The latest action, as carried out by the FBI, appears to focus primarily on GM materials, and GM officials reportedly participated in some of the raids.

Unfortunately, the nationwide FBI sweep also netted a number of legitimate, reputable dealers, many of whom are active in the old car hobby. In these instances, such items as reprinted shop manuals, engine decals, reproduced owner's manuals, reprinted vehicle assembly manuals, re-issued safety and warning decals, reprinted sales literature, newly printed jacking instructions, reproduced warranty books, etc., were confiscated as "counterfeit materials". Several major vendors were completely shut down as their plants, shops and retail stores were closed, and their entire inventories hauled away in trucks.

In most of the raids, the FBI agents also confiscated customer records, mailing lists, business records, purchase orders, computer printouts, supplier lists, financial records, checking account statements and even catalogs. There were also several reports, most of them unconfirmed, that vehicles were confiscated.

A major concentration of the FBI activity was in Pennsylvania, where the state attorney general's office joined in the action, along with local police officials. Four men were arrested in those actions, including Robert Tobin, Decalcraft, Hatfield, Pa.; Barry Evans, Spahr-Evans Printers, North Hills, Pa.; Robert Regan, Arco Labels, Willow Grove, Pa.; and Murrell F. Dobbins, M.F. Dobbins Corvette/Chevrolet Restoration Supplies, Glenside, Pa.

The latter individual, Dr. Murrell F. Dobbins, a 40-year-old former professor at the University of Pennsylvania, is the best known of the four in the car hobby. He is a learned scholar and author and has been a vendor in the collector car hobby since 1972. His entire inventory, valued at \$250,000 and consisting of some 68,000 items, has been seized, the FBI announced. Dobbins and the other three have been arrested, arraigned and released on their own recognizance. Dobbins faces one count of forgery and three counts of conspiracy, while the others are all charged with one count of forgery and one of conspiracy. Upon conviction, the charges carry penalties of up to five years in prison and fines of up to \$10,000 for each count.

Vendor reaction to the FBI sweep has been swift, and generally negative, almost resentful. Some vendors have canceled orders for new General Motors vehicles, and many have written and called the auto maker and its dealers to register their complaints. Still others have made an effort to set up a forum in which reproduction parts manufacturers and dealers can cooperate with GM and other auto makers to make sure that the original manufacturer's proprietary interests are preserved, while quality reproduction parts and materials are made available to the old car restorer.

Many vendors expressed shock and anger at the abrupt and insensitive manner in which the FBI sweep was conducted. One vendor reportedly had a load of original sales literature and manuals confiscated when he was unable to prove to the FBI's satisfaction which of his materials were original and which were reprints.

However, authorities reported that seized materials which are deemed original and not reproduction will be returned to their rightful owners. Another vendor reportedly had his trailer hauled away by the FBI because of a Chevrolet "bow-tie" painted on the side. Naturally, in view of the breadth and severity of the FBI actions, rumors are running rampant throughout the hobby.

One southern vendor, who frequents most of the major swap meets, operates a huge mail-order business and has a substantial walk-in trade, had his entire operation closed down for nearly a full day with customers barred from entering his establishment and his employees prevented from performing their normal duties. A local GM representative accompanied the FBI agents in this particular raid. All decals were taken, the vendor said, including some emblems made by a firm allegedly approved by General Motors. "We've always worked very closely with GM, selling its (original) parts, as well as reproduction parts. I can't believe that General Motors has gotten its feet dirty like this," he com-

mented. This particular store was raided by a team of 11 FBI agents and roughly a trunk load of decals, emblems and related materials was hauled away.

It has also been reported by several reliable sources that FBI agents have toured a number of swap meets in recent weeks, apparently searching for bogus data plates, trim tags, decals, emblems, etc. In at least one instance, local police authorities also visited a large meet and inspected vendor wares for any suspicious materials.

The replacement of VIN plates and trim tags is illegal, as is the process of restamping engine blocks, and the vast majority of vendors contacted by *Cars & Parts* appear to support the FBI actions in confiscating these items and the equipment used to produce them. However, the replacement of decals — such as those disclosing engine horsepower, tire pressure ratings, jacking instructions, cooling system performance, etc. — has long been accepted as a routine practice in the restoration of any vehicle. And most vendors and hobbyists take issue with the sudden proclamation that such decals and emblems are counterfeit and illegal to reproduce and sell.

Normally, only decals and parts no longer available from GM or other auto makers are reprinted and reproduced. Where available, hobbyists generally prefer original equipment (OEM) parts, which are also commonly called NOS (new old stock) parts in the hobby. OEM parts can also be current issue, of course, in the event an auto maker is still producing the part in question.

But most parts for older cars are no longer available from the original sources. So a cottage industry developed to reproduce parts that hobbyists can't acquire elsewhere. The auto parts reproduction industry has been a boon to the old car hobby. But, due to apathy on the part of the auto manufacturers, which don't make anything off reproduction parts, many companies have operated strictly on their own, producing parts without permission. Obviously, such practices violate laws governing trademarks, patents, copyrights, etc.

At presstime, it was unclear what the long-term ramifications of the recent actions will be. Some vendors are calling for the creation of a vendor cartel to form a united front and meet in a productive and positive forum with auto makers to resolve the problems inherent in reissuing, reproducing and packaging obsolete parts. *Cars & Parts* endorses this proposal and would actively support such a trade council or association.

from CARS & PARTS

AIR VAIR REPAIR by Ric Markin

A couple of days before leaving for Chicago, I suddenly realized that my air conditioner wasn't cooling as it should. Since I knew the system had no leaks, the compressor had sufficient pressure, and the sight glass was clear, I deduced the expansion valve was at fault.

After calling several air conditioning shops who reportedly serviced older cars, I was disappointed to learn that they were completely unwilling to diagnose, let alone service, a Corvaire. When told the car in question was a 1962 Chevrolet CORVAIR, the shop's typical response was "No -- don't want to work on that!". After several similar calls, I found one mechanic who guaranteed he could correct the problem, but due to time and distance problems, I was forced to find another alternative.

Never having repaired any air conditioning system before, I consulted the shop manual, and used an extra evaporator (from a '64) to aid in understanding the replacement procedure for the expansion valve. The service manual showed the power element bulb covered with tar. However, the '64 unit had no tar, and no traces of ever having had tar covering the power element bulb. Since I personally had removed the evaporator from a factory-stock car in 1974, it was original.

This discrepancy between the supposed assembly or actual appearance of factory stock unrestored cars should be added to the list of previously undocumented production variations. But, my 1962 unit did have the tar covering.

I was able to locate a replacement expansion valve (Four Seasons #38683) which varied slightly from the original Frigidaire unit in that a coil was used instead of a power element bulb. Because of the amount of effort required to lower and remove the evaporator case, and the limited available space, I removed the passenger seat. After discharging the freon, replacing the valve and O-rings, and reinstalling the evaporator case, I took the car to a shop for evacuation and recharging. The system now worked better than it ever had -- the air was ice-cold.

Because air conditioning service has become a problem, and since most shops will agree to evacuate and charge anything, with no guarantee, it is possible to replace a faulty component yourself with excellent results. Because you are more careful with your own car than most mechanics would be, there is less chance of damage to the interior.

Before making any repairs, consult your shop manual and knowledgeable parties for safe, proper procedures. I am assured after my 1800-mile round trip (in air-conditioned comfort) to Chicago, that the labor was well worth the effort.

TRUTH IS STRANGER THAN FICTION

Some shots from the National Convention. Thanks to the North Texas Corvaire Association for the use of their pictures. We'll have some more shots in next month's double issue.



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Balance July 1, 1987\$1,367.86

Income

Dues.....30.00

Raffle tickets.....43.00

Merchandise sales.....34.75

Aluminum cans.....142.00

Total Income.....\$249.75

Expenses

Corvairsation.....52.81

Raffle prizes.....49.52

Video tape.....38.00

Total Expenses.....\$140.33

Balance August 1, 1987.....\$1,477.28

Mike Hayden



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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

Sept 19 : Kitt Peak Tour and Potluck. Meet at Bosa Donut Shop at Mission Road and Ajo Way at 9:00am.

October 11 : Casa de los Niños Car Show at Reid Park. Please note this date! It's never too early to start cleaning your car up for this show.

October 24 & 25: CHVA Old Cars & Parts Swap Meet and Show. Pima College West.

November 13,14, & 15: The 10th Annual GREAT WESTERN FANBELT and SWAP MEET. Palm Spring, California

Tucson Corvair Association
P.O. Box 50401
Tucson Arizona 85703



FIRST CLASS MAIL

