

Corvairization

TUCSON CORVAIR ASSOCIATION TUCSON, ARIZONA

VOLUME 13 NUMBER 3

JUNE 1987



TECH SESSION - JUNE MIDMONTH ACTIVITY

DATE: JUNE 28, 1987

TIME: 10:00 am - 3:00 pm

PLACE: JESSE OWENS PARK



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 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.

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

CLASSIFIED ADS are FREE to 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 Corvairsation Editor. Articles are welcome for publication.

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

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BOARD OF DIRECTORS

Current TCA Officers, Don Robinson, Carole Sanford, and the Corvairsation Editor.



NON-MEMBERS:

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

From the President.....

Well gang, it looks like summer is finally here and is it ever hot! I'm glad we had our picnic in at Aqua Caliente Park before this hot weather. Ed Sanford certainly picked a fine place to have a picnic. I hope evryone had a good time; I sure did. And after speaking to her several times on the telephone, I finally had the pleasure of meeting Don Robinson's charming wife, Sue. There was plenty of good food to go around. Chris Cunningham brought one of two rum cakes. Don't Know who brought the other one but I sampled both so as not to hurt anyone's feelings. About the only thing we didn't have plenty of were low-calorie soft drinks. I promise that at the June Tech Session there will be more diet drinks. When I got home there were extra articles in my bag. I found an orange towel, tongs, a spoon and a can of Off. I'll bring them to the June meeting; see me if you think any of these items belong to you.

Frank McKenna is in charge of the June activity. It will be a Tech Session held at Jesse Owen Park on Sunday, June 28th. If you haven't made it out to a mid-month activity, try to make it to this one. It should provide practical knowledge to the Club members.

I hope you haven't forgotten Project Monterey which is sponsored by the Cactus Corvair Club. They're selling tickets to raise money to restore Doug Roe's Corvair racer. They hope to have the car ready for the Monterey Historic Races in August. So bring a few extra dollars to our next meeting and help these guys. I'm planning to sell tickets to everyone at work who has sold me Girl Scout cookies, Little League candy bars and church raffle tickets and just about everything else I can think of.

We have scheduled a guest speaker for our June meeting. He is Ken Abbott of Stripping Technologies, Incorporated. They use a plastic material to blast the paint off of cars or just about any type of surface. This is the process used to strip paint off my Devin rather than using a chemical paint stripper. It should be especially informative to those of you in the club that restore cars or are thinking of starting a restoration project.

See you at the next meeting!

Al Rivas

The regular monthly meeting of the Tucson Corvair Association was called to order at 7:00 PM by President Al Rivas on May 27, 1987 at the Picadilly Cafeteria, 6767 E. Broadway, Tucson, AZ.

The minutes of the previous meeting were approved as corrected, changing the date of the picnic to May 31st and the recipient of the gift certificate to Alan Atwood.

Under old business, the membership was reminded that we still need a vice-president. All of the participants in the car show in April were thanked for the fine turn-out.

New business was the announcement of coming events, Project Monterey in August, Golden Gate Mini-convention in San Jose, CA, also in August, and a "hands-on" tech session of TCA in June.. A speaker will be for the meeting in June. There were no new members of guests.

The drawing for prizes was held after the break, Don Robinson winning the license plate prize for driving his car with plate number VAIR 5897 after no response to HV 6622. Other prizes went to Diane Evans, John Elliott, Gloria Gray, Frank Head and Dave Baker.

The gathering was treated to a video presentation by Alan Atwood.

The meeting adjourned at 9:00 PM.

Respectfully submitted,

Beverly



*A CORVAIR??
More later!!*

TCA.....ITS CONCEPTION, GESTATION, BIRTH & MATURITY

The exact date of Tucson Corvair Association's conception is uncertain. It was one day in the Fall of 1975 when Gordon Cauble, in his Corvair, pulled up in the parking lot of an auto parts store on Grant Road, and he noticed a Corvair convertible. He went into the store and asked...."Who owns the Corvair?" Customer Frank McKenna anxiously answered...."Did you hit it!?" "No" replied Gordon, and a Tech Session and exchange of phone numbers followed.

A few weeks later, Betty and Don Chastain happened to drive by Frank's house in one of their several Corvairs, and they noticed the McKenna Corvairs. They stopped and introduced themselves. Naturally another Tech Session and exchange of phone numbers ensued. TCA's gestation was now obvious!

Word was spread that Corvair enthusiasts were invited to meet at the McKenna home. Consequently seven gentlemen gathered. They were Chris Cunningham, Gordon Cauble, Don Chastain, John DeLauro, Walter Mathis, Frank McKenna and Mark McKenna. Outcome: Tucson Corvair Association was born!!!

The date was December 18, 1975. That night the following officers were elected:

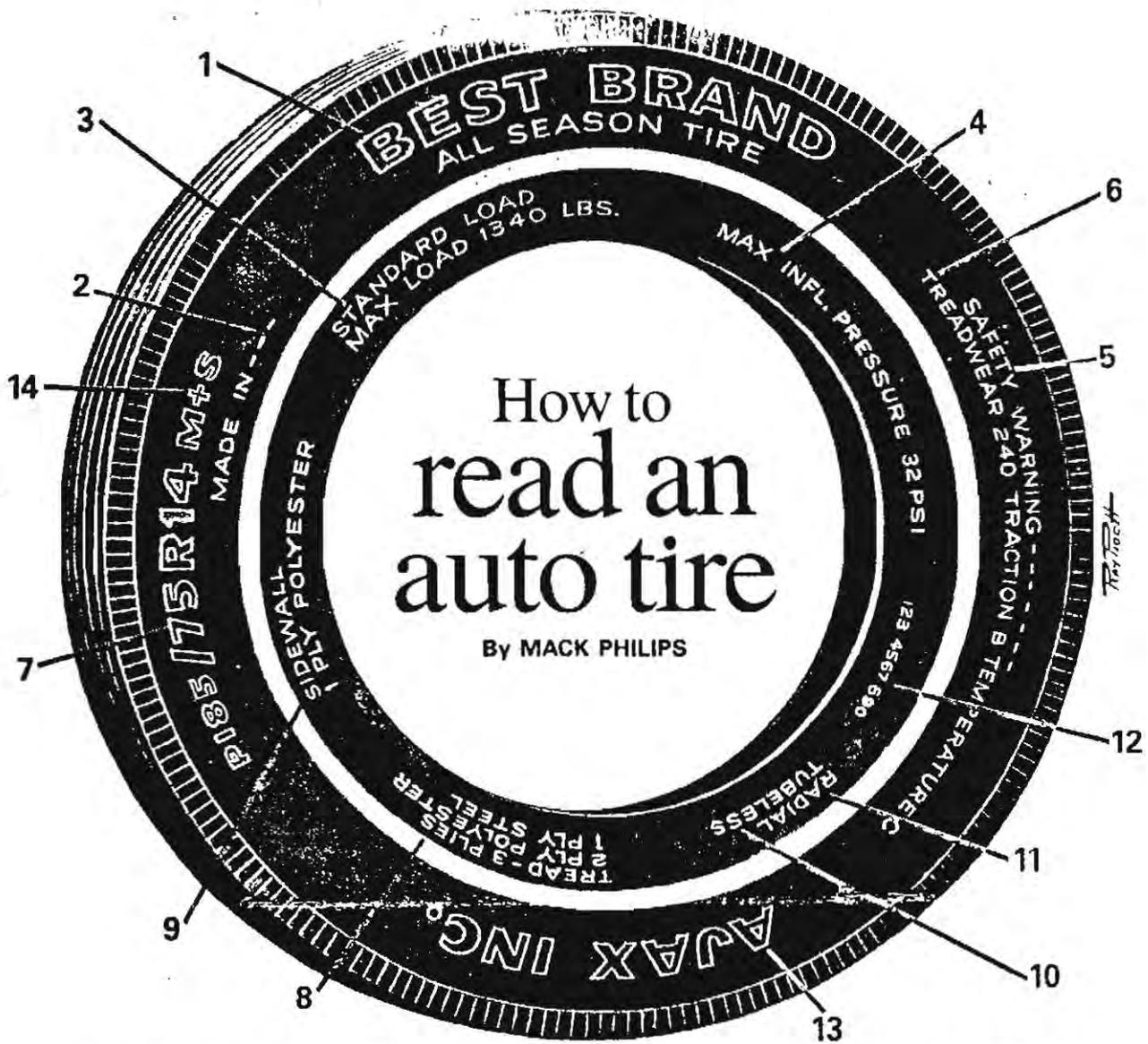
Frank McKenna	President
Gordon Cauble	Vice President
Mark McKenna	Secretary
Chris Cunningham	Treasurer

The next several monthly meetings were held at Randolph Park Center and TCA began to roll! Seven members became eleven. The founding fathers decided to apply for charter membership in the Corvair Association of America (CORSA) and to further publicize the club by passing out handbills to Corvair owners by placing them under Corvair windshield wipers. Within three months TCA was chartered, and by June 1976 TCA had 19 members. But alas, all were male!

TCA reached puberty in early 1977 when women officially joined the club. In November 1979 TCA reached "legal age" when we incorporated.

We have come a long way.... today we have 86 members representing at least 200 Corvairs!

Georgia Lewis
Past Recording Secretary & Membership Chairman



How to read an auto tire

By MACK PHILIPS

FROM "THE SPOTLIGHT" OF SACHVA - TUCSON

Reading and understanding the information on car tires is essential to wise shopping. There are substantial differences in tires that may or may not be reflected in the prices dealers ask. Most information molded into tire casings is required either by federal law

or by industry standards. In addition to displaying Department of Transportation (DOT) quality grades for treadwear, traction and temperature, all passenger car tires must conform to federal safety requirements. Below is the key to the above diagram, a standard tire code.

1. The registered tire brand name.
2. Country of origin. (Given only when the tire is made outside USA.)
3. Maximum load spec. This refers to the load per wheel the tire can safely handle (in this case, 1,340 pounds per tire). The words "Standard Load" indicate that the tire is of the load type that is most common in passenger car tires.
4. Max. Infl. pressure. The figure given here (32 psi) represents the maximum cold-air inflation pressure that is considered permissible for the tire.
5. Safety warning. This warning is a tire industry and Tire and Rim Association approved statement advising consumers of the danger of disregarding overloading and underinflation recommendations.
6. The Uniform Tire Quality Grading System involves three factors reported on this section of the tire. They are:
 - Treadwear—The 240 rating shown translates to a tire life of 72,000 miles. Base rating is 100 or 30,000 miles. (Tread-

- wear rating was suspended by the Department of Transportation in February 1983, but reinstatement is pending.)
- Traction—This is the measurement of the tire's relative ability to stop on wet asphalt or concrete. The B rating in the example is midpoint in an A,B,C braking-force grading system, with A representing the best rating.
- Temperature—A tire's resistance to generating heat and its ability to dissipate any heat that is generated (important because sustained high temperature is likely to reduce tire life and can even lead to sudden failure) is also graded on an A,B,C scale, again with A the highest.
7. This is basically a statement of size and it offers a variety of information. The data on the example translates this way: The P indicates that the tire is designed for use on a passenger car. The 185 refers to the width of the tire in millimeters. The 75 is the aspect ratio—the measure of the tire's height from the rim to the surface of the tread (the

- aspect ratio here is 75 percent of the tire's width). The R tells us that the tire is of radial design. And the 14 represents the diameter of the rim the tire will fit.
- 8 and 9. Reinforcing materials used in making the tire are listed here, along with the number of plies (layers) used. In the provided example, construction involved two plies of polyester cord and one ply of steel under the tread and one ply of polyester in the sidewall.
10. Tubeless. Describes the tire type. Like most modern tires, this one does not require an inner tube.
11. Radial. Describes the type of tread ply construction. (An alternative would be "bias" construction.)
12. Manufacturer's mold type and serial numbers.
13. Manufacturer's name.
14. Evidence that the tire meets the Tire and Rim Association's guidelines for performance in mud and snow are the symbols M+S. □

Technical Correspondence

Turbocharger durability

At about 55,000 miles the tailpipe of my 1982 Volvo Turbo wagon started smoking quite a bit, so I took it to the dealer. Their service representative told me the turbocharger had to be replaced. I also spoke to their service manager, who told me that "... turbos have been coming in for replacement at between 50,000 and 60,000 miles and the longest I have seen one last is 80,000 miles."

I bought the car because of its supposed longevity, but at \$750 per turbo replacement the longevity becomes expensive. I have always changed oil every 2000 miles, despite the factory's 3750-mile recommended interval. Is this a common problem with turbo engines or is it just Volvo's?

Leo Rovira
Mission Viejo, California

A Volvo spokesman comments: "You have to look at turbochargers as a consumable component, something like brake pads or clutch facings; they get used up." He goes on to say that he knows Volvo turbos to have lasted 100,000 miles, others to have failed considerably sooner, but that they typically won't last until the first engine overhaul. A turbo "works in a hostile environment, and the public should be educated about that."

Indeed, it does work in a hostile environment: in a stream of extremely hot exhaust gases, and spinning at speeds up to 150,000 rpm. Particularly in the earlier years of the current turbo fashion, turbocharger failures were common; but in recent years many detail engineering improvements have enhanced their durability.

But even now, by-the-book maintenance is critical to getting maximum life out of a turbocharger. Note that Volvo and other automakers typically recommend oil and filter changes twice as often for their turbo as for non-turbo models. Not just oil and filter changes are critical, however. The fuel injection or carburetor(s) and ignition must always be in correct adjustment; over-rich mixtures can make exhaust temperatures abnormally high. Regular maintenance or replacement of the air filter(s) is also necessary, because turbos are close-tolerance devices that can't stand dusty air.

Finally, driving technique is important.

Volvo puts a warning in the owner's manual and on a windshield sticker; we quote from the latest Turbo manual:

"Never race the engine immediately after starting. Oil flow may not reach some lubricating points fast enough to prevent engine damage. Before switching off the engine, let it operate at idle for a short time to allow the spinning of the turbo-compressor's turbine vanes to slow. After hard driving, this idle time should last a couple of minutes, during which the vanes will slow and the compressor will cool down while still receiving lubrication. If the turbine vanes are spinning at high speeds when the engine is switched off, there is a great risk of heat damage and/or turbine seizure due to lack of lubrication. Do not race the engine just prior to switching off!"

Short of conducting a comprehensive survey of manufacturer's recommendations and position as well as owner experience—a good idea, but beyond the scope of this column—we think we can sum matters up by advising those owning (or interested in owning) turbocharged cars to consider this generality:

Relative to the good ol' internal-combustion engine itself, a turbocharger is a rather exotic piece of machinery that requires fastidious care, not only in maintenance but also in driving techniques. And, even then, its life expectancy needn't equal that of more robust engine components. For this reason, turbos are perhaps not something for "everyman."

ROAD & TRACK
JANUARY 1986

From turbo-driving readers

I read with interest the letter regarding the short-lived Volvo turbocharger ("Technical Correspondence," August 1985), as I have a turbo that has lasted 150,000-plus miles and know of several others with that kind of record. The one I mean is the Chevrolet Corvair Spyder and turbocharged Corsa.

Yes, I change the oil and filter frequently—as often as every 800 miles in around-town use. I have used unleaded fuel for the most part, and the ignition, fuel and exhaust systems have always been in prime condition. I own a shop that services these cars and have several customers who have close to that mileage. But there are many turbos (Corvair and others) that didn't last 30,000 miles. The key word here is *maintenance*.

Stephen C. Goodman
Rear-Engine Specialists
Denver, Colorado

We also have a 1982 Volvo Turbo wagon, and as we approach 80,000 miles, all is go. The mechanic who works on the car recently peeked in and found a nice dry turbo housing with seals intact, not looking worn at all.

Frequent oil and filter changes are required; but do them yourself if possible. SF-CC oil is a must, but many service stations and dealerships aren't using this grade. Also, the 87-octane fuel rating recommended by Volvo is dreaming on their part; even at 92 octane, an occasional ping can be heard. Ping-free driving requires 93. Our Nissan turbo, however, gets by nicely on 87.

My last comment has to do with our use of a Teflon-based oil additive. We added a quart of Slick 50 at 30,000 miles as an experiment, figuring it would coat not only the insides of the engine but also the turbo housing. Who knows? As we turbo into the next 80,000 miles, we'll keep you posted.

Bob Linden
East Lyme, Connecticut

Thanks to you and other readers who wrote in response to reader Leo Rovira's unhappy experience with his 1982 Volvo Turbo wagon and Volvo's response to that experience. The key does indeed seem to be maintenance—perhaps to an extent that makes turbochargers impractical for owners who don't maintain their cars carefully.

FC Facts

Did You Know?

TAIL LIGHT PROBLEMS: THE CURE

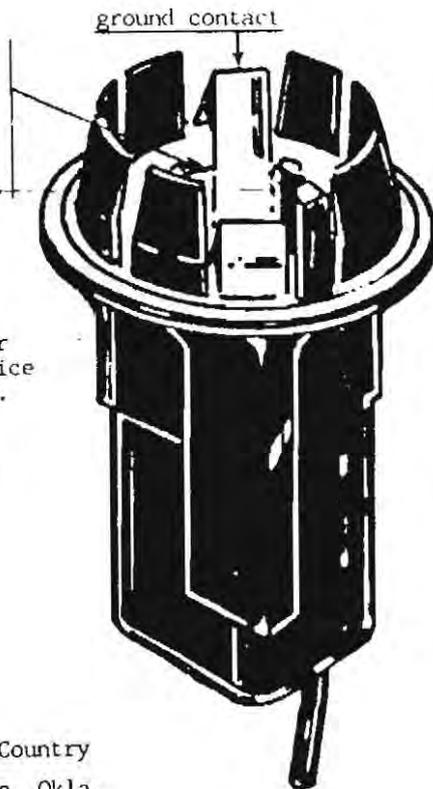
"Hey, Mister! You've got a tail light not burning!" How many times have you heard this when driving your late model Corvair? One of the most irritating problems with the tail lights is keeping the bulb contacts clean and tightly seated. Some Corvair owners resort to putting a ground wire on the socket and housing to assure good contact. While this works most of the time, it's a bother to do. Others will fashion a small hook and try to lift up the contacts at the bottom of the socket. This, too, may work. But it does not solve the problem. The problem is caused by the inner shell of the socket (the one that holds the bulb) moving slightly out of the plastic outer shell. When this happens, two things occur. First, electrical contact is lost between the bulb contacts and the curved contacts at the bottom of the socket. Just as important, ground contact is lost between the inner shell and the lens housing. **THE FIX IS SIMPLE.** Push, or firmly re-seat, the inner socket by pushing it into the outer shell as far as it will go, and then put a drop of epoxy cement on the inner/outer shell to keep it from creeping back out again.

Push the metal inner sleeve down, so that the top of it is flush with the shoulder of the plastic outer socket.

Put a drop of epoxy on the place where they touch.

This method of repair avoids having to splice the electrical leads.

New sockets are available at Chevy dealers & Clark's.



HERB KARNER, Green Country
Corvair Group, Tulsa, Okla.

1. When the Corvair Powerglide transmission used in an FC vehicle, it was fitted with a remote transmission fluid cooler. The cooler was located in the left rear corner of the vehicle near the battery in the airflow to the engine. A modified pump in the PG allowed the use of the cooler.

2. A suburban Los Angeles city special ordered a small fleet of **DUAL-RAMP** Rampside pickups for its street maintenance program on its one-way streets, allowing unloading of equipment on either side of the street. In the early 70s a friend of mine aquired one of these. He used it to haul his dirt bikes out into the desert, and then, lowering both ramps, used the truck to jump the cycles! This, no doubt, has got to be one of the rarest FC "options", as it was never officially offered.

3. The 1965 Greenbrier had a factory installed **alternator**. Just try and find a replacement wiring harness for one of these.

4. Ever seen a Corvan with only one factory installed Greenbrier-type rear **quarter window** on the right side? These vans were built for the phone company. Ma Bell was a big user of the compact vans in the early '60s and used quite a few of the dark green Corvans.

Corvanatics

Vairo 'n Spares

FOR SALE: '64 SPYDER
Convertible. Needs only
cosmetics. \$2500 or best
offer. Ask for Dan at
795-4900 weekdays or 326-7265
till 9pm.

FOR SALE: '68 MONZA, 2-door,
110 HP, 4-speed, recently
overhauled w/ pistons, jugs,
et al., paint and upholstery
needs attention, Good body new
tires. You need to see it.
Will drive it to Tucson if
interested in looking at it.
Anthony Berber, 110 E. 3rd
St., Safford, AZ, 85546,
1-428-2634

FOR SALE: '61 GREENBRIER, no
motor or transmission, lots of
extra parts (2 old engines),
Good body, Anthony Berber,
110 E. 3rd St., Safford, AZ,
85546, 1-428-2634

FOR THE DO-IT-YOURSELFER:Mag
ignition wires & long rotors,
plus all regular ignition
items. Wrapped fan belts, air
& oil filters plus viton
o-rings and oil cooler seals.
Call Gordon Cauble 299-1122.

FOR SALE: New and Good Used
Parts. Early & late clutch
cables, clutch discs and
bolted flywheels; '66 Corsa
wheel covers; '65-'66
headliner for 4-door, light
blue; early & late blower
bearings; '63-'64 rear axle
bearings w/ axles; '65 Corsa
wiring harnesses; '65 tail &
back-up light assemblies;
Corsa air cleaner assembly.
Call Gordon Cauble @ 299-1122.

FOR SALE: '64 MONZA 2-door,
automatic, needs work but
sound body, engine & air
conditioning. Call Del Light
883-6794.

FOR SALE: '65 MONZA 2-door,
reconditioned engine
installed, running, needs body
& interior work. 3-speed
manual transmission. Call Del
Light 883-6794.

TECH SESSION—JUNE MIDMONTH ACTIVITY

DATE: JUNE 28, 1987

TIME: 10:00 am - 3:00 pm

PLACE: JESSE OWENS PARK

Located on the west side of Sarnoff between Broadway
and 22nd. Sarnoff is the first traffic light after
Pantano when heading east.

We are starting early because the Ramada is first-come
first-served and to obtain sqatters rights we have to be
there early.

We plan to have lots of parts available for you to inspect
and ask questions about. Additionally, we'll discuss the
easiest ways to perform some of the routine maintenance on our
Corvairs. So bring a tablet of paper, a pencil and a lawn
chair and maybe we can all learn something.

We'll have a beer permit and the club will provide soft
drinks, so bring your picnic lunch and have a "Corvair" day!!

San Francisco Bay Area CORSA & Valley CORSA

Presents CORSA-Sanctioned

GOLDEN GATE MINI-CONVENTION — August 21-23



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- Concours inside the Le Baron Hotel
- Rallye
- Parking Lot Beauty Contest
- Model Car Concours
- Swap Meet & Vendors
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Make checks payable to:

Golden Gate Mini-Convention

For more information contact:

Lu Goni, 352 Tahitian Circle, Union City, CA 94587, 415/487-5016.

TRESURER'S REPORT

Balance May 1, 1987\$1,230.02

Income

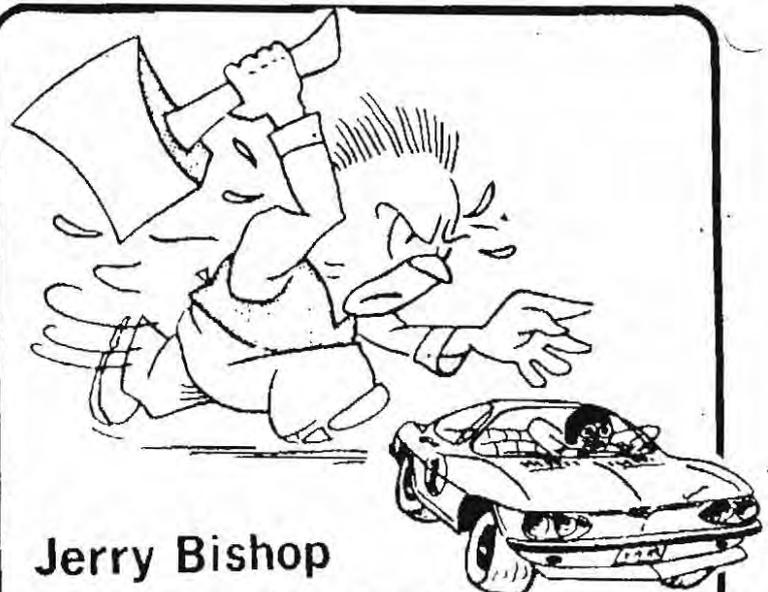
Dues.....30.00
Corvairsation ads.....112.50
Raffle tickets and
Merchandise sales.....28.00
Aluminum cans.....23.85
Total Income.....\$194.35

Expenses

Corvairsation.....102.25
Raffle prizes..... 29.24
Total Expenses.....\$131.49

Balance June 1, 1987\$1,292.88

Mike Hayden



Jerry Bishop

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

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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

June 28: Tech/Tune Up Session. Get ready for a day of expert instruction!

- 10:00am to 3:00pm
- Jesse Owens Park - Sarnoff between Broadway and 22nd.

(see details inside)

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

FIRST
CLASS
MAIL