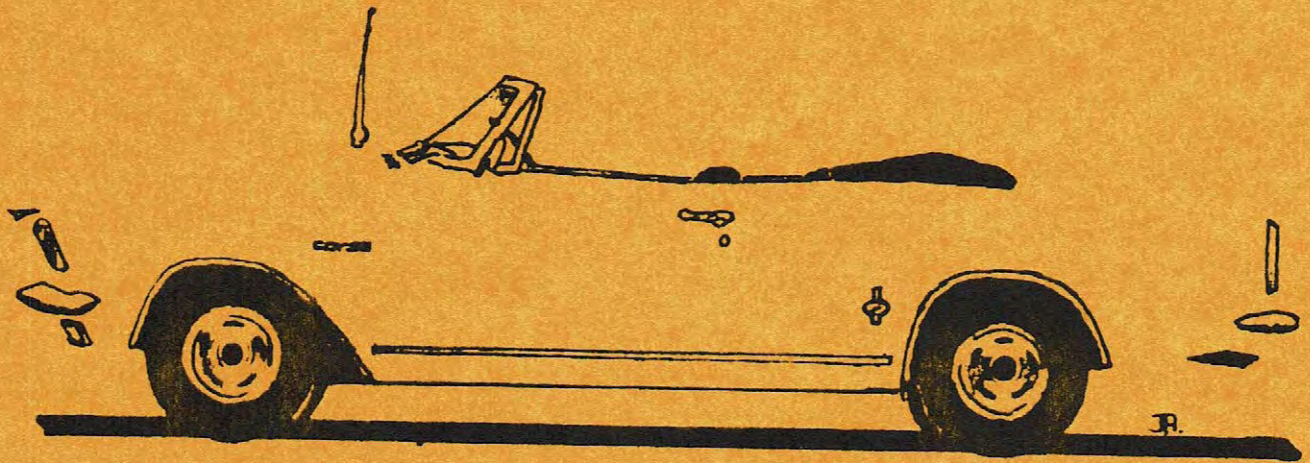
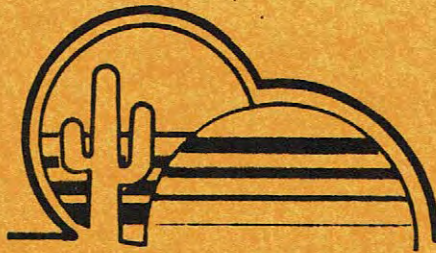


Corvairization

TUCSON CORVAIR ASSOCIATION
VOLUME 13 NUMBER 7

TUCSON, ARIZONA
OCTOBER 1987





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 (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 Corvairsation Editor. Articles are welcome for publication.

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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 folks, I finally made it to Kitt Peak. This was our September mid-month activity and everything turned out well. The view from the top was a bit hazy but otherwise the weather was nice. After a short movie we toured on of the telescopes. Please don't ask me how large the telescope was, I never did learn the metric system. From there it was on to Audrey and Kurt Cramer's house for a cookout. Although I wasn't feeling well, I forced myself to eat some of Ann Allen's poppy seed bread. About half of it. And Ron Allen insisted, no he DEMANDED, that I try the barbeque beef. Since Ron and Ann are new members, I didn't want to hurt their feelings. So I tried the beef, and then some salad. More beef and salad, yes, even more bread. What was I supposed to do? I tell you the things I have to put up with as president. My thanks to Alan Atwood for organising the tour. A special thanks to Audrey and Kurt Cramer for their hospitality.

I knew it wouldn't last. In September I thought we'd start having our mid-month activities at mid-month. But here it is the middle of October and we've already had one activity and another on coming on the 24th.

The first activity was the Casade los Niños Car Show held on Sunday, October 11. They couldn't have picked a better day for the event. We had occasional clouds and a slight breeze throughout the day. Thanks to the following members for supporting the event:

Allen Elvick	Mark McKenna
Ray Britton	Frank McKenna
Bob Schowengerdt	Don Chastain
Bob Thompson	Frank Held

I also want to thank Dawn Elvick for taking the time to attend the event. She was by far the prettiest Corvair driver in attendance, beating Frank McKenna by a landslide. Frank's car came in 2nd in The Most Popular Car category. This was won by Mark McKenna's V-8 Corvair. I wish I had a nickel for every person who stuck their head inside to get a closer look at the Chevy V-8. Frank's Spyder was a popular car as was Ray Britton's car. A couple of fellows must have shot a half a roll of film on Ray's car. They did everything but get inside the car to take pictures. While all this was going on Bob Schowengerdt found time to wax his car. I told you the weather was nice! It was a nice way to spend a lazy Sunday helping out a good cause.

Our next activity is the General Motors Desert Proving Ground tour on Saturday, October 24th. This is being organised by Alan Atwood and Rosie Rosenberg. The instructions for the tour can be found elsewhere in this Corvairsation. Please read them carefully. I hope everyone who signed up for the tour is able to attend. This is important as G.M. has asked us to give them an accurate figure of the TCA members who will be attending. This is a very special event for us and I hope you are all looking forward to it.

Don't forget the CHVA Swap Meet and Car Show on October 24th and 25th. Be sure to read the Corvairsation for other upcoming events.

See you at the Proving Ground!

Al Rivas

The regular monthly meeting of the Tucson Corvair Association was called to order at 7:40 PM by President Al Rivas, on September 23, 1987 at the Picadilly Cafeteria, 6767 E. Broadway, Tucson, Arizona.

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

Under old business, it was agreed that the trip to Kitt Peak was enjoyed by all who attended and a Thank You note will be sent to the host. Eight Corvairs made the trip and 15 members appreciated all the good food provided by the others.

Vic Howard was introduced, he is the new Membership chairman, and ways of reaching new members were discussed.

Dave and Cathy Davis, from the Convertible Club, were introduced and they gave us some background on the Casas de los Ninos Car Show to be held at Reid Park on October 11th.

Alan Atwood told about the trip to the General Motors Desert Proving Ground to be October 24th. Those who signed up to go will meet at 8:00 AM at Ina and Thornydale.

A sample of awards was shown by Frank Held.

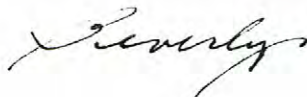
The association has a new member, Tim O'Brien, who owns a '61 and a '64.

After the break, the drawing was held and Don Chastain won with License plate No. HV9290. Other prizes were won by Dave Baker, Mrs. Howard, Lloyd Katy, Harry Hall and Ron Allen.

A tech session followed and for sale items announced.

The meeting adjourned at 9:15 PM.

Respectfully submitted,

A handwritten signature in cursive script, appearing to read "Sewerly".

TECHNOTES

Thanks to CENTRAL VIRGINIA CORVAIR CLUB NEWSLETTER

INSTALL A HIGHER CAPACITY AND MORE RELIABLE CHARGING SYSTEM IN YOUR FAVORITE CORVAIR

By Bill Clark - Philadelphia Corvair Association

The "Delcotron Integral Charging System" alternator has been used by General Motors since 1969 as an option and became standard equipment by 1973. It is still used today. These alternators are available with current output capacities up to 63 amperes. The regulator incorporated within the alternator is a solid state unit mounted in the slip ring end frame.

The advantages of this system are: higher charging capacity, less trouble prone, ease of servicability and less weight. An alternator will charge at much lower engine speeds than a generator. This feature will help to keep your battery charged while driving at slower speeds with heavy electrical loads such as headlamps, heater, windshield wipers, air conditioning and so on.

If yours is a generator system (1960-1964) the price of replacing a voltage regulator alone could cost more than this entire conversion.

Parts you will need:

1. Corvair alternator. (If yours is a 65-69, you have this already.)
2. "Delcotron Integral Charging System" alternator.
3. Alternator/oil filter adapter.
4. Gasket for above. GM #3849157, Clark's #C483A.
5. The two terminal connector that plugs into your new alternator.
6. A few feet of #10 gauge wire.

These alternators are fairly common items at your local junk yard. The ampere rating is stamped on the drive end frame. I prefer to use the 55 amp unit. Try to get an alternator from a 1975 or later car, as these incorporate an internal 40 ohm resistor to provide a higher field current for initial voltage build-up when the engine first starts.

The two terminal connector for your alternator can be snipped from the harness of the same car you get your alternator from or you may purchase one with about 6 inches of wire from most auto parts stores for about \$2.00.

You will need to remove the following items from your Corvair alternator and use them in place of the same items from your new alternator: the 5/8" x 18 (15/16" hex) self locking nut, wave washer, pulley, and drive end frame.

It's a good idea to install a new bearing in your end frame at this time. They are inexpensive (about \$4.00) and readily available at most parts stores. I recommend the original equipment type bearing as it has only one seal in it. This seal must face the pulley. Pack the new bearing with an "E.P." moly type lubricant. A synthetic moly lubricant such as AMS/OIL is recommended, as they can withstand higher temperatures than conventional lubricants.

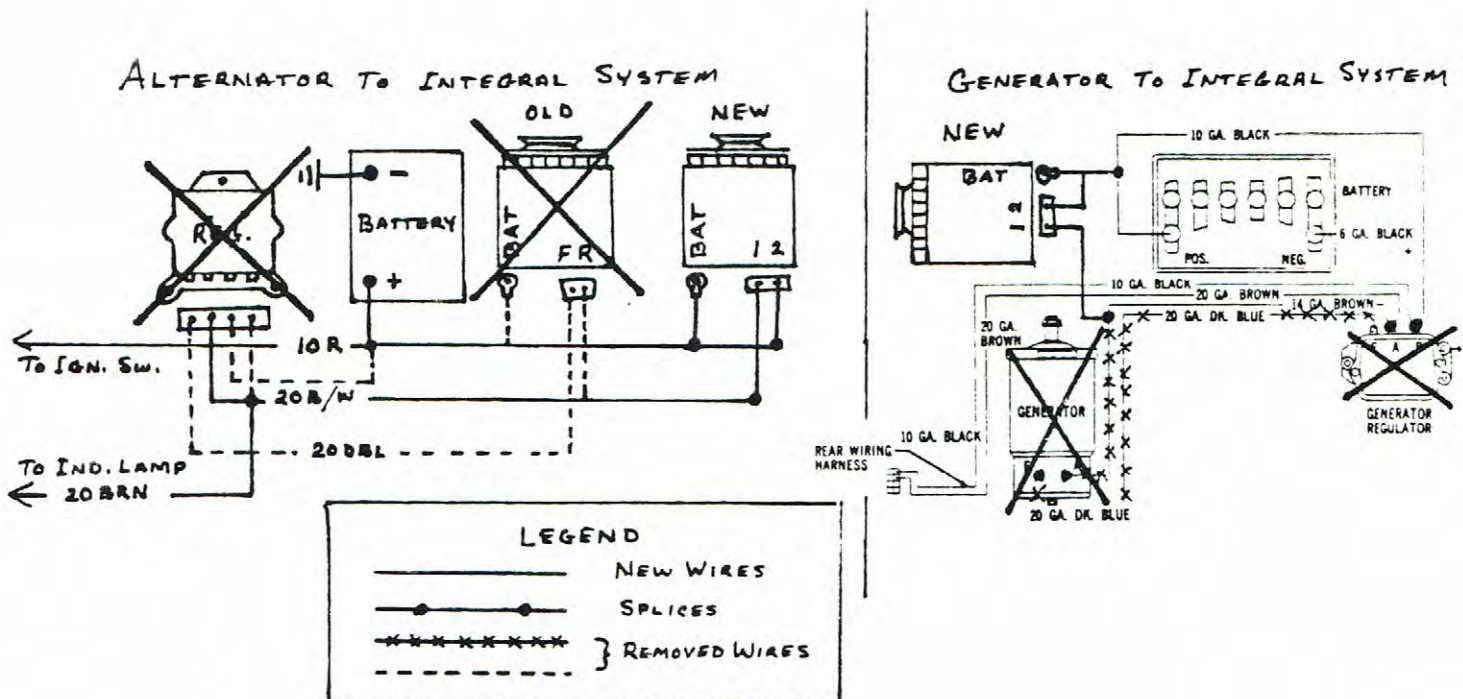
DO NOT RE-USE THE PULLEY, NUT AND LOCK WASHER FROM THE NEW ALTERNATOR, AS THEY ARE DESIGNED FOR ROTATION IN THE OPPOSITE DIRECTION AS YOUR CORVAIR. DISCONNECT BOTH BATTERY CABLES - NEGATIVE FIRST!

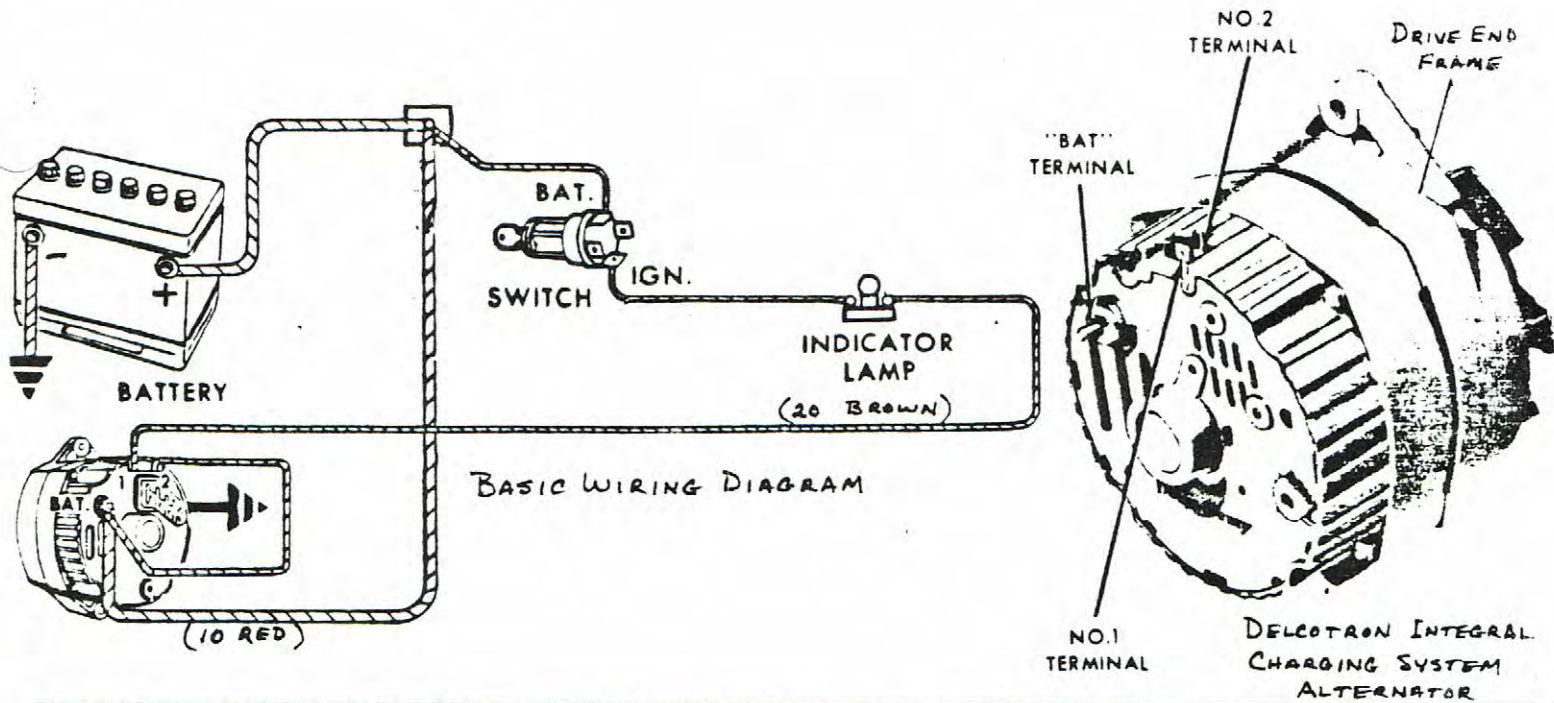
1960-1964

Remove your generator, voltage regulator and generator/oil filter adapter. Mount the new alternator/oil filter adapter using the new gasket. (If this conversion is being done on a station wagon or 61-64 forward control, you will have to remove the oil fill tube and plug the hole remaining. A one inch cup type freeze plug works very well.) I've seen alternators mounted on existing generator/oil filter adapters, but this places the pulley about one inch further left and can cause belt alignment problems.

ALL YEARS

Bolt your new alternator to the adapter. An end brace from the alternator to the left cylinder head should be fabricated and installed, similar to the one currently used on late model Corvairs. Run a #10 gauge wire from the positive battery terminal to the "BAT" terminal of the alternator. Late models may use the existing wire. The wire from the #2 terminal of the alternator gets jumped directly to the "BAT" terminal. The remaining wire at the alternator #1 terminal gets spliced to the existing #14 gauge brown wire (1960-1964) or the #20 gauge black/white wire (1965-1969). The two brown wires at your old regulator connection (brown and black/white on late models) get spliced together. For 1960-1964 models, splice together the two wires which were attached to the "BAT" terminal of your regulator (red/red or red/black depending on year). Remove any wires left over or tape them back into the harness. For a professional and trouble free job, all splices should be soldered, sealed with "heat shrinkable tubing" and taped into the harness. Reconnect the positive battery cable first and then the negative cable.

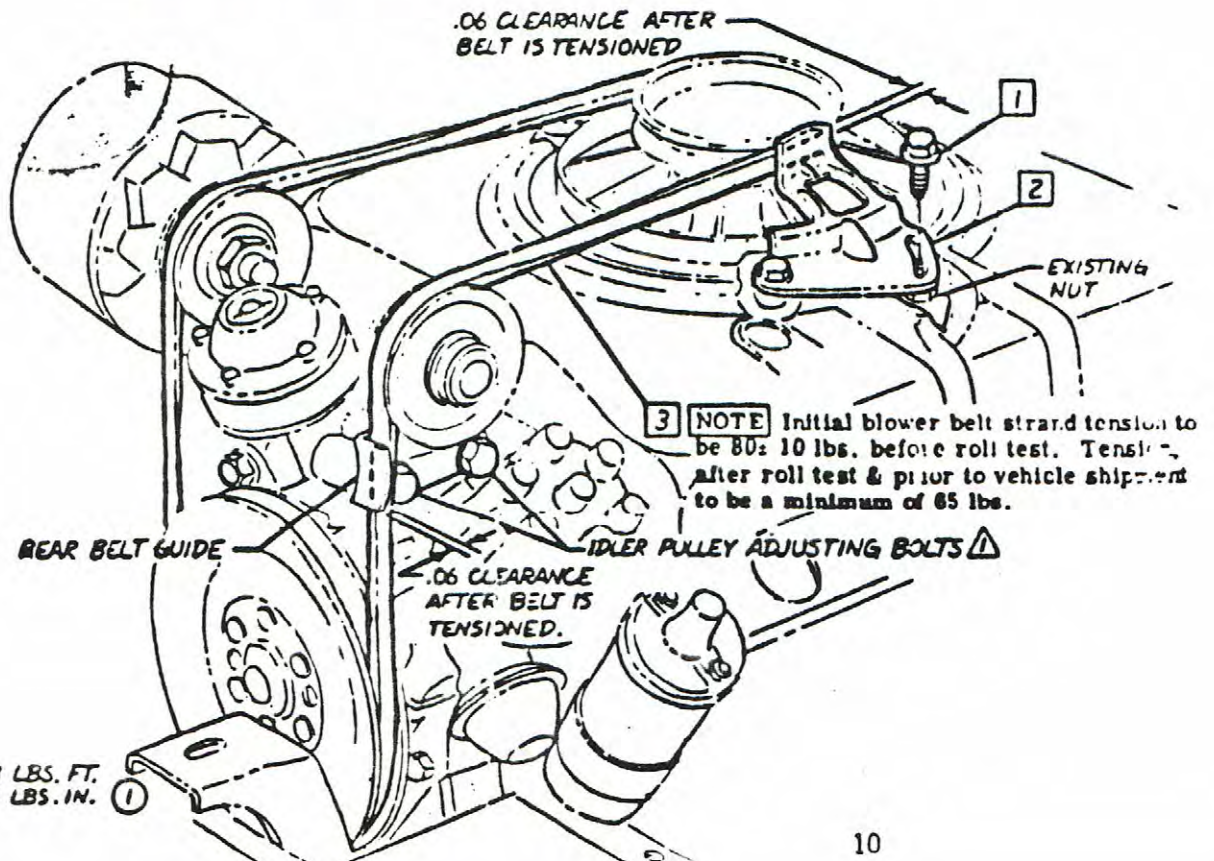




SUGGESTED BELT TENSIONING PROCEDURE

1. Tension belt on engine line by loading idler pulley until a belt tension of 80± 10 lbs. is obtained.
2. Crank engine for approximately 6 seconds to seat belt in pulleys.
3. Torque idler pulley adjusting bolts to specified torque & remove idler pulley load.
4. If belt strand tension is below 65 lbs. after all normal engine running has been completed, retension belt as required.

CAUTION Insufficient strand tension results in belt "slip" on pulleys, belt "turn over" on air conditioned vehicles where no belt guides are used & belt "rumble" on powerglide equipped vehicles. Sufficient strand tension also results in increased belt life.



Thanks to REAP VIEW, Santa Clara Valley Chapter

DESERT PROVING GROUND TOUR

OCTOBER 24, 1987

8:00 AM

Ina & Thornydale

TCA is again indebted to Rosey Rosenberg for arranging another tour the the General Motors Desert Proving Ground in Mesa, Arizona. At the Proving Ground we will see G.M.'s extensive system of test tracks and facilities, as well as a number of cars under development.

The tour will depart at 8:00 AM from the McDonald's Restaurant on the northwest corner of Ina Road and Thornydale. Please be prompt - our tour at the Proving Ground starts a 10:00.

Please note that G.M. does allow cameras on the Proving Ground.

MORE ON ROCKER COVERS TIP NO. 12-01-86

A friend offered me a pair of Corvair rocker arm covers that has nice holes punched through directly over the valve adjusting nuts. I said "no thanks", I have a pair of half covers, but he pointed out that these had a further purpose, and I was glad to get them. After any head work, you put these covers on temporarily and cover the holes with duct tape. Now you can drive the car and make any adjustments easily and switch over to the regular covers when finished with adjusting.

*Dick Hartje, S.D.C.C.

CARBURETOR ADJUSTMENT TIP NO. 12-02-86

Take a piece of 1/8 x 3/4 x 6 strap iron and saw 4 grooves in it about 3/16 of an inch from each end so that each pair are on opposite sides of an end and are 3/16 deep and 0.10" (100 thousandths of an inch) wide. Then place the iron in a vice vertically with 1/2 " sticking up and bend it about 20 degrees. Now you have a tool that can be used to adjust the half circle pawl that touches the cam on the carb that controls the idle speed before the choke opens. You can make that adjustment on the car with the engine running.

*Dick Hartje, S.D.C.C.

SPARK PLUGS TIP NO. 12-03-86

During a recent technical session, it was recommended that the NGK plug #B5HS is a preferred unit for the average Corvair engine because of its broad high range. Below is noted two other sources:

Champion	L-87Y	COLD
	L-86C (preferred one)	
	L-92Y (projected tip)	
	L-95Y	HOT

AC	42F	COLD
	44F (preferred one)	
	45F	
	46F	
	47F	HOT

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

Vairo 'n Spares

FOR SALE: '66 CORVAIR w/
Crown conversion. New 327
engine, new paint, 4-speed.
Excellent condition. \$5300
make offer. Mark McKenna
745-9209.

FOR SALE: PARTS: '65 front
suspension, 4-speed trans-
mission and rear end, '65 hood
and deck lid. Mark McKenna
745-9209.

FOR SALE: PARTS: Kelmark
conversion for '65 Corvair.
Bellhousing, input shaft,
shifter and subframe. Mark
McKenna 745-9209.

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 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: '66 CORVAIR 500,
4-door, automatic, white, one
owner, 50878 miles. \$800
firm. Call 887-3623.

FOR SALE: New and Good Used
Parts. Early & late clutch
cables, clutch discs and
bolted flywheels; '66 Corsa
wheel covers; 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, good used late model
windshield. Call Gordon
Cauble @ 299-1122.

FOR SALE: '63 MONZA COUPE,
factory air, 102HP, 4-speed w/
new clutch and new
transmission, new battery,
good tires, needs some
interior & exterior work.
Driven daily. Best offer.
Call Paul Skinner at 296-4549
or 885-8104.

FOR SALE: '66 MONZA
CONVERTIBLE, red w/ white top.
Top in good condition, new
rear window, needs boot. Body
in excellent condition,
repainted, interior original,
4-speed, 110 HP, rebuilt at
90K miles. Oil cooler added.
4 good tires. Will Deliver
300 miles. Wilton Grice, 123
Dumas Ave., Dumas TX, (806)
935-2129.

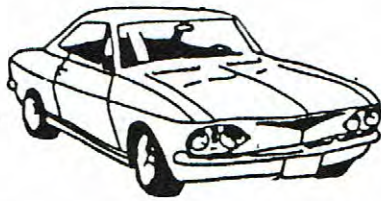
FOR SALE: '64 MONZA COUPE,
110/auto, newly rebuilt
engine, new paint, new valore
interior, carbs overhauled,
new brakes, new balls joints &
alignment. Needs weather
strips and engine compartment
detailed. Will deliver 300
miles. Wilton Grice, 123
Dumas Ave., Dumas TX, (806)
935-2129.

FOR SALE: '66 CORSA
Convertible, no title, body
rough, interior in good shape,
no engine or drive train
otherwise mostly all there.
Sell parts or all for \$300.
Call Van at 743-9185.

FOR SALE: '60 2d COUPE,
automatic, radio, heater,
green, recent brake job,
70,000 miles, engine rebuilt
at 65,000. near new tires.
Frank Warren, 1240 E.
Moonridge Rd., Tucson 85718,
742-7199.

FOR SALE: '61 RAMPSIDE,
4-speed, 76K original miles.
Original motor has \$1000 in
paint and machine work, needs
to be assembled. 2nd motor in
truck. \$1,500. 294-8601 or
889-9901.

FOR SALE: '61 LAKEWOOD,
110/auto, bright yellow, wire
wheel covers. Nice inside and
out. Asking \$1,500. Call Van
at 743-9185.



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748-1444



TRESURER'S REPORT

Balance September 1, 1987.....\$1,429.56

Income

Dues.....40.00

Raffle tickets.....28.00

Merchandise sales.....13.50

Aluminum cans.....19.37

Total Income.....\$100.87

Expenses

Corvairsation.....39.00

Raffle prizes.....27.68

Miscellaneous.....16.21

Total Expenses.....\$82.89

Balance October 1, 1987.....\$1,447.54

Mike Hayden



GREAT WESTERN
FAN BELT TOSS
& SWAP MEET



CORSA WEST of Los Angeles invites you to join us in
PALM SPRINGS for the Tenth Annual Great Western Fan Belt Toss
and Swap Meet, on **NOVEMBER 13, 14 & 15TH, 1987.**

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- Drinks ▪ Over-Night Caming for RVs, Campers & Trailers
- (no hook-ups) ▪

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- Lounge ▪ Friday Night Hospitality Hour ▪ Door Prizes ▪

For Additional Information write:

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P.O. Box 5023

Mission Hills, CA 91345

-OR-

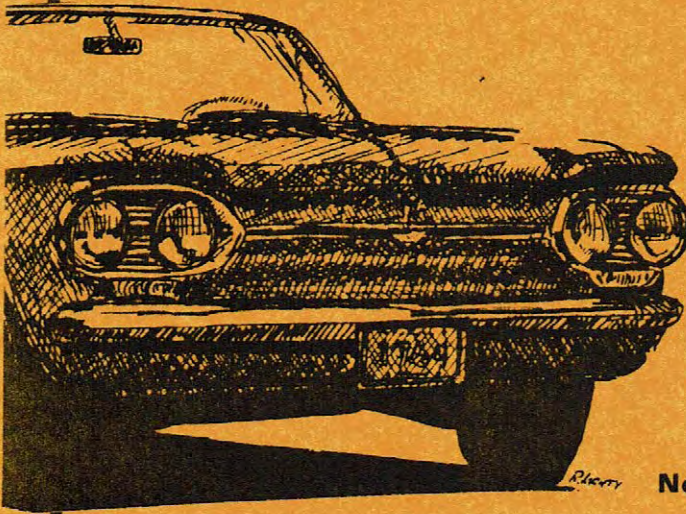
see Alan Atwood

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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

October 24: General Motors Desert Proving Ground Tour
(See details inside)

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

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

December 13: TCA Annual Christmas Party at El Corral
Restaurant; 7pm.

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



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