

Corvairization

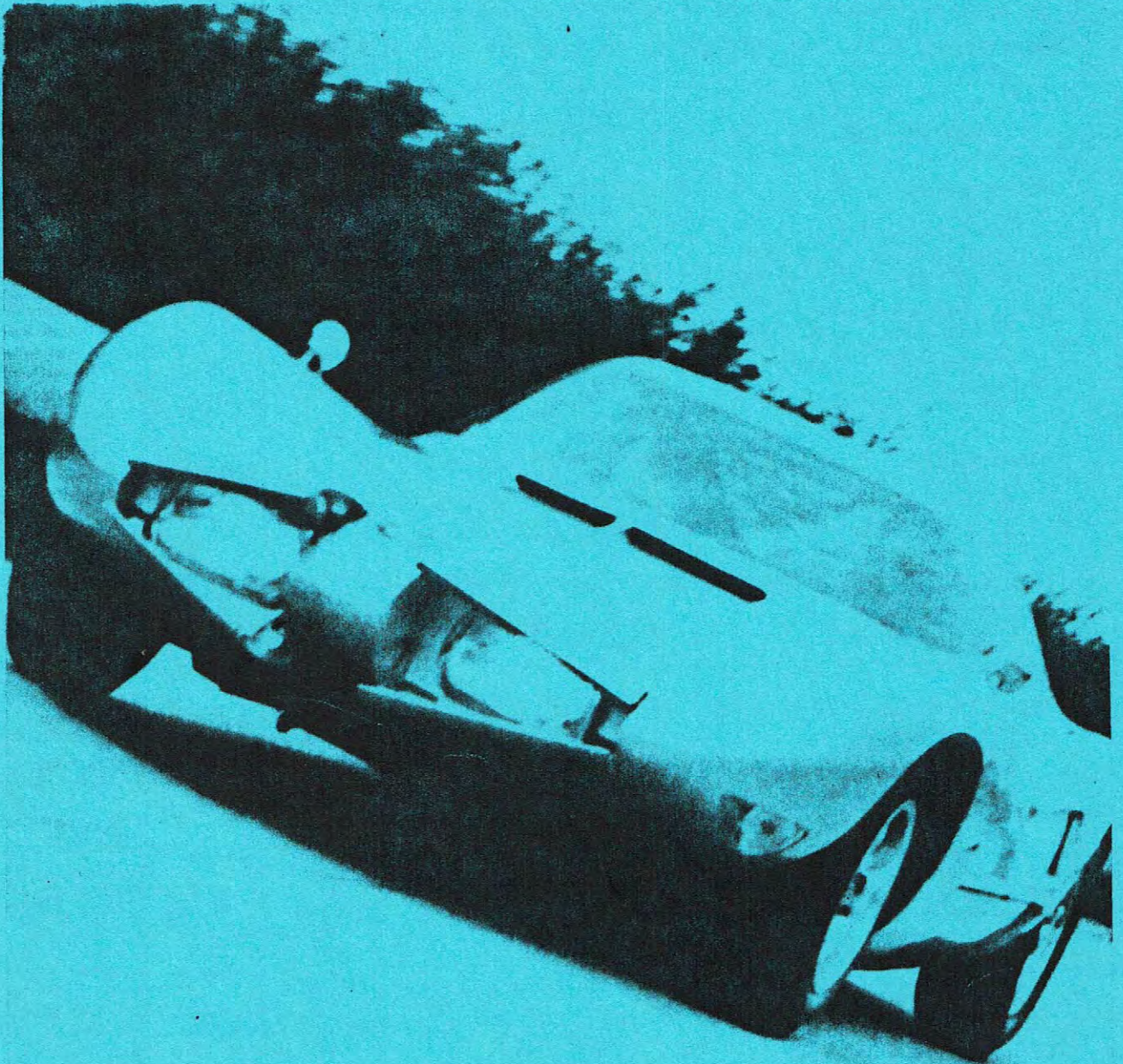
TUCSON CORVAIR ASSOCIATION

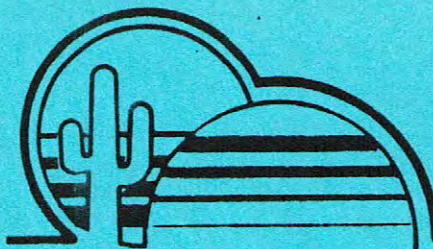
TUCSON, ARIZONA

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TUCSON CORVAIR ASSOCIATION

CORVAIRSACTION 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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BOARD OF DIRECTORS

Current TCA Officers, Al Rivas, Vic Howard 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.....

I am really anxious for the August meeting to happen because I missed the July meeting.

If you think we are in the summer doldrums, don't miss the August meeting. In addition to some new things coming from the recent board meeting, we will have a great guest speaker who is an authority on Corvair powerplants. I know all the long time members will enjoy this presentation and it will be a memorable experience for all. Don't miss this meeting.

Also at the August meeting, Gordan Cauble will give us a report of the National CORSA Convention held in Ashville.

Mid-month activities start in September again. This first event will be a visit to Tom Hubbard's to see his Franklin collection and other fine cars. Will meet at Hubbard's at 10:30am, Saturday, September 17th. Bring your lunch and TCA will provide the beverage - bring a friend too!! The address is 1405 Kleindale Road. This is between Mountain and Campbell and between Prince and Fort Lowell.

Bring your cans (aluminum, that is), smiling faces and Corvairs to the August meeting. I think we will have a great time.

Don Robinson

The regular monthly meeting of the Tucson Corvair Association was called to order by Vice-President Dave Baker on July 27, 1988, at 7:45 PM at the Picadilly Cafeteria, 6767 E. Broadway, Tucson, AZ.

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

Esther and Cecil Alex drove the yellow Corvair that they had recently purchased from Dave, Cecil had already made improvements on it.

Guests were introduced, Randy Nelson, who is a member but cannot attend the meetings regularly, Bob and Marta Stout, who own a '64 Corvair, and Jean Chastain, daughter of Betty and Don Chastain, who also drives a '64.

Under old business, members were reminded of the National Convention in Ashville, NC in July. Gordon Cauble will give us a report at the August meeting. The Cancer Center Run will be held in November. A discussion followed regarding a mid-month activity for September and it was decided to go to Tom Hubbard's display of Franklins.

The announcement was made that there will be a "Classy Chassis" show in St. Johns on August 13th at 10:00 AM.

A motion was made and seconded that TCA would have a cut made for name tags which would considerably cut the cost of having each made individually. It passed by unanimous consent.

After the break, the drawing was held. After HVN86 and HV9290 were drawn with no response, Jan Thompson won with HV884. Other winners were Mark McKenna, Don Chastain, Allen Elvick and Ann Allen.

A tech session followed and for-sale items announced.

The meeting adjourned at 8:45 PM.

Respectfully submitted,





JEFF SENER/STAFF

Kirk Parro of Chicago works on his car's broken universal joint during the Corvair Society of America's convention Saturday in Asheville. "When it first happened I was sort of ticked because they have only lasted for 22 years," he said.

Corvair Faithful Pay

By **KATHY NIXON**
Staff Writer

ASHEVILLE — It's been about five years since a raindrop has dried completely on Jack Allison's Roman red 1960 Corvair coupe. He stores it in a garage and carries soft towels around to gently stroke it dry when it gets wet.

Saturday, Allison had the sleek 15-foot-long sports car parked with its hood up, beckoning the more than 1,000 Corvair enthusiasts to peak inside. They gathered in Asheville last week for the Corvair Society of America's (CORSA) convention.

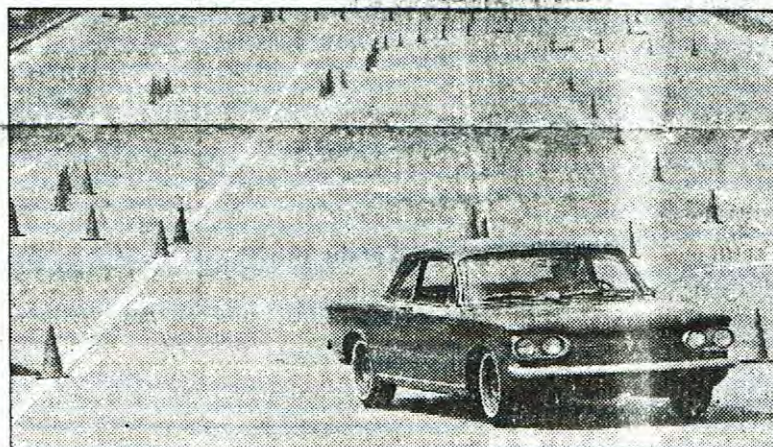
"It's my first Corvair," he said. "It's just like my first kid. I won't ever get rid of it."

Chevrolet built 1.6 million Corvair coupes, convertibles and station wagons between 1960 and May 14, 1969, according to Chevrolet spokesman.

The car became controversial in 1965 when consumer activist Ralph Nader blasted its handling in his book "Unsafe at Any Speed."

Nader's book is blamed for the

Ralph Nader No Heed



A driver races a Corvair on an obstacle course. The driver was among 1,000 Corvair enthusiasts attending the convention.

Corvair Faithful Pay Nader No Heed

Continued From Page 1B

car's downfall in the eyes of the public. But Corvair lovers banded together to defend and promote their cars, said Charlie West of Fayetteville, the president of CORSA North Carolina.

Today the Corvair has cult status. Its followers gather yearly to talk, sell, trade, buy, race and fix Corvairs.

Nobody knows how many Corvairs are on the road today.

David West of Memphis said his first car was a 1963 Madeira maroon coupe he bought for \$2,370.

"It was expensive, but it looked good on the road, and the girls loved it," he said.

Saturday, he had a rarity among Corvair owners — a station wagon. Less than 33,000 were produced, according to a Chevrolet spokesman.

Not all Corvairs are show cars.

West used his station wagon to haul other Corvair lovers and cases of beer around Tennessee junkyards looking for Corvair parts.

But there is one thing all Corvair lovers have in common, Charlie West said.

"No Corvair owner has just one."

He has six — a 1963 Spyder coupe, a 1964 convertible, a 1965 Greenbrier van, a 1965 four-door sedan, a 1965 convertible and a 1967 Monza coupe.

West has been hooked since buying the Spyder as a second car in 1966.

"A Corvair is one of the least expensive collectors' cars around," West said. "They go for about \$100 to \$10,000."

Lee and Rita Elder of Orange City, Fla., were newlyweds in 1960. He wanted to buy a Corvair. She said no.

"They were pretty expensive," she said. "I had also heard they were lemons."

But Lee Elder's persistence won out. In 1980, instead of buying one, he bought 40 Corvairs from a friend who owned a local junkyard.

Since then, the couple have been driving Corvairs and selling Corvair parts around the country.

"I always tease him that he was just getting back at me," Rita Elder said, laughing.

Is the Corvair a lemon?

"No," she said. "It's just that not every car owner should have one. It takes mechanical ability."

"It's simple but it takes the right tools," she said, pointing to the tires, spark plugs, steering wheels and at least 500 other parts in her display booth.

Service is a word that makes most Corvair owners groan. Don't drive a Corvair into a garage and expect to get it repaired, they said.

A mechanic will look up, see a Corvair coming and jump into the grease pit to hide," Allison said. "... We just learned how to do everything for the Corvair ourselves."

ATTENTION!

ATTENTION!

ATTENTION!

Here is a mid-monthly activity that is really worth attending. Don't miss this one.

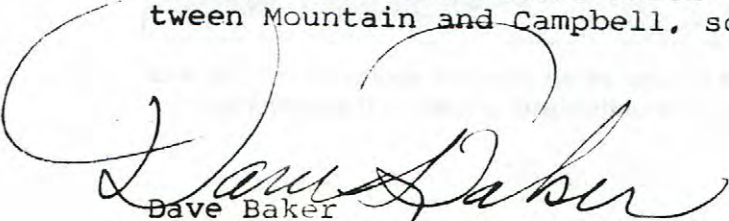
We are going to see Tom Hubbard's unequalled collection of Franklin automobiles. The Franklin was a fabulous car in craftsmanship and engineering. It featured an upright, inline AIRCOOLED engine. The "AIR COOLED" should get your attention. In my un-humble opinion, there has never been a significant improvement in automobile engineering since the 1928 Franklin.

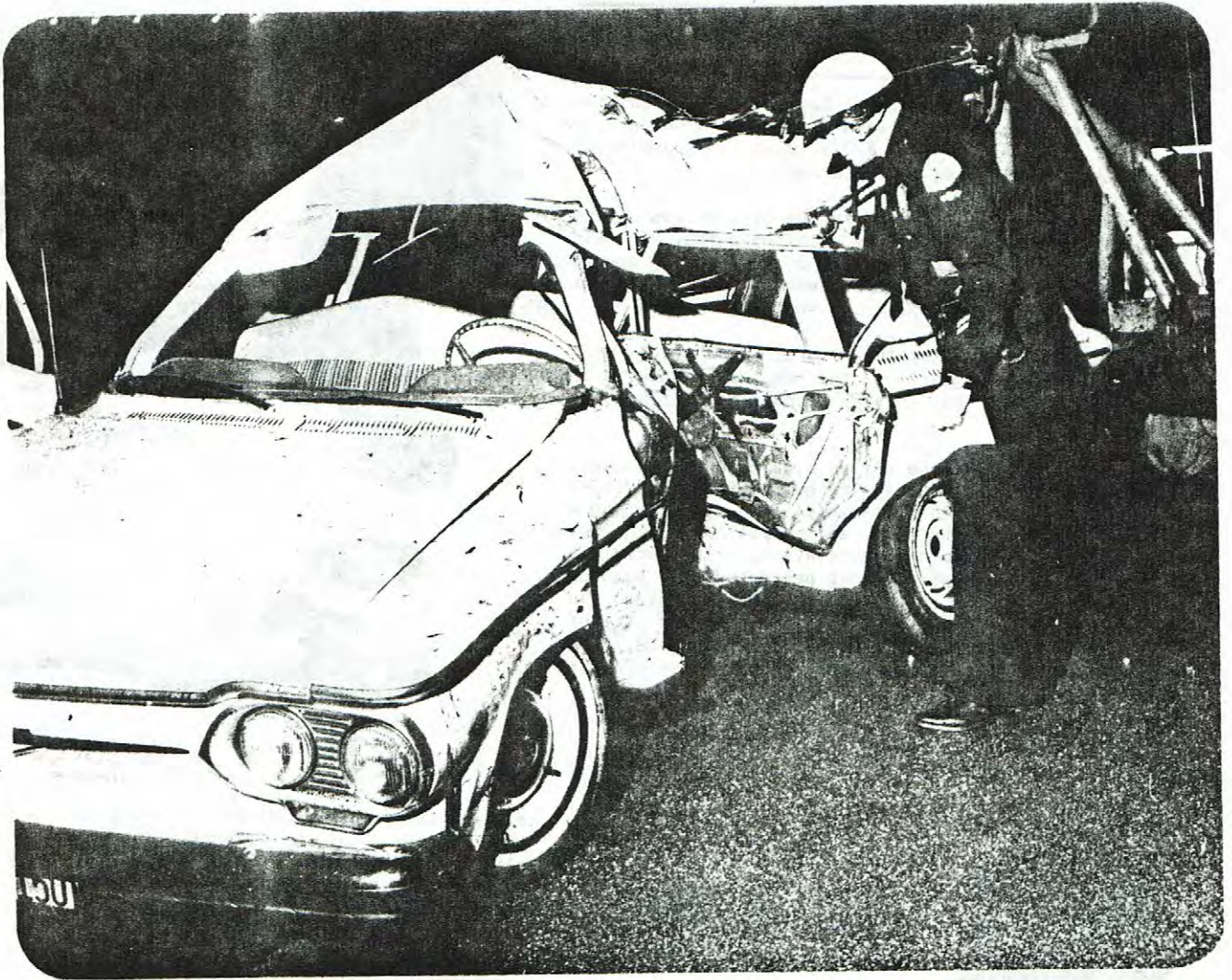
Meet at 10:30 AM, September 17th, Saturday at 1405 E. Kleindale. Bring your own lunch. There are tables and chairs, and the club will furnish soft drinks.

Tom has a new building, and those of us who attended some years ago, all say it was more than worth the effort.

1405 E. Kleindale 10:30 AM Saturday, 17th of Sept.

Kleindale is two blocks north of Ft. Lowell. Address is between Mountain and Campbell, south side.


Dave Baker
Vice President
In charge of



CORVAIRS HAVE a reputation of being "tricky" cars to drive. Many have been involved in one-car accidents such as this in which Television comedian Ernie Kovacs lost his life. Improvements in 1965 should make it harder for unskilled driver to get into trouble.

When you look at this picture you have to wonder and ask yourself a question or two. How fast was this car being driven and on what kind of a road and in what weather conditions? To bend a car in half like this one is, you'd have to be going pretty doggone fast! I had a fellow tell me one time that he didn't like the Corvair because his favorite comedian got killed in one. Nobody said a word about how dangerous the Porsche was when James Dean wrapped his around a tree!!

Van

REBUILDING A "BOOMERANG" ARM

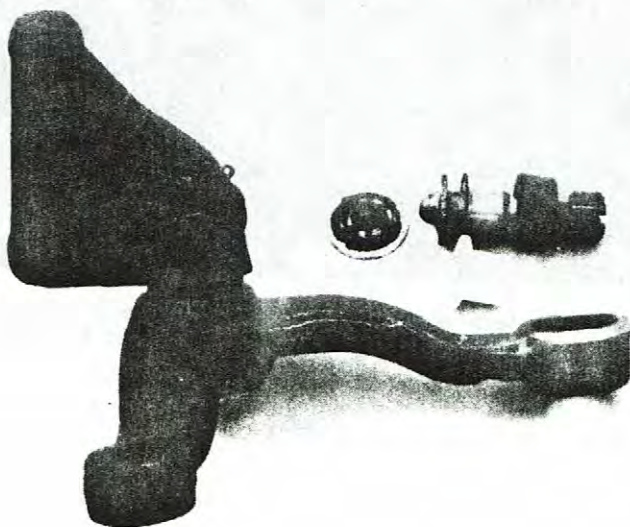
by Gary Gazzola

Since the forward control idler lever, often called the boomerang arm, is almost always sloppy and a new one is no longer available, and an N.O.S. unit is expensive, I undertook the following modifications:

I'll give only a general description of what was done, not giving exact dimensions of machined parts. I would assume that anyone attempting this would have enough mechanical ability to figure out what seems to be about right and possibly to improve on what I've done.

The main source of play in my arm was a badly-worn nylon bushing at the part of the arm that connects to the relay rod. It can only be reached by cutting the unit apart.

Using a fine hacksaw, the rolled over bead is removed, allowing the cap and contents to be removed. If there is wear into the rubber, possibly some type of shock absorber bushing can be used as a replacement. A new bushing was made from semi-hard nylon. The original bushing had a spline effect that prevented the bushing from turning in the rubber. The new bushing was machined to be a very tight fit in the rubber (tight enough that the nylon is compressed). Removed, the bushing is loose on the spindle; installed, it's just right. See photo 1.



Unlike the original, the replacement was made to extend flush with the bottom opening, with the top flange just touching the tapered wall. To hold the assembly in, a ring was machined from very tough, malleable steel. I would not recommend mild steel, nor anything so brittle as to fracture when bent over. The ring was machined with a stepped down thin section on top for bending over. A small locating ring was then machined to hold the big ring in place for welding with d.c. low hydrogen rod. See photo 2.

After welding, the small ring is knocked out and discarded. Everything was installed with a dab of grease in the button of the top cap. With hacksaw cuts made beforehand, the tabs are alternately and progressively bent over until play is eliminated, but with turning freedom. See photo 3.

There is not a whole lot of clearance since the arm arcs under the frame, making alternate modifications fairly limited. One other possibility might be to



machine internal threads in the ring with a thread plug turned with a spanner wrench until play eliminated and then to stake it in place. I decided against that because of possible warpage to threads, plus more time involved.

Although I don't have one to compare with, I'd bet this modification has less compliance than a new unit. After several months of use, these modifications seem to be completely successful. Photo 4 is of the finished product. ⊕



Vairo 'n Spares

FOR SALE: '62 MONZA 900, 4-door, automatic, radio, \$300, Jim Bailey, 794-3728 days, 881-8290 nights. 6/88

FOR SALE: '69 MONZA COUPE, 110HP, automatic, 12" mag wheels, good tires, new fuel pump & tune-up. Good driver, very reliable. \$750. Don Robinson 297-1356. 5/88

FOR SALE: 1968 MONZA CONVERTIBLE 140HP, 14" wheels, new radials & mag covers, AM/FM cassette, taneau cover, & bumper guards, rust free body in excellent condition, beautiful interior engine needs work-rod noise. Rare & outstanding car. Asking \$3500 for a \$5000 value but negotiable. Call Gordon Cauble 299-1122. 5/88

FOR SALE: '61 700 4-DOOR automatic, ready to go anywhere, rust free body w/ new paint, interior good, needs only headliner, excellent tires & new battery. A \$2500 value can be bought for \$1500 - negotiable. Call Gordon Cauble 299-1122. 5/88

FOR SALE/TRADE: '61 LAKEWOOD, 110/auto, bright yellow, wire wheel covers. Nice inside and out. Asking \$1,500 or trade for a 2-door Monza of similar value. Call Van at 743-9185. 4/88

FOR SALE: PARTS: '65 front suspension, 4-speed transmission and rear end, Mark Kenna 745-9209.

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

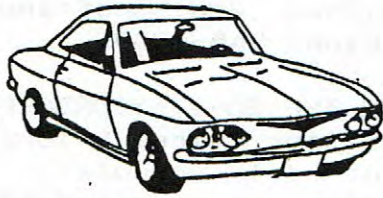
FOR THE DO-IT-YOURSELFER: Mag ignition wires & long rotors, plus all regular ignition items. Wrapped fan belts, air & oil filters plus viton o-rings and oil cooler seals. Call Gordon Cauble 299-1122.

FOR SALE: '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. \$1200 OBO. Call Paul Skinner at 296-4549 or 885-8104.

FOR SALE: New and Good Used Parts. Late model NOS gas door guard, \$17.50; Excellent '63 Monza coupe front & rear seats, blue, \$100; NOS upper ball joints for FC, \$10 ea; Used windshields for early & late model cars, 1/2 price; New main bearing set, std, \$15; New rod bearing set, +.010, \$20; New crankshaft seal, front, \$5 ea; '63 & '65 turbo distributors, \$20 ea; and many other new and good used parts. Call Gordon Cauble @ 299-1122.

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: '67 CONVERTIBLE, engine & transmission rebuilt, new front end, white w/ black interior, new top, AM/FM cassette, \$3500. 299-5988 or 623-9800. Ask for Larry.



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TRESURER'S REPORT

Balance July 1, 1988	\$953.44
Income	
Raffle tickets.....	30.00
Aluminum cans.....	22.50
Total Income.....	\$52.50
Expenses	
Corvairsation.....	42.50
Raffle prizes.....	37.18
Bad check.....	16.00
Total Expenses.....	\$95.68
Balance August 1, 1988.....	\$910.26

Mike Hayden

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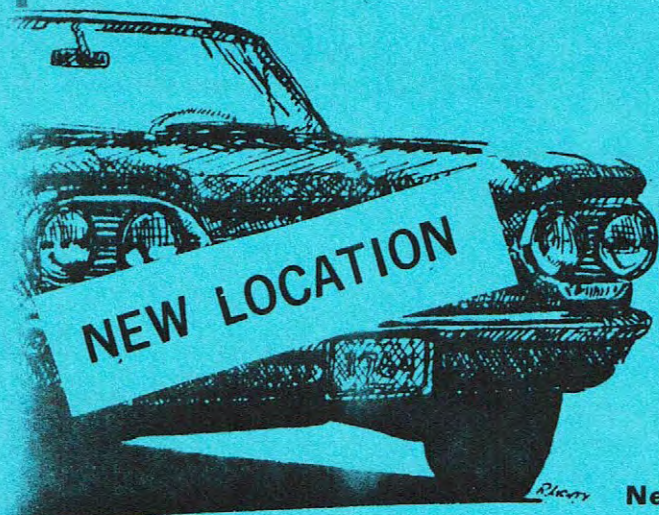
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PROPRIETORS

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

SEPTEMBER MID-MONTH ACTIVITY:

September 17, 1988

A visit to Tom Hubbard's to see his collection of
air-cooled Franklins and other fine cars. See details
inside.

NO TCA MID-MONTH ACTIVITY IN AUGUST!!!

Tucson Corvair Association
P.O. Box 50401
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