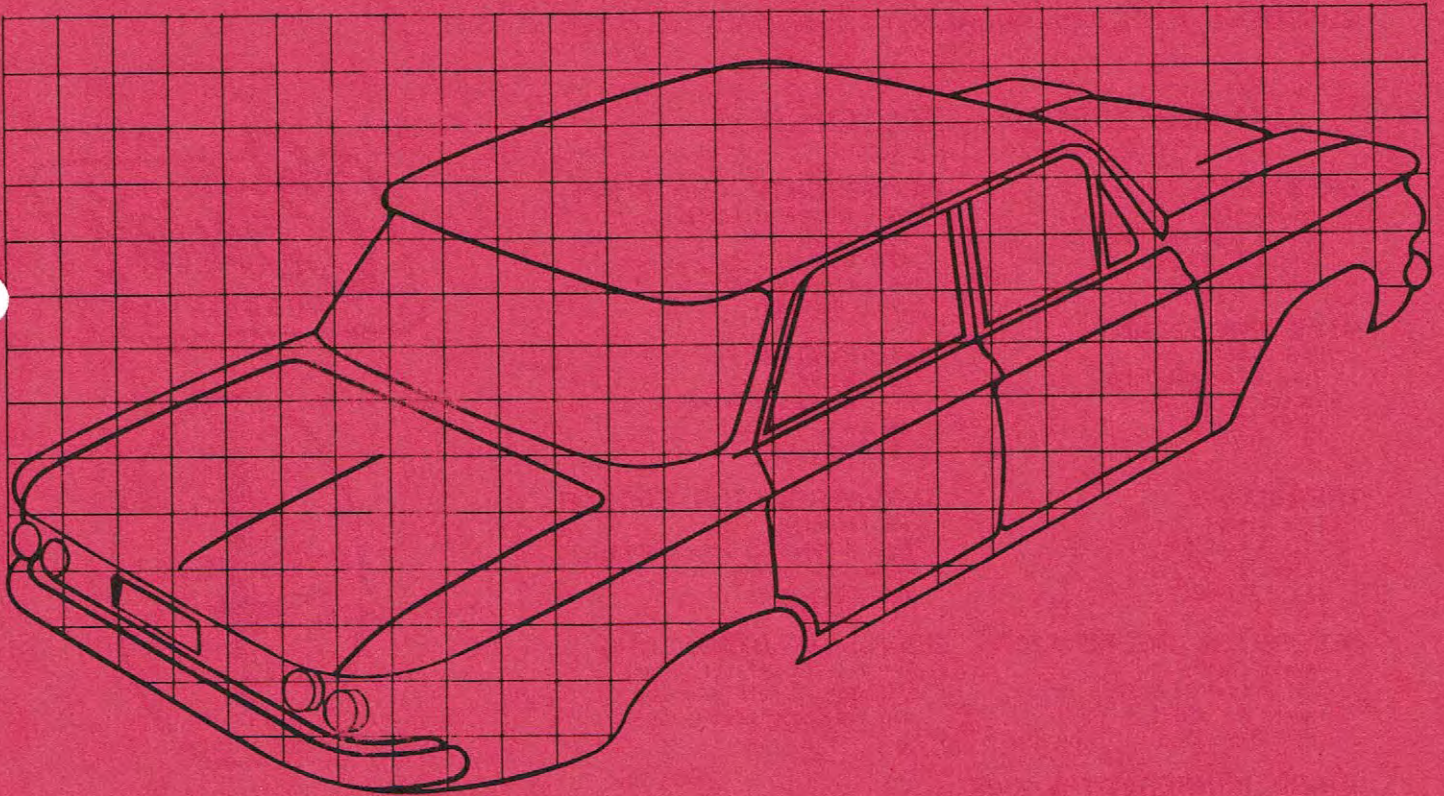


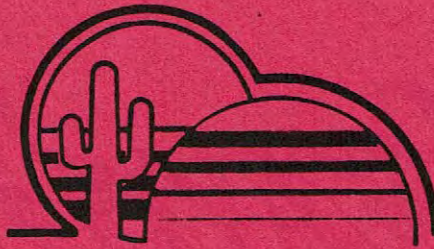
Corvairisation

TUCSON CORVAIR ASSOCIATION
VOLUME 13 NUMBER 12

TUCSON, ARIZONA
MARCH 1988



CORVAIR MANIA



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.

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.....

The 1988 election of club officers is over and they are listed in the Corvairsation mast head. They always need your support.

I really didn't think I would be hear as President, but here I am ready to go.

Thanks to all who served last year. Thanks to Al Rivas who stepped forward to be President. Al, you were great!

Dave Baker is planning the March mid-month activity and details are available elsewhere in this Corvairsation.

Al Rivas is working on the April mid-month activity. We will be touring the Eloy Grand Prix. This will be a fun day of seeing a variety of race cars and fine cars that are driven to this event.

Beverly is planning the May mid-month activity which will get you in the mood for a long hot summer.

See you at the meeting on the 23rd. Drive your Corvair and win the door prize.

Don Robinson

The regular monthly meeting of the Tucson Corvair Association was called to order at 7:45 PM by President Al Rivas on February 24, 1988 at the Picadilly Cafeteria, 6767 E. Broadway, Tucson AZ.

The minutes of the previous meeting were corrected to amend the spelling of the the Central Virginia Corvair president to Bunell. The video tapes are owned by our own organization and it is Kirt Britton who is accepting labels from Swanson and Campbell products.

As to old business, the checks will be clearing now from the Christmas party. Frank Held is accepting glass bottles, cardboard, and newspapers as well as aluminum cans. The video tapes will be added to the library so if you have one out, please return it to Dave Baker. A complete list will be printed as soon as all are accounted for. Clark catalog supplements are available through Don Robinson.

Under new business, the mid-monthly activity will be a tour of the R. W. Winery on February 27th. There is not an activity scheduled for March as yet, but more information will be forthcoming. In April, all TCA members are invited to attend the Grand Prix in Eloy on the 22nd.

The election of officers for the coming year was discussed. Dave Baker volunteered to serve as Vice-President and I will stay on as secretary, and Mike Hayden as treasurer.

Guests included Bill Leslie and his wife Nancy Tucker who own a '65 Corsa and Ralph Rollo, a friend of Bob Eggers. Don Leamon is a new member.

After the break, the drawing was held. License plate No. HV9290 was drawn and not claimed and so Don Robinson won with HV 9857. Other prizes were won by Jim Wright, Jan Thompson, Ernie Alloy and Allen Elvick. Rainchecks were given because gifts were not available and can be claimed at the next meeting.

A short tech session followed and For Sale items announced.

The meeting was adjourned at 9:10 PM.

Respectfully submitted,



MARCH'S MID-MONTH EVENT

INTERNATIONAL WILDLIFE MUSEUM

at

4800 W. Speedway Blvd

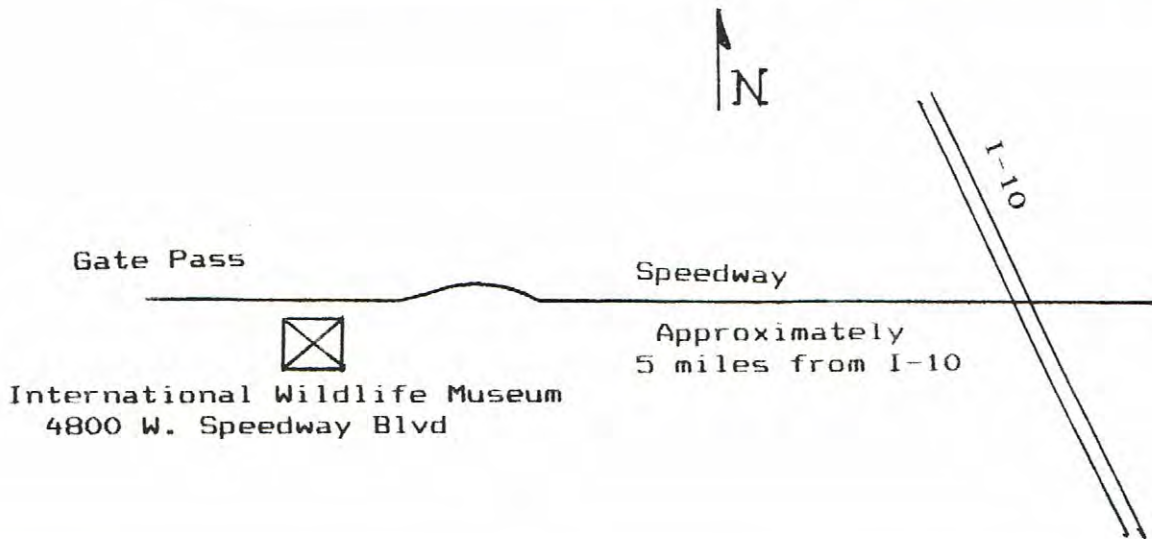
Saturday

MARCH 26, 1988

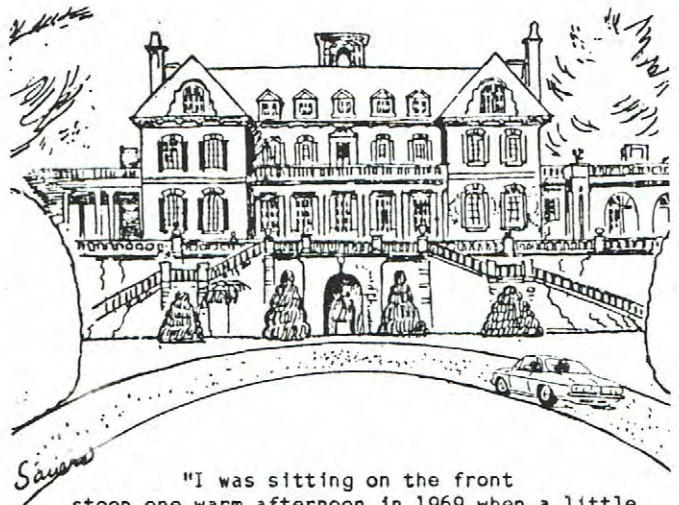
10:30 am

\$4.00 per person

Meet at the entrance and we will go
in together.



WISHFUL THINKING



"I was sitting on the front
stoop one warm afternoon in 1969 when a little
voice said to me: 'Hang on to your Corvairs!'"

(Thanks to American Way)

CORVAIRSATION EXPENSE

Van Pershing

In June of 1984 the Board of Directors decided to purchase a copy machine for the purpose of printing the Corvairsation. At the time it was costing about \$100 a month just to print the newsletter. The copy machine was purchased for the price of \$1,070, almost depleting the entire treasury. But something had to be done unless we raised the dues. The club funds were rapidly disappearing. What has making this large purchase done for the club financially in the 43 months we have owned the copy machine? Here's a report.

We have spent a total of \$4,549.45 on the Corvairsation in the last 43 months.

(The following figures are estimates only)

	Total	Average/Mo
Postage	\$946.00	\$22.00
Paper	\$250.00	\$5.81
Maintenance & Repairs	\$2,033.53	\$47.29
Totals	\$3,479.53	\$75.10
Capital Investment	\$1,070.00	\$24.88

It is now costing us about \$53.10 a month just to print the Corvairsation, instead of the \$100/month it was costing before. If we amortize our initial investment over the 43 months, it comes out to \$24.88 per month, making our real cost to date of printing the Corvairsation come out to only \$77.98 per month. This has saved the club about \$22 a month. In bottom line figures this means that we have paid for the copy machine and put about \$950 back into the treasury.

Overall, investing in the copy machine has been good for TCA. Some day the copy machine is going to wear out and we'll be faced with having to purchase a new one. I know that's not the way Corvair's work, but keep in mind, folks, the copy machine was made in Japan! Every time we take it in for maintenance I ask the service person what kind of shape the machine is in and much longer it has to live. Each time I'm told that it's good solid machine and should last "several" more years. Nobody really knows how long it will last, of course, but it looks like we can get quite a few more miles out of this one. It has about 100,000 copies on it right now.

Another added benefit of owning our copy machine is that it makes life a whole lot easier on the editor. There's no running around to get copies made for layouts; deadlines aren't nearly as critical because there's no need to worry about the schedule at the print shop; plus, we can print other club related items at very little expense, such as rosters, membership flyers, concours forms, etc.

Keep in mind that the above figures are not accurate to the penny. I was working with figures from the treasurer's reports as published in the Corvairsation along with copies of invoices from when we've had the machine serviced. But the figures are close enough to tell us that we made the right decision.

While pulling together these numbers, I also made the following observation. During the 43 months we have used the copy machine we have taken in \$1,746.10 in advertising and making copies for other people. That's an average of \$39.38 per month. By the way, that pays for about 38% of the overall expense of producing and mailing the Corvairsation.

STOCK OIL COOLERS

by Les Hutchins, CORSA West of L.A.

As the lead content left the cheap regular gasoline I normally burn in my '63 Spyder, the head temperature started rising. I run very lean, and timing is a little ahead of the suggested 24 degrees; I believe it to be responsive to any change and I do keep my eye on the temperature gauge. Lead down, temperature up. Just coincidence? I don't think so.

I wonder about oil coolers, since the stock Spyder is an 8 plate, and there is also a 4 plate and a 12 plate. There was probably a helpful change, but had not realized that I was walking into a controversy!

My first expert was from Corvair Obsolete. He assured me that he used 4 plate folded-fin coolers on Spyderys and was confident that they were the best, and explained GM's discontinuing this cooler due to the expense of building what is essentially a small radiator. That sounded great to me but I continued to check with other experts, most of whom swore by the 12 plate cooler. The most persuasive argument was that the 12 plate was better because it handled a greater volume of oil, even though the 4 plate took a lesser volume of oil to a lower temperature.

As in all things, I decided to check it out. So I took off my 8 plate cooler and put on 12 for a run to Buenaventura. The head temperature went up so fast and so high (430°), I was ready to pull off and change coolers, but wonderously, it stopped there and held for the balance of the trip.

The 8 plate had been running at about 480°, so there was a definite lowering by about 50°, and as GM indicates 400-450° as reasonable freeway temperatures, I was pleased with the performance. I could live with the new regular gasoline.

To be fair, the 4 plate folded-fin cooler rated a turn, so I switched the 12 plate to the 4 for the trip home. Amazing! It took forever for the temperature to reach mid-point (400°), and once it did it hung there for an eternity before it went any higher. Eventually it reached about the same temperature as the 12 plate, but the outside air was much hotter and I was pushing the car harder. With the 12 plate I kept the speed down because the temperature had risen so fast.

Here are the conclusions: It was not a fair test because the 12 plate did not have the end plates as the 4 did, since you have to add your own; the lower duct was not cut out for proper air escapement for the 12. Had those two things been equal, the performance by the 12 plate would no doubt have been improved. Theoretically, the greater the surface area, the greater the cooling capability, and the 4 plate has a ton of surface area for cooling. One more small point, since there is greater travel distance, pressure will be slightly lower. Not enough to be harmful, but definitely not a plus.

Stock Oil Coolers (continued)

For my purpose, the 4 plate is perfect because it fits exactly in the existing space, and I like stock configurations.

I hope this is helpful to you, because I found that once the deck lid is raised, all manner of "experts" gather around to check fan belt tensioning, over engine cleanliness, etc. I'd like to spare you this!

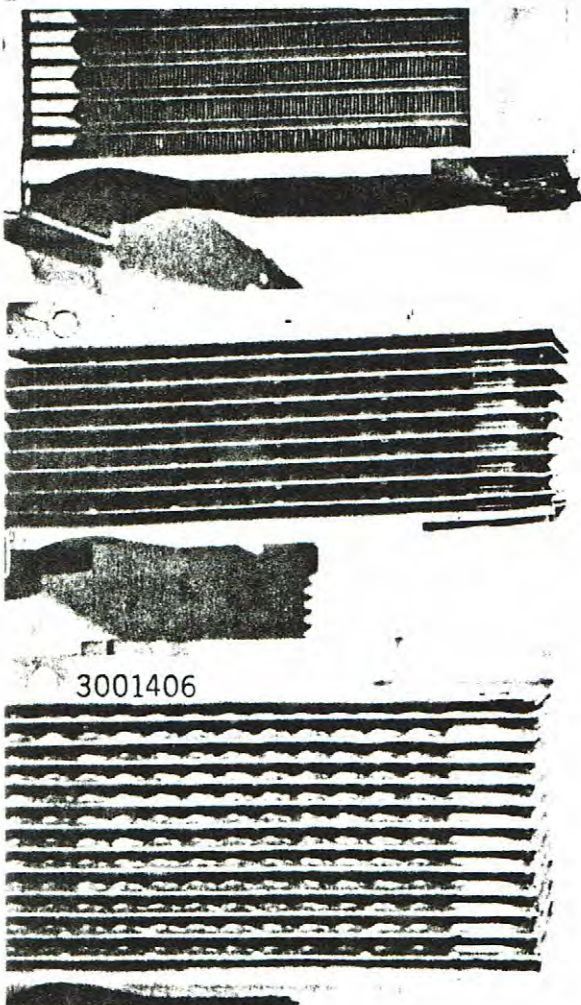
(Editor's Note: I'm sure what Les would like to have done was compare oil temperatures instead of head temperatures. Unfortunately Spydors didn't come with oil temperature gages. Be careful not to try to directly relate cylinder head temperatures with actual oil temperatures. Even though there is probably a relationship between the two, just because the head temperature drops 50°, don't automatically assume that the oil temperature drops 50°. I don't agree with Les' "expert" who thinks the 12 plate cooler flows more oil, nor do I agree that the 12 plate cooler causes a slight drop in oil pressure.

The following excerpt from Bill Fisher's How to Hotrod Corvair Engines, sheds a little more light on oil coolers.)

OIL COOLERS

Like the cooling fans, the oil coolers have also been subject to considerable change since the introduction of the Corvair engine in its original form. At least four coolers have been supplied in the 1960-67 period. The original folded-fin aluminum oil cooler as used on 1960-62 models is the best one you can get. It dissipated about 160 BTU's per minute, keeping lubricating-oil temperature at 280° F with the engine under full-throttle operation in an ambient temperature of 100° F. In 1963, the production-economy types introduced a new-design 3-plate cooler on standard and 102 HP engines, and an 8-plate job on the Spydors. Experience showed that more cooling was needed for the 164-inch engines introduced in 64, so those used the 8-plate design on standard and 110 HP engines, and a 12-plate on the Spydors. The 65 Spyder and 140 HP engines all use the 12-plate models, lower-HP models get the 8-plate. The 12-plate type is not as efficient as the original folded-fin cooler, according to all of the information which I have been able to glean from various sources. The original type is no longer sold by Chevrolet.

Three of the four oil coolers supplied for Corvairs from 1960-2 (top), 1963 Spyder and 64 standard and high-performance (center), and at the bottom is the 12-plate cooler for 64 Spydors, 65 140-180-HP engines. 8-plate also on 95 and 110-HP 65's.



Vairs 'n Spares

FOR SALE: '61 RAMPSIDE w/ Factory Camper. Dbl bed, sink & water tanks, stove & LP tank, port-a-pottie, etc. Only rust is on rt rear quarter panel. Mechanically perfect. White, rebuilt engine, 4-speed, new steel belted radials, reupolstered, rebuilt front end. Drive it away. Retiring, must sell, moving upstate. Byron Lee Miller, 733 W. 2nd St, Mesa, AZ 85201 or call (602) 962-1401 for more info.

FOR SALE: '61 LOADSIDE Pickup no rust, repainted in '87. White, rebuilt engine, 4-speed, new steel belted radials, reupolstered, rebuilt front end. Drive it away. Retiring, must sell, moving upstate. Byron Lee Miller, 733 W. 2nd St, Mesa, AZ 85201 or call (602) 962-1401 for more info.

WANTED: 1 each Three-prong spinner wheel cover (for 13" wheel). Condition not important. Lost one on the road and need to complete the set. Please call Van Pershing at 743-9185.

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. Best offer. 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, ½ 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.

PARTING OUT: '66 CORSA Convertible, Plenty of body rust, no drive train, but lots of good convertible parts and a great black interior. Call Van at 743-9185.

WANTED: GOOD MATERIAL for the CORVAIRSATION. Any old magazine articles, newspaper clippings, advertisements, etc. Anything that might be of interest. Please send good copy or I can make a copy and return the originals to you. Please contact the Corvairsation Editor, Van at 743-9185. Thanks!!

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.

FOR SALE: '64 500 COUPE, automatic, dual exhaust, new red interior, radial tires, Arizona car, runs good. Consider best offer. Must sell. 294-8199

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.

THINGS A BIT LOOSE in the back of your late 'Vair? Complete set of Clark's nylon strut bushings and washers, \$32 FIRM. Call Alan Atwood, 888-4433.



Wrecking out over
100 Corvairs!

Ben & Son Auto & Truck Salvage
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4260 E. Illinois
Tucson, Arizona 85714
748-1444



MEMBERSHIP

NEW MEMBERS

Dick Cannon

DUES DUE THIS MONTH

Gerald Chapman
John Elliot
Al Rivas
Ed Sanford
Lee Vader
Robert Rentschler
Byron Lee Miller

DUES PAST DUE

Don Chastain
Delbert Light
Harry Ransom
W.R. Sears
George Sproles

TREASURER'S REPORT

Balance February 1, 1988.....\$924.50

Income

Dues.....	190.00
Corvairsation ads.....	105.00
Raffle tickets.....	57.00
Merchandise sales.....	25.00
Aluminum cans.....	149.54

Total Income.....\$526.54

Expenses

Corvairsation.....	44.00
Advertizing.....	33.66
P.O. box rental.....	29.00
Merchandise.....	1.60

Total Expenses.....\$108.26

Balance March 1, 1988.....\$1,342.78

Mike Hayden

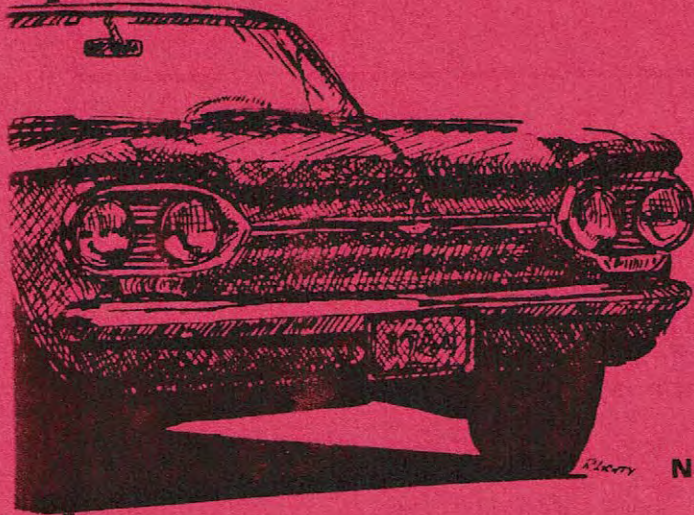
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Barry Cunningham - Larry Dandridge



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8am - 5pm Mon - Fri

no appointment necessary

Saturdays by appointment

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AUFMUTH
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

MARCH MID-MONTH ACTIVITY:

March 26: International Wildlife Museum
4800 W. Speedway Blvd
(5 miles west of I-10)
Meet at the entrance at 10:30 am.

(Details inside)

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



FIRST CLASS MAIL