

Corvairation

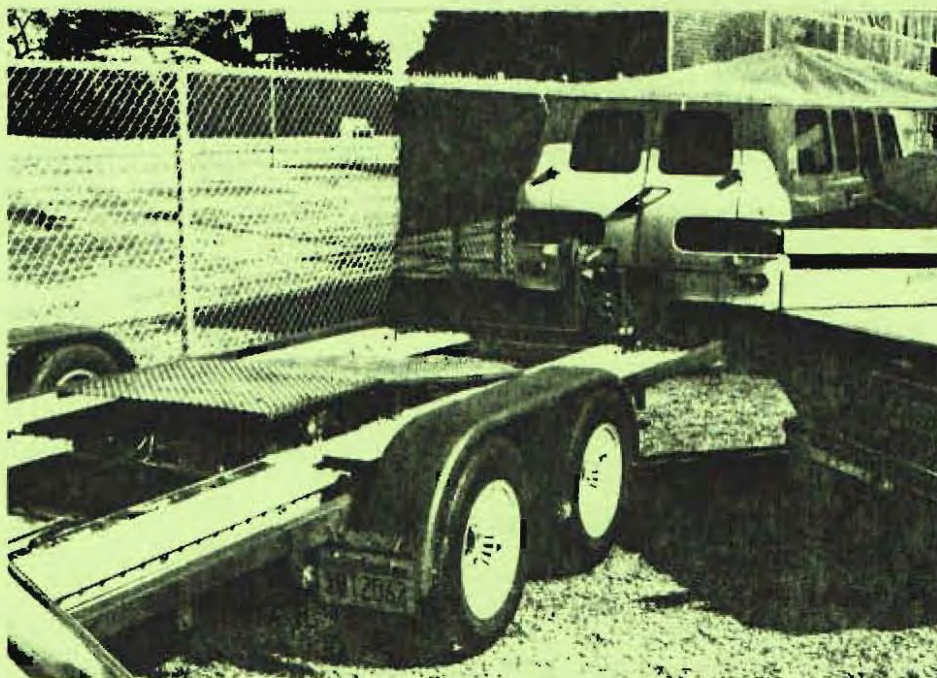
TUCSON CORVAIR ASSOCIATION

TUCSON, ARIZONA

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So your towing a trailer (and it has to be this trailer) down the road behind your Greenbrier and you come to this long hill. The Greenbrier is slowing way down. Your in low already and there's not much left. What do you do?

If you happen to be pulling this trailer, all you do is start it up and let it help you up the hill. That's right! This Corvair/Powerglide powered trailer was seen at the GWFT&SM in Palm Springs in November.



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 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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BOARD OF DIRECTORS

Current TCA Officers, Don Robinson, Al Rivas 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

February 1990

What a great year this has been and what a great year we're going to have. When I ran for President, beating out all competition and finally reaching that lofty goal I had no idea I would have so much fun and so much support from the membership of the Tucson Corvair Association. With members like Alan Atwood chiding me to do this and do that and make sure about this, how could I lose. There is no doubt that our "Corvairsation" is the best in the nation. I read a bunch of the others and ours is the best. Van Pershing and Alan should be proud.

Donnie and Marie Williamson have contributed greatly to the club as recording secretary and Donnie taking over as VP upon Bob Thompson's departure. Thank you both.

Vic Howard, with Ingrid's watchful eye, has kept our books straight and our membership increasing. Our finances got a little crooked the year before. Vic was assisted by Ed Sanford in keeping our computerized membership rosters up to date.

Thanks to Steve Estabrook, Gordon Cauble, Don Chastain, Don Robinson and all the volunteers who brought raffle prizes and otherwise contributed.

Let's don't forget Cecil and Esther Alex who always have a good story and who entertained us in song at the Christmas party.

And this year the sky's the limit. Steve Estabrook is planning an honest to goodness rally and a new slate of officers will be elected this February meeting. The National Convention is in Ontario, California July 31 - August 4. That's close enough for everyone. Why don't we think about hosting a National Convention here. We're just as smart as anybody - Right?

Forward and onward, both.



Dave Baker

President

CORVAIR 12 PRESENT 42

The regular monthly meeting of the Tucson Corvair Association was called to order at 7:45 pm by President Dave Baker on January 24, 1990 at the Picadilly Cafeteria, 6767 E. Broadway, Tucson, Arizona.

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

New Members: Vern and Ruth Griffith - '63 Greenbrier, and Manuel Sanchez - '61 Greenbrier. A Guest, Doug Marshall - '69 Coupe and '65 Corsa Turbo was present.

Sale Items: Corvair shirts. See Don Robinson. Beverly Baker comments that everything is available from the library.

After the break, the raffle drawing was held. Betty Chastain won with license plate number RRC-877. Door prizes were won by Ron Allen, Milt Evans, Ernie Alloy, Don Kirkwood, Alan Atwood, and the super prize went to Daryld Williamson. Door prizes were donated by club members. Thanks to everyone.

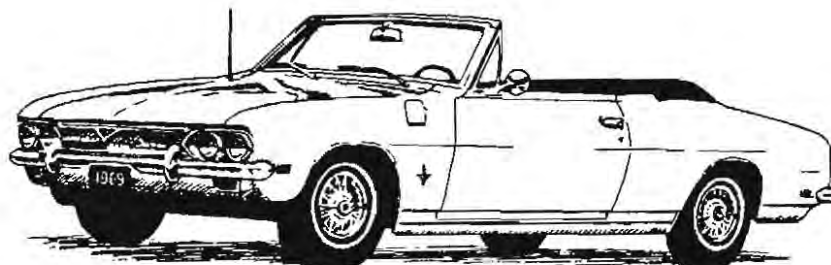
Parts needed: Inquire with Ed Sanford.

The meeting was adjourned at 9:00pm.

Respectfully submitted,

Marie Williamson

Marie Williamson
Recording Secretary



NEW T C A OFFICERS

The Nomination Committee has selected officers for the 1990 slate.

President:	Ron Allen
Vice-President:	Steve Estabrook
Treasurer:	Vic Howard
Recording Secretary:	(still open)
Membership:	Vic Howard
Board Member-at-large:	(still open)

Be at this month's meeting to put your blessing on these fine folks!

VEGA DISTRIBUTOR PARTS

by Stuart Pam, Corvantics

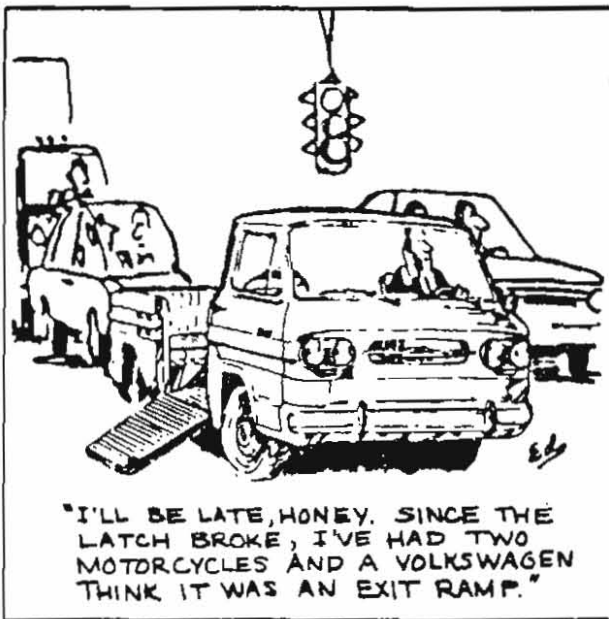
Great as the Vega's troubles were, the distributor, which is similar to the Corvair's, offers several design features we may find desirable. Use 1971 thru 1974 Chevrolet Vega internal components. The advantages are: Point plate has brass bushing in pivot hole, pivot pin is 3/32" longer, the spring has one additional coil, and the stationary plate and point plate have a flat stabilizer spring near the protruding tang of the vacuum advance connector pin.

GM #1846456 is the part number costing \$11.94 (when?), slightly higher than Corvair #1961428. My recommendation is to locate a good complete distributor. The old one I pick up in my travels have been very, very serviceable. Additional advantages are: Flyweights and springs permit slower advancing, weight cover provides additional support, vacuum advance (#428) fits and permits slower advancing, and shaft seal and thrust washer reduce end play and oil seepage around distributor housing top bushing.

Specifications for a partial list of distributors are:

Model Number	Centrifugal Advance (crank degrees @ engine RPM)	Vacuum Advance (in crank degrees)
1110942	0 @ 1185 2 @ ?? 24 @ 4000	0 @ 7" Hg 24 @ 15" Hg
1110435	0 @ 945 2 @ 1455 22 @ 4000	Same as above

The weights and springs, which advance slower, would be beneficial to Corvair owners who are experiencing engine ping. The improved breaker plate helps keep dwell constant.



"I'LL BE LATE, HONEY. SINCE THE LATCH BROKE, I'VE HAD TWO MOTORCYCLES AND A VOLKSWAGEN THINK IT WAS AN EXIT RAMP."

Ed Murphy, Corvair Houston

95's ARE NOT CORVAIRSby Herb Karner

So you're proud of your Greenbrier or Rampside or Corvan, eh? And you think this is the finest Corvair on the road? What you actually have is a Chevrolet truck with a Corvair engine and drive train. That's right! Fisher and GM's Automotive Division didn't have a thing to do with them. They were made by the Chevy truck plant in Indianapolis.

All this came light at [a] CORSA meeting, where a design engineer kept an overflow crowd spell-bound with delightful stories and incidents about Corvans, Greenbriers, etc. He confessed he didn't know much about the engine, but did say the engine and trans front mount are different than for the car - as several owners have found out. Reason? It's a truck, remember, and put together like a tank.

Skin panels are much stronger than the car because they are relatively flat, no stamping or extrusion. "Simple bends and brake work." There's less rust, also, because when the body panels were made at Indianapolis, the interior color was sprayed on and the exterior primed, thus no chance for any initial rust before assembly. After assembly, the exterior was given one shot of epoxy enamel - "real heavy" were his words.

The top, or lid, as he called it, is bolted on. "But when you get all the nuts off, don't try to pry it off - the engineers believed bolting wasn't enough and welded it at the corners and window posts." Front suspension is also different; it's a truck suspension, and rarely gives trouble. The body was built in three sections. The front contained the instrument cluster, steering gear mount and suspension points. The rear was "the rails, built like a bridge," that hang the engine, suspension and drive train.

The Loadside and Rampside had a slick-floor option, which covered the corrugated sheet-iron bed, so made for strength. Otherwise, there were extremely few options, and literally no change in the line from beginning to end. One change did occur as a result of a hilarious battle between design and production engineers over rear door hinges. Originally, rubber bumpers were mounted on the rear panels, near the side, to

stop the door. This offended the design boys, so a soft metal piece was inserted into the hinge to prevent over-travel. This proved ineffective - his colorful recall: "Well, those little metal things kept crumbling up and the door would get dented. To prove it, the design boys came down, mad as hell, slammed open rear doors, putting big dents in 'em - did it on 26 vans. So the engineers said, 'O.K., you've proved your point, now you b-----s, fix those d--n doors!'" The final solution was to weld a small strap on the back side of the hinge to prevent over-travel. Examine your vehicle and if it has a rubber bumper for the rear door, it's an early one. If it also has a little gadget in the hinge, it was made in the middle of the battle. If a strap is welded on the hinge (easy to spot), you have one made possibly in late 1963, '64 or '65.

The Chevy Truck Division also made the interiors, including the seats. "Don't try to figure out what model year you have by the upholstery. We used everything under the sun - the most gosh-awful mix you ever saw. Springs were covered with tobacco cloth in some cases, burlap in others. We used molded foam rubber and also slab rubber, plus any kind of cover we could get our hands on!" If you have an 8-door van, it's rare, as you probably know. A single production run was made of this panel and it lasted only two years. It seems there was considerable controversy over whether to produce the 8-door in the first place, and, after one run, it was not repeated.

There's much more, but, as the saying goes, "you had to be there." [Check out] a Chevy Truck Parts Book. Yep, you're right! It contains a listing for GM's most famous truck - the Corvair!

(Herb is a member of Green Country Corvair Group, Tulsa, Oklahoma. This article was pirated from an unknown newsletter - the year is also unknown.)

GREENBRIER...
CORVAIR
THE ALL-PURPOSE WAGON THAT RATES A SPOT
IN ANY POLICE CAR LINE-UP

Well, it was a good idea which didn't catch on, despite the sales pitch.

In addition to the usual description of the trusty Greenbrier - "its smooth ride and ease of handling, the economical air-cooled 6-cylinder engine and roomy interior" - the following was noted: "With its optional third seat, it can transport nine burly officers and all their gear."

(from a GM ad in the files of Guy Bobkoff)



FUN RALLY

- **WHEN:** March 18, 1990 at 10:00 am
- **FROM:** VNB Parking Lot at Campbell and River Rd.
- **TO:** Colossal Cave Picnic Grounds

Well now that spring is upon us, it is time to take out Corvairs out of the mothballs and give them some exercise. The rally will be about 40 miles long (about 2 gallons of gas each way). After we get there we'll have an outdoor potluck picnic and get together. For all of you that have not been to Colossal Cave and would like to see it, there are tours every hour or so. **If you plan on going to this mid-month activity, then get in touch with Steve Estabrook at 292-9280.** I need to know how many are going so I know how many packets to make and to assign dishes to bring. Please also let me know if you want to tour the Cave. All are welcome to come to this fun rally and/or Colossal Cave tour. See you there and bring your Corvair if the moths haven't eaten it yet!

Thanks to Valley CORSA Rearview for this page.

Good Sounds for Your Corvair

For years I've put up with the miserable, scratchy, drifting low-fi Delco radios in my daily drivers--longing for decent music for my two hours of commuting each day. Partly out of procrastination, other priorities, and the alleged "fact" that they don't make radios with 6-1/4 inch shaft spacing anymore, I continued to listen to the "crystal set" sounds (kids, ask your grandparents what that means). Finally, I decided that I didn't want to listen to this garbage anymore and that I would find a way to update or retrofit a decent stereo into a late model Corvair with a minimum of butchering. The criteria were set: 1) 6-1/4 inch shaft centers, 2) excellent sound, 3) user friendly, not requiring an engineer to operate.

First of all, the 6-1/4 inch shaft spacing allows reuse of the stock chrome bezel which would make the installation neat, simple and attractive. Most aftermarket radios come with bezels not wide enough to cover the dash hole completely, and shaft spacings short of the 6-1/4 inch requirement. Secondly, the user-friendly part is necessitated since I commute alone and don't have a second person in the car to read the international symbol translation dictionary as I drive. These days, one can always tell when the driver of a new car is tuning his radio--he's the one weaving down the road. It's all I can do to drive and avoid those other weaving drivers--let alone try to figure out all the cryptic little buttons that need to be pushed with a pencil eraser. Just give me a good sounding phase-locked loop receiver with decent-sized buttons!

Well Virginia, there is such a radio! Spark-o-matic Model #350 has all these features at a decent price. The buttons are well defined and are user friendly with just one reading of the instructions and the sound is great! Clean looking installation with the only required modification shaving 3/32 inch off the top and bottom of the stock bezel opening. Cost: about \$120 at Pep Boys and Western Auto.

Harry Yarnell, Chesapeake Corvair

Late Model Shocks

Midas, of muffler fame, has in stock (or a day to order) Midas Lifeguard Shocks that are warranted for as long as you own your car. The part number for the front is MB785 and the rear MB786. Cost is \$23.00 each, though watch for sales. Buy three, get the fourth one free.

Bob Fugate, San Diego Corvair Club

Window Channel Replacement Tip
By Steven Parker,
Northwest Wisconsin Corvair Club

Courtesy CORSA Communique

When replacing window channels with new stock, save all rosebud retainers that are attached to the back of your old channel. To install new channels, put old and new ones back to back and mark the position of the retainer onto the new stock before removing them. Using a small drill bit, drill a hole through the channel where the center of the retainer split will be. Then put all retainers back into window opening. Line up new channel into the window opening matching drilled holes with rosebud retainer. Using a small flat headed screw, secure each retainer. The screw will go through the retainer's split and if you use a flat screw, you will have a smooth operating window that will not hit the glass.

Vairs 'n Spares

FOR SALE: '65 MONZA convertible, automatic. Meets Old Car Price Guide (1989) for Grade 4 in the Corvair price section. Green/white w/ white top. Vehicle has been used in local Veteran's Day and Forth of July parades. Asking \$1075 or an offer I can't refuse. Fred Zimmerman. 887-6805. 2/90

FOR SALE: Complete 140HP engine, \$400. '64 95HP engine, \$300. Call Gordon Cauble (602)299-1122 2/90

FOR SALE: '61 LAKEWOOD, 110/automatic. Good condition all around, \$1050. Van Pershing. 743-9185. 2/90

FOR SALE: '64 MONZA convertible, complete with new Clark's set covers. Needs complete restoration. Call Larry Dandridge at K&J Auto and Truck Repair, 745-4567. 2/90

FOR SALE: '73 DODGE 19' Motorhome, self contained, newly rebuilt 360 engine, has everything including the kitchen sink. \$5,000 OBO. Call Don Schmitt 745-5581. 2/90

FOR SALE: '65 MONZA, 2 door, 110/4-speed, map pockets, clock, 80% restored white interior, needs clutch and some wiring. Many extra parts. All new rear panel molding & fuzzies, spare 110 motor (not running), custom steel wheels, (stock wheels and hub caps available). Call Doug Dyke 883-2239. 2/90

FOR SALE: '78 CAL-CAMPER / Motorhome, 12ft on a Toyota frame, sleeps 4, 3-burner stove, sink w/ running water, oven, furnace, double bunk over cab,

dinette in rear, porta-potty, AM-FM cassette w/ 10-band booster, 4 new tires, very clean motor, new heavy duty clutch, 38,800 actual miles, 20R 4 cylinder w/ 4-speed, PB, PS, cruise air conditioning in dash, new swamp cooler on roof, clear title. \$5,000 or trade? Gerald (Jerry) Lewis 746-3485. 2/90

AUTO BODY REPAIR and Restoration. Traveling estimates. I could be less than you think, but then again, it could be more. Corvairs are my first love. Ted Christianson. 887-9449. 1/90

FOR SALE: Rebuilt 150hp Turbo & carb, air cleaner, exhaust system, fuel & oil lines, tins, heat shield, cross-over tube, brackets. \$600. E-flow impeller w/ housing, \$110. 2 bare 150hp heads, \$110. 40 DCOE Weber carb w/ adaptor, air cleaner & extra jets, \$175. Call John (602)883-4129

FOR SALE: '66 MONZA, 4d. Runs good. \$500. Call John (602)883-4129.

PARTING: '66 Corvair, 2d, no motor. SELLING '63 van motor, 47K miles. Misc Corvair parts. Call Ted Christianson 887-9449

WANTED: Manual bellhousing. Call Ted Christianson 887-9449

FOR SALE: '61 LAKEWOOD 1/25 resin model kit, \$25. Built and painted, \$45. Bob Jones 298-3528. 9/89

FOR SALE: '61 GREENBRIER, 8-door, \$2,000. Call Tom at 327-6419. 8/89

FOR SALE: New Items Rebuilt flywheel for early or late, bolted and balanced, \$85; Good FC axles with packed bearings, \$80 ea. Call Gordon Cauble at 299-1122.

FOR SALE: NEW and GOOD USED PARTS. '65 Corsa wiring harnesses - main & engine compartment; new gas door guard, \$20; used early windshield w/ weather strip, \$60; re-coned Corvair speakers, early \$15, late \$19; Other new and good used parts. Call Gordon Cauble 299-1122. 6/89

FOR THE DO-IT-YOURSELFERS: 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: '65 MONZA CONVERTIBLE, 110/automatic, light blue w/ blue interior & white top, engine completely rebuilt & body ready to paint. New top installed. Good tires. Car is driveable. Asking \$2500. Call Gordon Cauble 299-1122. 6/89

FOR SALE: '62 MONZA 2d, AT, restore or use as parts car; 145 engine runs, all chrome, no rust. \$350 OBO. Call Jeff, 790-9450 12/89.

FOR SALE: Set of headers w/ mufflers and chrome tail pipes, \$75; Jerry Lewis 746-3485 2/90

TREASURE'S REPORT

Balance December 1, 1989.....\$1510.76

Income:

Dues.....\$ 40.00
 Corvairsation ads.....\$ 67.50
 Raffle tickets.....\$ 57.00
 Aluminum cans.....\$ 23.42
 Merchandise.....\$ 17.80
 Christmas party.....\$149.14
Total Income..... \$354.86

Expenses:

Name tags.....\$ 16.00
 Raffle prizes.....\$ 26.74
 Christmas party.....\$507.28
Total Expenses.....\$550.02

Balance December 1, 1989.....\$1315.60

Raffle:

Income: \$57.00
 Expense: \$26.74

 Net: \$30.26

Vic Howard



Wrecking out
 Corvairs!

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RESTORING CARS IS OUR PASSION. IN 24 YEARS OF BUILDING CARS,
 WE HAVE NEVER SEEN A PRODUCT LIKE AUTO SPRAY-STRIP. THAT'S
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 FOR A DEMONSTRATION.

Ted Christenson Mary Ann Chapman 687-9449

MEMBERSHIP REPORT

Dues for:

JANUARY:

Don Bortle
 J. R. Evans
 Dave Thompson
 Ernie Alloy
 Verl Rutter

FEBRUARY:

Cecil Alex
 Alan Atwood
 Gordon Cauble
 Harry Ransom
 Dick Cannon
 Jack Blankenship

Vic Howard
 Membership

Across from Jack's Bar B-Q
Look for "Ricardo's" sign
on North side of street.

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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

Mar 18: FUN RALLY & PICNIC: Leave from VNB parking lot at
Campbell and River at 10:00 am. Call Steve Estabrook
@ 292-9280 if you plan on going. More details inside.

Mar 17 & 18: AAHC Parts Exchange & Car Show, Mesa Community
College, Superstition Freeway & Donson Rd, Mesa, AZ.

Wednesday, Feb 28: Regular Monthly TCA Meeting

Wednesday, Mar 7: TCA Board Meeting 7:30 at JB's, Swan & Speedway

Tucson Corvair Association
P.O. Box 50401
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FIRST CLASS MAIL