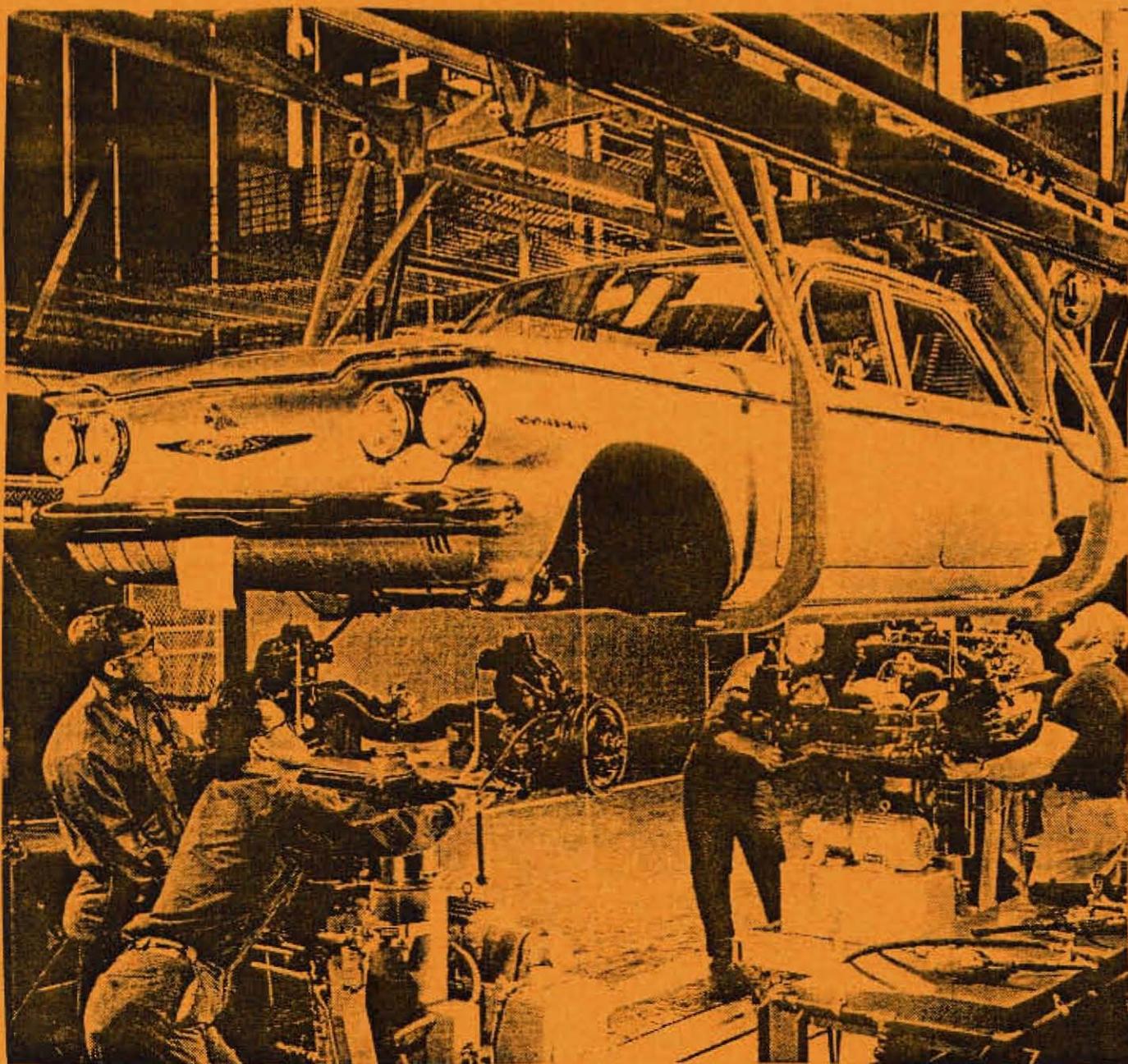


Continuation

TUCSON CORVAIR ASSOCIATION TUCSON, ARIZONA

Volume 16 Number 8

November 1990



from The Air Cooler of the Detroit Area Corvair Club

TUCSON CORVAIR ASSOCIATION

CORVAIRSACTION is a monthly publication of the **TUCSON CORVAIR ASSOCIATION**, which is dedicated to the preservation of the Corvaire model of the Chevrolet Motor Division. The Tucson Corvaire 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.

CHANGE OF ADDRESS: Send any change of address or phone number to the Membership Chairman. Don not send changes to the Editor.

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 Corvaire Editor. Articles are welcome for publication.

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Fellow Corvairatics,

Well, another year has almost vanished. I really don't know where the time has gone. The election/nomination committee is hard a work trying to find replacements for your current officers. I wish them Godspeed in their task. I want to thank Vic Howard for a "JOB WELL DONE." I'm sure he will be missed, by most of us at least. I, also, want to thank Marty Kuluski for volunteering to take the Treasurer's job, which also includes the Membership Chairmans (-person's) job. She has already ordered new membership cards (now maybe we will get some old members back in the flock).

I want to take this opportunity to thank all for sticking with your association, in spite of me. I really didn't have too much time to devote to the job, but at least I tried. I hope this doesn't sound to premature. Sounds a little wimpy though, doesn't it? Maybe I should run for public office. Then again, maybe I shouldn't.

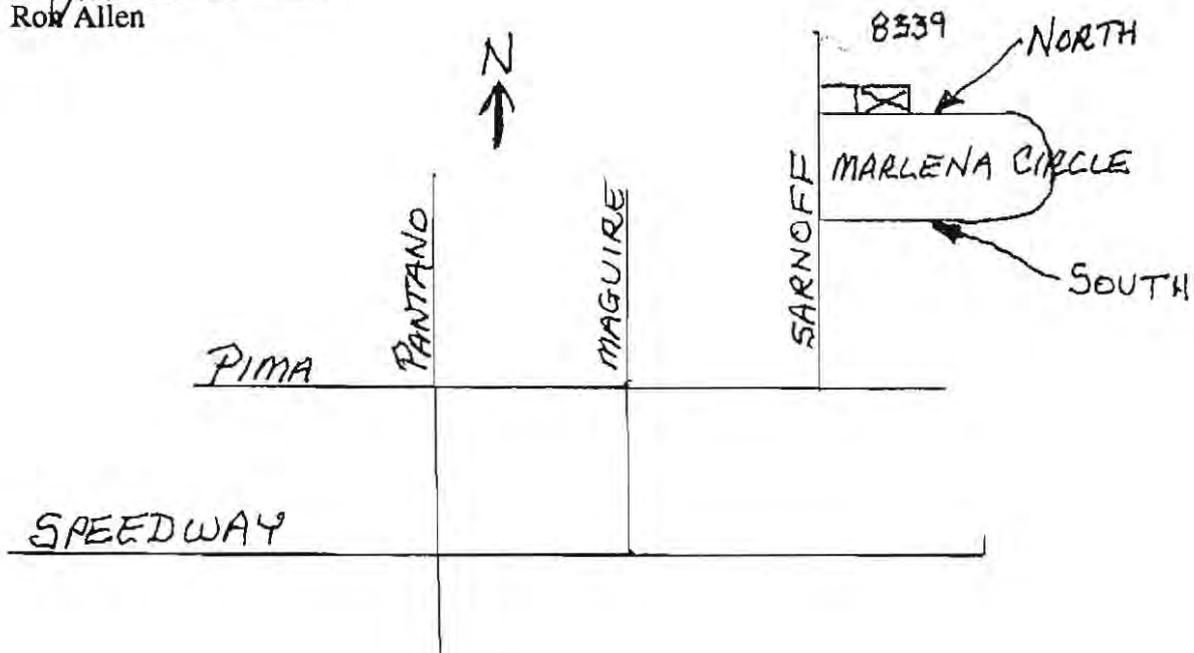
I have planned to have a tune-up clinic at my house on 15 December at 1100 hours (11:00 o'clock A. M. for civilian minded folks). I need someone with tools and know-how to volunteer to run the clinic. There is a map to my house below. If anyone gets lost trying to get there, please call me.

Anyway, I hope to see all of you at the Annual Christmas Dinner/Party at Smuggler's Inn on Wednesday, 19 December 1990. Please send your reservations (with checks made payable to T. C. A.) to me at the address in the Corvairsation by 14 December 1990.

"and we thank you for your support"

Respectfully,


Row Allen



17 Corvairs 41 People

The regular monthly meeting of the Tucson Corvair Association was called to order by President Ron Allen on Wednesday, October 24, 1990 at the Picadilly Cafeteria. The meeting was called to order at 7:37 pm.

The minutes of the previous monthly meeting were accepted as published in the Corvairsation.

The Treasurer's report was also accepted. Vic Howard regretfully gave his resignation as Treasurer. He has been transferred to Phoenix to be closer to the center of operations for First Interstate Bank of Arizona. The Howards will be missed!!

Old Business: Dave Baker gave a report on the Casas De Los Ninos Car Show. Fifteen Corvairs took part in the event. The club had a good location and the weather was beautiful.

There was a light turn out for the mid-month picnic at Kitt Peak. Only three Corvairs took part, but those participating enjoyed a nice day.

Visitors: J.W. Johnson, Installation Staff Chaplain at Davis Monthan was present. J.W. met Gordon Cauble at the Casas Car Show, and received a convincing club "sales pitch". J.W. may pursue owning a Corvair.

Due to Vic Howard's departure, future Christmas Party reservation information should go directly to Ron Allen at the address on the inside cover of your Corvairsation.

Volunteers for November raffle prizes are: Cecil Alex, Allen Elvick, Vernon Griffith, John Heisch and Don Chastain.

John Heisch won the license plate drawing in a Corvair owned by Fred Zimmerman. Raffle prizes were won by Vic Howard, Larry Dandridge and Jerry Lewis.

Ed Sanford volunteered to chair the Nomination and Election Committee for 1991.

Marty Koleski volunteered to take over the Treasurer duties. Marty's address and phone are: 2311 N. Tucson Blvd., 85716, 326-5770.

The meeting was adjourned at 8:35 pm.

Respectfully Submitted,


Marcy Tucker

' Small Stuff '

by Big Ed

See above. I've been complaining about that dratted white car for the last year or so. It's like this. After being laid up for a couple years (well, four) while I poked along with the interior, I finally got it back together, and running. That hummer started on the first crank! Wow, says I, what an engine! But it didn't run all that well. Well, I always wanted to put Rhodes lifters in to help the Isky 280 cam, down at low RPM, and so I did. Couldn't really tell much difference. In fact, the car seemed to start running more poorly (don't bug me on grammar - Big Ed, remember). I put up with it, thinking that the long layup had something to do with it, but not really taking time to do an in-depth analysis. Sure, I had tuned it nicely after the initial firing, but hadn't paid much attention to it since. I started thinking about buying that 140 that Gordon had. I was fairly intent on replacing Ol' Whitey's motive power. The only problem was that Sweet Ol' Carole was taking a very dim view of my plans (with associated expenses). That car was really running poorly, though, and something had to be done.

I decided to take a better look at the power plant. First thing I noticed was that the throttle arm on the passenger side carb was loose on it's shaft. That play will mess things up, so I took the carb off, planning to remove the throttle shaft and solder the arm on, removing the play. Good plan. Poor implementation. I broke one of the little screws removing the throttle plate. I drilled and drilled, but couldn't get the plate loose without ruining the shaft. Oh me.

I got a carb body out of the carb box, intending to remove the shaft and put it in the good carb. Broke one of those screws. Oh me. Got out another carb body and finally removed a throttle shaft in one piece. Replaced it in the carb, and reinstalled the carb. Fired the engine and nursed it along until it was warm, and synchronized the carbs. I started to reconnect the chokes, and noticed something strange. The choke arm on the passenger side carb was still elevated. The engine heat hadn't worked on the coil, to pull the arm down and open the choke on the carb. Hmmm.

That boogerin' choke coil was broke, holding the choke at parade rest instead of at ease. No wonder the hummer wasn't running worth a hoot! That, together with a split vacuum hose and 40 degrees of dwell, really had Ol' Whitey gasping. I fixed all of the above, replaced the points and retimed, and the car runs better than ever! Whoever it was that said 'Don't sweat the small stuff' was WRONG!

I'm not much in the market for another engine any more. I'm glad, Sweet Ol' Carole is glad, and anyway, Gordon sold the engine to someone else!

CYLINDER HEADS---MOST OF THEM ARE NOT COOLING PROPERLY

The cylinder heads that we are using these days have been on Corvair engines for over 20 years, and many have been around longer than that. The average Corvair owner feels that anything that has been in service that long must be OK or it would never have made it all these years. Also, many people think that anything that is manufactured in a factory is perfect. This is a false assumption. Many things are properly designed, but quality control slippage and cost factors can change the efficiency of the final product considerably. The first Corvair heads were probably made with loving care and meticulously tested to prove that they would provide the proper amount of cooling with a measured amount of airflow. However, once they were being produced by the thousands it was no longer possible to spend much labor on each head to insure that they had the same cooling flow as the original test heads. Now you may ask, how did these engines operate all these years with some heads that had poor cooling characteristics? Let's just say that they muddled their way through. The entire engine was blamed rather than the culprit. One of the more common excuses that cloaked the situation was to say that aircooled engines run hotter than the more conventional water-cooled engines. This in turn has led Corvair owners to believe that their overheat problems were designed into the engine and that they are there to stay. They fight the problems that heat causes such as detonation (pinging), valve seat drop out, low oil pressure, excessive engine wear, cooked seals with resultant oil leaks and so on. They try to solve these problems with water injection, higher octane fuel, fuel additives, oil additives, finned oil pans, finned rocker covers and add on oil coolers. Their friends will also advise them to drive slower, take it easy on the hills, don't drive it on hot days and so on. All this helps mask the real problem but does not remove the cause. It is also expensive and takes a lot of the fun and utility out of driving your Corvair.

Let's consider the source of engine heat. The highest temperatures are found in the areas that surround the burning fuel. The aluminum cylinder heads collect a major amount of this heat and it is supposed to be dissipated by blower air passing through the aluminum fins. Here is the big rub. You will note that the key words are "passing through", not just sitting there and being super heated.

I have been installing cylinder heads for many years and felt that they were in great shape when I put them on. They were bright and clean and I straightened any bent fins, looked for dirt and aluminum slag left over from the casting process and then put them on. Over the years I have read and heard of many individual instances where Corvair owners finally traced their problems to uneven airflow through the head cooling fins, and rectified the problem by cleaning out dirt, removing casting slag and imperfections. Tech. information on engine rebuild always mentioned cleaning foreign material from the finned area of the heads. However, I never dreamed that it was such a widespread problem until I happened to compare a set of heads that I was removing to a set that I was installing. After a lot of peering into the finned areas, I finally realized that the set that I was installing had nowhere near the open "flow through" area that my old heads had. I finally discovered that the blockage was caused when the heads were cast. Apparently the casting mold was made in two parts that came together in the center of the heads finned area. Some times these halves did not quite touch each other. When the aluminum was poured, the molten metal filled these tiny cavities and formed a thin wall across areas that are supposed to be airflow channels. These should have all been removed during manufacturing process. The word is should. Looking into the Corvair manual you will note that they mention that you should clean the cooling fins. The funny thing is that they show a picture of a man striking a special tool

with a hammer and say that he is removing casting flash or other foreign material. This tells me that Chevrolet knew that the heads were installed without the blockages being properly removed. This must have caused untold numbers of problems for Corvair owners. I examined all of the different heads that I have accumulated over the years and I found that most of them had varying amounts of blockage. Some heads had an even worse problem. The top half of the mold had not lined up with the bottom half. This left only half of a passage available even after the blockage was removed. The sneaky thing is that some of it looks like part of the final set up and not something that should be removed. This job is also self perpetuating. The more blockage you remove the sharper you get at spotting more. Also keep in mind that having your heads reworked does not include this job.

I tried many different tools to remove this problem metal. I picked, pounded, hooked and poked. I finally discovered that a key hole saw, the kind that carpenters use, was just perfect. The teeth were just the right width to fit the area between the fins, and the blade comes to a point which is needed to get started in the small holes that must be opened up to their designed size. I ground my saw to an even sharper point on the back side. Of course this is not a metal saw but the aluminum is soft and the blockage is usually very thin. I had to use a small drill to get through where the fins were out of alignment and finally finished with the saw. Note: drill carefully, the intakes and exhausts don't need any extra holes in them. Also wear safety glasses. Aluminum shavings do not improve the eyeballs.

I am convinced that most Corvairs are being operated with cylinder heads that are not cooling as well as they could or should be, and in many cases large amounts of money have been spent needlessly, trying various things to help the engine run cooler. These fin areas can be checked and opened up quite easily in most cases, unless the mold halves were out of line. The perfect time is at overhaul but don't wait for that. Next is with the top shroud off for blower bearing replacement and finally it can be done from the bottom with the exhaust manifolds removed. The choke thermostats are also in the way and can be easily pried off with a screwdriver and removed. If you are resealing the engine, it is even easier with the pushrod tubes removed. You can make a preliminary check of the fins by just removing the bottom cooling shrouds though you can see only a small number of the passages with the manifolds in place. You will need a bright flash light to see into the depth of the fins. Follow the outlines of the intake and exhaust passages that go through the heads' interior. They should form a smooth curved outline except in the area near the outermost fin. Any jogs in these lines are caused by slag or flashings between the fins and should be removed. Just outboard of each sparkplug you should find a hole that goes down through the head. Early model heads have a slot in one fin. Later heads have a larger area. This hole is especially important because it channels cooling air to a special cavity that is directly above the burning fuel at the top of each cylinder. Each cavity has special fins on the inner side to dissipate heat from this especially hot area. It is easy to see that if this area does not have the proper amount of cooling air flow, the adjacent cylinder will operate at a much higher temperature than it should. This causes detonation and hotter oil in the rocker area which in turn makes the whole engine run hotter.

This rework can make an amazing difference. Once cooling is improved, timing can be advanced for more power and better mileage. I am sure the majority of Vairs on the road could enjoy improved performance and longer engine life if their owners would give their cylinder heads the keyhole saw treatment.

By Corvair Assistance -- Orville Eliason, Ontario, California, 714-986 6543

TCA's Annual Xmas Dinner/Party

Now is the time to get your reservations and dinner choices to Ron Allen at the address below.

WHEN: WEDNESDAY, DECEMBER 19, 1990.

WHERE: *Smuggler's Inn Restaurant*, 6350 East Speedway, just east of Wilmot.

Happy Hour 6:30 P.M. *No Host Bar*
Dinner 7:30 P.M.

<u>Menu Choice</u>	<u>Cost</u>	<u>Quantity</u>	<u>Price</u>
Roast Prime Rib of Beef, Au Jus, Queen	\$13.95	_____	_____
Roast Prime Rib of Beef, Au Jus, King	14.95	_____	_____
Breast of Chicken, Teriyaki	11.00	_____	_____
		TOTAL	\$ _____

You will have your choice of *TWO* vegetables (with each dinner):

Stuffed Baked Potato, Broiled Half Tomato, Steak Fried Potatoes, Green Beans Almandine, Rice Pilaf, Broccoli Hollandaise, or Baked Potato

You will have your choice of *ONE* dessert (with each dinner):

Chocolate Mousse, Cheese Cake, Carrot Cake, Ice Cream, or Sherbet

You will have your choice of beverage:

Coffee, Tea, or Decaffinated Coffee

This year the Tucson Corvair Association will pay the 7% tax and 15% gratuity for your dinners.

Circle your choice(s), mark quantity, price, and add total cost and send, with check (Made payable to T.C.A.) to the address below:

R. J. Allen
8339 East Marlena Circle North
Tucson, AZ 85715-4588

PRINT Names 1 _____ 2 _____ 3 _____

ALL ORDERS MUST BE RECEIVED BY RON ALLEN NO LATER THAN
14 DECEMBER 1990.
MAKE CHECKS PAYABLE TO: T.C.A.

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FOR SALE: '61 MONZA 900, 4-door/automatic. All original and near perfect inside and out. Original air conditioning upgraded with modern low-load compressor. No rust ever. Drive it anywhere. The best example of this model to be found. Asking \$3,600. Call Don Davis (602)296-9811. 11/90

FOR SALE: 1965 CORVAIR was just reconfigured less than 200 miles ago from a Corsa 180 hp Turbo (sad story of what happen to my pride and joy Varooooom - a story too long to relate) to 110hp. Has TB-30 Otto cam with fail-safe gear, .060 over TRW forged pistons, viton seals, Mallory dual-point distributor, Mallory C/D ignition, Stewart-Warner oil pressure gage, Stromberg 2-barrel, '66 Saginaw 4-speed, positraction - 3.55, telescopic steering wheel. Also new white headliner - rest of interior is black, new white paint job famous diamond glass, new turn signal switch. Asking price includes two 14 in rear mag wheels - on has the skin, all parts removed - 140 heads by Bill Coyle, water injection, rebuilt turbo - so buyer can return engine to 180hp turbo configuration. Needs oversize valve guides. Meets Old Cars Price Guide grade 3 requirements. Get all of this for only \$2585. Call Fred Zimmerman any time at 887-6805. 10/90

FOR SALE: SPYDER COUPE, '64, white w/ white seats and red interior trim. Rust free body and new tires. A one owner car that can be driven anywhere. \$ 3,500 OBO. Call Gordon Cauble (602)299-1122. 9/90

FOR SALE: '64 MONZA COUPE, 110/automatic, new interior w/ headrests on front buckets, new dark red exterior. A very sharp car; drive anywhere. Asking \$3,500 OBO. Contact Gordon Cauble (602)299-1122. 9/90

FOR SALE: SEVEN CORVAIRS! 3 - '65 4-door/automatics, all running, need interior and paint; 1 - '63 2-door/automatic; 1 - '65 convertible/automatic, needs paint, top and interior, runs. All for \$7,000 or will sell individually. Many good parts for '63 including motor. Stored in Huachuca City. Call Pete Dillman 745-3725 in Tucson or 456-1171 in Huachuca City. 7/90

FOR SALE: '64 GREENBRIER, automatic, not running, \$500; '61 RAMPSIDE, runs, \$1000. Call Robert Segl, Casa Grande, 1-836-6390. 6/90

FOR SALE: '60 700, 4-DOOR, straight body, all original parts, some parts rechromed, needs interior and paint. \$650 OBO. Don Schmitt 745-5581. 6/90

FOR SALE: '65 CORVAIR COUPE, 110 engine, 2nd owner, 50K original miles, needs small amount of body work. Engine needs minor rebuilding. Interior needs replaced. New brakes. Asking best offer. Must sell. T.K. Estes, wk:795-8242, hm:885-1339. 3/90

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

FOR SALE: '61 LAKEWOOD, 110/automatic. Make offer. Van Pershing. 743-9185. 10/90

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

PARTING: '66 Corvaire, 2d, no motor. SELLING '63 van motor, 47K miles. Misc Corvaire parts. Call Ted Christianson 887-9449. 1/90

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 wing harnesses - main & engine compartment; new gas door guard, \$20; used early windshield w/ weather strip, \$60; re-coned Corvaire speakers, early \$15, late \$19; Other new and good used parts. Call Gordon Cauble 299-1122. 6/89

FOR THE DO-IT-YOURELFERS: 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.

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Michael Riley-Owner

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Baked bolts

by Jack Ewald, West Union, OH

Ever try to paint bolts when you're detailing your engine, only to have them scratched up the minute you put a socket on them? Well, here's the hot tip. As soon as the enamel paint is dry to the touch, put the bolts on a cookie sheet and pop them in the oven at 325 degrees for 25 minutes. After they are cool, wait about a half-hour and carefully bolt them up using a six-point socket and voila—you have a neat, scratch-proof fastener. This works best when your wife isn't home!

Getting Grounded

Be sure to install a ground strap between the cylinder block and frame rails. First, it allows the starter motor to operate at full efficiency. Second, current will try to go through the stainless-steel brake lines and, in doing so, damage many of the delicate internal components. This unseen damage can lead to contamination of the brake fluid and subsequent brake failure.

Let it bleed

by Marc W. Thompson, Kent, WA

To avoid a mess and simplify the job of bench bleeding a brake master cylinder, get two old brake lines and fittings and cut the lines to a length of about eight inches. Screw the fittings into the master cylinder and bend the lines up and around and into the cylinder reservoirs so that they are submerged in the brake fluid. Pump the piston slowly all the way in and back out until you no longer see air bubbles in the fluid. The master cylinder is now bled. Remove the lines, bolt it on the car, bleed the rest of the system, and you're set.

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NEW LOCATION

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TUCSON CORVAIR ASSOCIATION REGULAR MONTHLY MEETING

FOURTH WEDNESDAY of each month

(except December)

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

December 15, 1990: TCA TUNE UP CLINIC, at Ron Allen's home.
8339 E. Marlana Circle North. 11:00am.
(see details & map on President's Page)

December 19, 1990: TCA Christmas Party - fill out the
reservation form inside.

Wednesday, Nov 28: Regular Monthly TCA Meeting

Wednesday, Dec 5 : TCA Board Meeting 7:30 at JB's, Swan & Speedway

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



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