

# Corvairisation

TUCSON CORVAIR ASSOCIATION

TUCSON, ARIZONA

Volume 16 Number 7

October 1990

*The lake again Steve Esta brook*



*Casas De Las Ninos*

*10/6/90*



# TUCSON CORVAIR ASSOCIATION

**CORVAIRSATION** 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 (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.

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

**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 Corvaire Editor. Articles are welcome for publication.

**BUSINESS MAILING ADDRESS:** P.O. Box 50401, Tucson, Arizona 85703.

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MONTHLY MEETING OF THE TUCSON CORVAIR ASSOCIATION

The regular monthly meeting of the Tucson Corvair Association was called to order at 7:45 p.m. by President RON ALLEN at the Picadilly Cafeteria on Wednesday, September 26, 1990.

Reports of the secretary and of the treasurer as published in the CORVAIRSATION were accepted.

The following persons joined our Club:

MICHAEL BEGALA

KATHY KUENN

PAUL KENNEDY

EVELYN KENNEDY

HOWARD FISHER

Eleven members indicated a desire to exhibit a Corvair at the CASA de los NINOS CAR SHOW '90 to be held Saturday, October 6, at Reid Park. DAVE BAKER was in charge of arrangements.

Members were encouraged to sign up early for the ANNUAL TCA CHRISTMAS PARTY to be held December 19, 1990 at the SMUGGLER'S INN. Make your reservation with VICK HOWARD.

License Plate winner of the evening was MARIE WILLIAMSON.

The Tech Session followed the break, and included discussion by JERRY LEWIS and RON ALLEN on vapor lock.

There were six raffle winners of the evening:

LARRY DANDRIDGE (2)

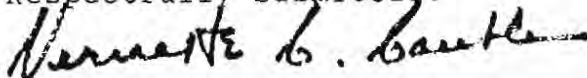
MAC POST (2)

JERRY LEWIS

KATHY KUENN

Meeting adjourned at 8:45p.m.

Respectfully submitted:



Verne Cauble



# What's Your Corvair Worth?

from Old Cars Price Guide, December 1980

## How to Use the Price Guide

The worth of an old car is a "ballpark" estimate at best. Our prices come from compilations of national/regional data by the editors of our weekly publication, *Old Cars News and Marketplace*. (Sample copies of *Old Cars News and Marketplace* are available for \$1.50 each from Krause Publications, 700 E. State St., Iola, WI 54990).

These data include prices from classic car auctions, verified reports of private sales and input from experts.

We list values for cars in six conditions as explained below. Prices are for complete vehicles; not parts cars, except as noted. Modified-car values are not included, but can be estimated by figuring the cost of restoring to original and adjusting the figures shown here.

*Old Cars Price Guide* condition codes fit the following descriptions:

1) **EXCELLENT**: Restored to current maximum professional standards

of quality in every area, or perfect original with components operating and appearing as new. A 95-plus point show car that is not driven.

2) **FINE**: Well-restored, or a combination of superior restoration and excellent original. Also, an extremely well-maintained original showing very minimal wear.

3) **VERY GOOD**: Completely operable original or "older restoration" showing wear. Also, a good amateur restoration, all presentable and serviceable inside and out. Plus, combinations of well-done restoration and good operable components, or a partially restored car with all parts necessary to complete it and/or valuable NOS parts.

4) **GOOD**: A driveable vehicle needing no or only minor work to be functional. Also, a deteriorated restoration or a very poor amateur restoration. All components may need restoration to be "excellent," but the car is mostly useable "as is."

5) **RESTORABLE**: Needs complete restoration of body, chassis and interior. May or may not be running, but isn't weathered, wrecked or stripped to the point of being useful only for parts.

6) **PARTS CAR**: May or may not be running but is weathered, wrecked and/or stripped to the point of being useful primarily for parts.

## CORVAIR

1960	6	5	4	3	2	1
Standard, 6-cyl.	200	600	1200	2200	3850	5500
Sed						
Cpe	200	650	1250	2400	4200	6000
Deluxe, 6-cyl.						
Sed	200	600	1200	2200	3900	5600
Cpe	200	675	1300	2500	4350	6200
Monza, 6-cyl.						
Cpe	350	875	1700	4750	5900	8500
1961						
Series 500, 6-cyl.						
Sed	200	600	1200	2200	3850	5500
Cpe	200	650	1250	2400	4200	6000
Sta Wag	200	650	1200	2300	4100	5800
Series 700, 6-cyl.						
Sed	200	650	1250	2400	4150	5900
Cpe	350	700	1350	2800	4550	6500
Sta Wag	200	675	1300	2500	4350	6200
Monza, 6-cyl.						
Sed	200	675	1300	2500	4300	6100
Cpe	350	800	1550	3850	5400	7700
Greenbrier, 6-cyl.						
Spl Wag	350	700	1350	2800	4550	6500
1962						
Series 500, 6-cyl.						
Cpe	200	650	1250	2400	4150	5900
Series 700, 6-cyl.						
Sed	200	600	1200	2300	4000	5700
Cpe	350	700	1350	2800	4550	6500
Sta Wag	200	675	1300	2500	4350	6200
Series 900 Monza, 6-cyl.						
Sed	200	675	1300	2500	4300	6100
Cpe	350	800	1550	3800	5300	7600
Conv	450	900	1800	4400	6150	8800
Sta Wag	350	700	1350	2900	4800	6600
Monza Spyder, 6-cyl.						
Cpe	350	825	1600	4050	5650	8100
Conv	450	1025	2600	5250	7300	10,500
Greenbrier, 6-cyl.						
Sta Wag	200	675	1300	2600	4400	6300

1963	6	5	4	3	2	1
Series 500, 6-cyl.	200	675	1300	2500	4300	6100
Cpe						
Series 700, 6-cyl.	200	675	1300	2500	4300	6100
Sed	350	700	1350	2900	4600	6600
Cpe	350	700	1350	2900	4600	6600
Series 900 Monza, 6-cyl.						
Sed	350	700	1350	2900	4600	6600
Cpe	350	875	1600	4050	5650	8100
Conv	450	975	2300	4900	6850	9800
Greenbrier, 6-cyl.						
Spl Wag	200	675	1300	2600	4400	6300
Monza Spyder, 6-cyl.						
Cpe	350	875	1700	4300	6000	8600
Conv	450	1075	2500	5100	7000	10,000



1964 Chevrolet Corvair Monza coupe

1964	6	5	4	3	2	1
Series 500, 6-cyl.	200	675	1300	2600	4400	6300
Cpe						
Series 700, 6-cyl.	200	675	1300	2500	4300	6100
Sed						
Series 900 Monza, 6-cyl.						
Sed	350	700	1350	2800	4550	6500
Cpe	350	825	1600	4050	5650	8100
Conv	450	1025	2000	5500	7700	11,000
Monza Spyder, 6-cyl.						
Cpe	350	875	1700	4300	6000	8600
Conv	450	1150	3600	6000	8400	12,000
Greenbrier, 6-cyl.						
Spl Wag	350	700	1350	2900	4600	6600
1965						
Series 500, 6-cyl.						
4 dr Halp	150	450	1050	1800	3300	4800
2 dr Halp	200	600	1200	2200	3850	5500
Monza Series, 6-cyl.						
4 dr Halp	200	600	1200	2200	3850	5500
2 dr Halp	150	450	1050	1800	3300	4800
Conv	450	950	2100	4750	6650	9500
Corva Series, 6-cyl.						
2 dr Halp	350	775	1500	3750	5250	7500
Conv	450	1025	2600	5250	7300	10,500
Greenbrier, 6-cyl.						
Spl Wag	200	650	1250	2400	4200	6000
1966						
Series 500, 6-cyl.						
4 dr Halp	200	500	1100	1900	3500	5000

1967	6	5	4	3	2	1
2 dr Halp	200	600	1200	2200	3900	5600
Monza Series, 6-cyl.						
4 dr Halp	200	600	1200	2300	4000	5700
2 dr Halp	350	775	1500	3750	5250	7500
Conv	450	950	2100	4750	6650	9500
Corva Series, 6-cyl.						
2 dr Halp	350	825	1600	4050	5650	8100
Conv	450	1025	2600	5250	7300	10,500
1967						
Series 500, 6-cyl.						
2 dr Halp	200	600	1200	2200	3850	5500
4 dr Halp	200	500	1100	1900	3500	5000
Monza, 6-cyl.						
4 dr Halp	200	600	1200	2300	4000	5700
2 dr Halp	350	775	1500	3750	5250	7500
Conv	450	1000	2400	5050	7050	10,100
1968						
Series 500, 6-cyl.						
2 dr Halp	200	600	1200	2200	3850	5500
Monza, 6-cyl.						
2 dr Halp	350	775	1500	3750	5250	7500
Conv	450	950	2100	4750	6650	9500
1969						
Series 500, 6-cyl.						
2 dr Halp	350	700	1350	2800	4550	6500
Monza						
2 dr Halp	450	900	1900	4500	6300	9000
Conv	450	1000	2400	5050	7050	10,100

## 1990 Casa de los Niños Car Show

This was the best Casa Show I remember. There were an usually number of good cars to be seen. There were 15 Corvairs - the most I think there have ever been at a Casa Show. There were several early model and several late models and lots of convertibles and even an FC or two. Virtually every Corvair model was represented. All the cars were cleaned up nice and looking their best. We did ourselves proud!



*Casas De Las Ninos*  
*10/6/90*

# Corvair

# Puzzle

Thanks to the Vintage Times,  
newsletter of Vintage Corsa of  
Orange County for this great  
puzzle.

D S E I R E S D E R D N U H E V I F V I  
C G T N I R P S C F J K S Y A X C O H K  
J R R E I R B N E E R G R E E N B R I R  
U N B H F Y N S E D A N M V C N K W F E  
E S T I N G E R H K D F H X M L F A M S  
T B B O P T E L O R V E H C Y E G R C E  
P W T B K P I I O A I R C O O L E D A I  
R U I V U D Y R D C M N F N E A H C V R  
I I Z O V T E B I B D G M V Z H I O A E  
A K C Z D T G L J Z H G J E B W J N L S  
V P U H L H F H U T J E T R Z V X T I D  
R U D W A E F T N X I N F T O S V R E E  
O O D G L R D L A T E E O I U D E O R R  
C C E C E V D E H S I R U B K R W L B D  
F R D M D F K M V K H A J L Y C B F K N  
G D I O C O R S H E F L P E T B D O X U  
V Y S E D A P R A A L M M O N Z A B V H  
T P P Y G Y J F H O R O D E G A T L T N  
R S M M D A R L I N G T P E S G O J A E  
A E A E H O T A T O P O Z E F D K R C V  
N O R A L P H N A D A R G L D S N F N E  
T Y K F R B Y M C O S S Y I E B E H M S  
A R L U F K C V N U G C U J Y R Y A N E  
X L A K E W O O D E K O O H Q L K N D E  
L E A N P V O I D E D R E R R T G J M V  
E K G T S U J I E D B P D H S M O N A I  
H C S D H A L U E D C O S D O A L A L F  
A I W E T G X I K N K R X V B R I V E Y  
H K R F R G K L U L O A D S I D E A O T  
A E G E W E F G E L O T S O F F U R B N  
T D W D I R F V G N M I Y T T A E T G I  
C O R V A N K L O Y F O H D S H K L K N  
P R Y I Y G J G D Z X N K G D T D U B H  
N I N E H U N D R E D S E R I E S B U D

AIR COOLED  
CAVALIER  
CHEVROLET  
CONVERTIBLE  
COUPE  
CORSA  
CORVAIR  
CORVAN  
DELUXE  
FIVE HUNDRED SERIES  
FORWARD CONTROL  
GENERAL MOTORS CORPORATION  
GREENBRIER  
LAKEWOOD  
LOADSIDE  
MONZA  
NINE HUNDRED SERIES  
NINTY FIVE  
POWERGLIDE  
RALPH NADAR  
RAMPSIDE  
SEDAN  
SEVEN HUNDRED SERIES  
SPRINT  
SPYDER  
STINGER  
TRANSAXLE  
TURBO  
ULTRAVAN  
WHALE  
YENKO

PUZZLE DEVELOPED BY  
RICHARD M HARTZLER



## Gas Shocks for Corvair?

A couple of men have asked if new shock absorbers they buy should be the gas type. Having been in the chassis group at Chevrolet/CPC Engineering, I have a speaking knowledge of gas shocks and have answered that they are not necessary; not worth the money.

But wait. Maybe you don't know what gas shock absorbers are all about. Therefore a short article for the newsletter is in order.

What are gas shocks? They might also be called gas filled, gas charged, or gas pressured. Whatever you call them, there is a gas (usually nitrogen) in them, under pressure, as well as the normal hydraulic shock fluid.

Why is the gas put in there? A shock absorber that is exercised greatly over rough roads will begin to aerate. The oil begins to froth. Oil with bubbles in it will not operate properly in the shock valving, and the shock loses damping control. Your wheels won't stay planted on the ground. Shock valving is quite an art to balance out "loose" enough for a smooth ride, yet "tight" enough to retain wheel control by resisting aeration. Now if the oil is under pressure, that will suppress aeration, allowing the valving to be loosened more for ride, yet maintain wheel control. Because of the internal pressure, the shock is always extended while in the box. If you could apply enough force to collapse (shorten) it, it would pop right back out when your force was removed. This pressure results in an upward push on your suspension that could very slightly raise the car.

## What types of gas shocks are available?

It seems like the Bilstein might be the one around longest. It is of single tube design in that what you see from the outside is the working cylinder for the piston. The shocks you are used to seeing on your Corvair, or other car, is a twin tube. Seems like long ago when this type shock was used on cars it was called aircraft type, or double acting hydraulic. Anyone remember for sure?

What you see on the outside is the oil reservoir. The working cylinder is another tube inside. Therefore the name twin tube. If the reservoir tube gets dented, there is no harm. If the single tube type gets dented, the piston couldn't pass. The single tube is relatively heavy and denting is not really a concern. Gas pressure twin tube shocks are a relatively recent development. If that statement is wrong because of foreign usage, then at least their use and popularity in the USA is a recent thing. A gas pressure twin tube shock looks just like any shock

that you are familiar with. Oh, there is another version of the twin tube that has been around for a long time. Delco marketed the Pleasurizer and they were OEM on certain GM cars. This one had a "pliacell" gas bag inside; a plastic envelope that was filled

with gas, wrapped around the rod and stuffed into the reservoir. If a Pleasurizer or the more recent twin tube gas shocks lose the gas, they remain a normal shock absorber. I don't know if anyone markets a gas twin tube of length and attachment to fit a Corvair.

## Should I buy gas shocks for my Corvair?

On the positive side is a different (better) rod seal, and the rod should be more corrosion resistant. This should produce longer life. On the neutral side is the fact probably none of us drive our Corvairs in an aggressive enough manner to need gas shocks. Therefore you would never realize you had anything different. Even an occasional gymkhana or slalom would not be enough shock exercise.

On the negative side is higher price for gas shocks. Also, most any shock that could be purchased today for the Corvair would not have the same valving that was on the new car. Service shocks tend to get standardized for the kind of cars we drive. A gas shock would be another compromise, some being valved quite tight. You might or might not like the resulting ride. Then again, you could consider them great as compared to what was worn out and thrown away. All-in-all, I don't think you will get your money's worth by buying gas shocks. Maybe the answer would be different if you entered press-on-regardless competition every weekend.

This article comes from The Aircooler, Newsletter of the Detroit Area Corvair Club

# Vairs 'n Spares

**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: 1969 ENGINE, \$50.** A good mechanic's project. Almost complete. Also an excellent small trailer with which to haul it or anything else! \$100. Call Don Davis 296-9811. 9/90

**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 Corvair,** 2d, no motor. SELLING '63 van motor, 47K miles. Misc Corvair 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 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-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.

**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

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TCA's Annual Xmas Dinner/Party

Now is the time for you to get your reservations and dinner choices in to the Association Treasurer, Vic Howard.

**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	_____	_____
		<b>TOTAL</b>	_____

You will have your choice of **TWO** vegetables:

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:

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

You will have your choice of beverage:

Coffee, Tea, or Decaffeinated 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 treasurer at the address below:

Vic Howard  
6270 N. Camino Arturo  
Tucson, AZ 857182

PRINT Names 1 \_\_\_\_\_ 2 \_\_\_\_\_ 3 \_\_\_\_\_

**ALL ORDERS MUST BE RECEIVED BY VIC HOWARD BY 14 DECEMBER 1990.**  
**MAKE CHECKS PAYABLE TO: T.C.A.**



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## MEMBERSHIP REPORT

**Dues for:**

**OCTOBER:**

Milt Evans  
Alan Gray  
Joshua DeWitt  
Samuel Hernandez  
John Heish

**NOVEMBER:**

Dave Baker  
Ron Quarantino  
Gerald Lewis  
Ken Kuluski

Vic Howard  
Membership

## TREASURE'S REPORT

Balance September 1, 1990 .....\$1428.49

### Income:

Dues.....\$110.00  
Raffle tickets.....\$ 55.00  
Christmas party.....\$ 27.90  
Advertising.....\$ 10.00

Total Income..... \$202.90

### Expenses:

Raffle prizes.....\$ 26.40  
Postage & supplies.....\$114.14

Total Expenses.....\$140.54

Balance October 1, 1990 .....\$1514.56

Vic Howard



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## Fun Stuff Sales

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**NEW LOCATION**

NEW PHONE

**296-4396**



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

November 2-4, 1990: Great Western Fan Belt Toss & Swap Meet.  
Angel Field, Palm Spring, California

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

Wednesday, Oct 23: Regular Monthly TCA Meeting

Wednesday, Oct 31: TCA Board Meeting 7:30 at JB's, Swan & Speedway

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



FIRST CLASS MAIL