

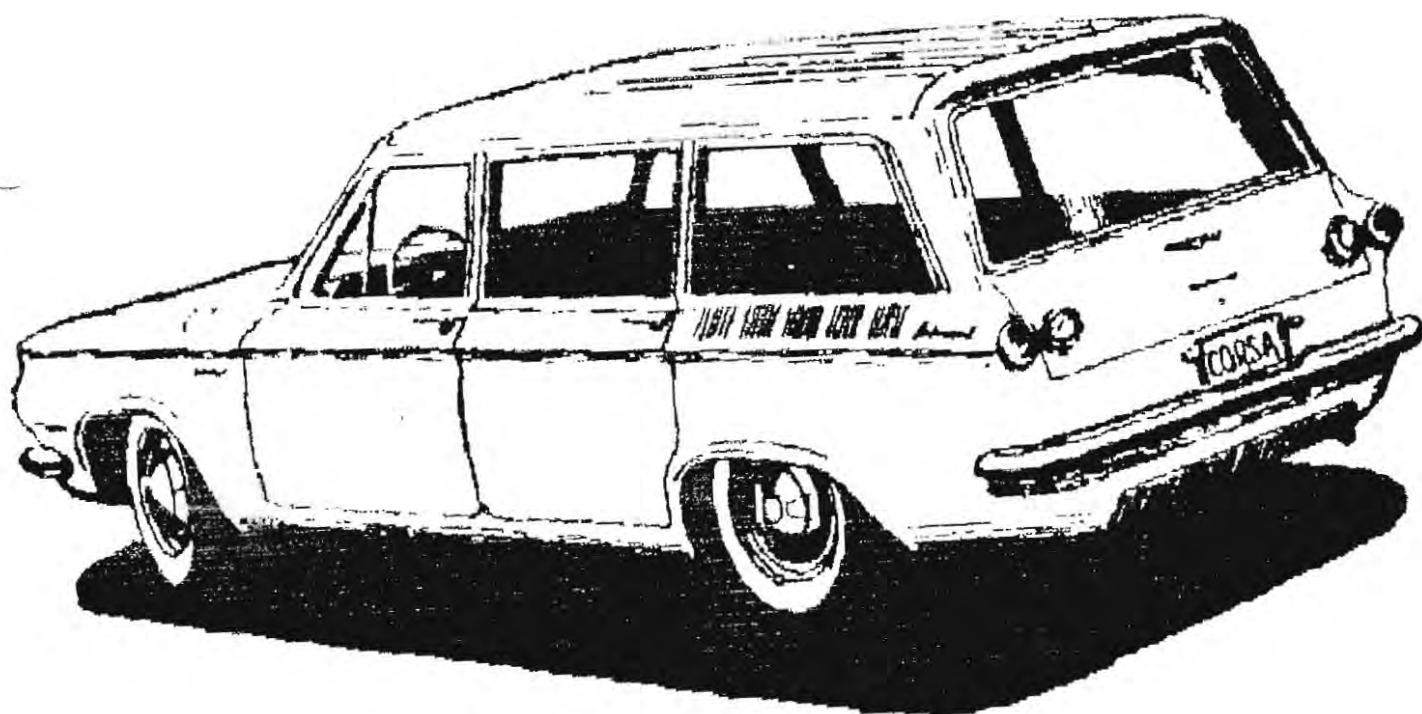
# Corvairisation

TUCSON CORVAIR ASSOCIATION

TUCSON, ARIZONA

June 1991

Volume 17 Number 3



# 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. Do 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 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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### BOARD OF DIRECTORS

Current TCA Officer  
Corvaire Editor  
Ron Allen  
Dave Baker (2 votes!)

## TUCSON CORVAIR ASSOCIATION

The regular monthly meeting of the Tucson Corvair Association was called to order by President DAVE BAKER at 7:45 p.m., May 22, 1991 at our usual meetingplace, Picadilly Cafeteria.

It was announced that the printing of the CORVAIRSATION was delayed, and would be received within a week. The President stated that the Treasurer had reported to him a balance of \$1,524.08.

The monthly Board meeting was announced for June 5th at 7:30 p.m. at JB's Restaurant.

DIANE, MILT and JACK EVANS were welcomed; and we were glad to have a new member, KEITH SANGREY.

GORDON CAUBLE was asked to report on the trip to the Pima Air Museum. He stated that the display of planes and aviation memorabilia was outstanding.

DON ROBINSON announced that he had sample jackets, from which members could order.

BEVERLY BAKER encouraged people to use our Corvair Library. Gordon added that Clark's Corvair Parts has published a Catalogue of used parts for sale. One copy will be placed in our Library.

AL CRISPIN announced the June 15th Mid-month activity at Dave Baker's home: MILT EVANS volunteered to bring the hamburgers, and ESTHER ALEX will be in charge of songs.

LICENSE PLATE WINNER this month was LARRY DANDRIDGE.

RAFFLE WINNERS for the evening were: JOHN HEISCH, MICHAEL BEGALA, DAVE BAKER, DIANE EVANS, JEAN WININGS, RON ALLEN and KATHY KUEHN.

The "Show and Tell" of the evening was done by BARRY CUNNINGHAM, concerning Corvair heads. He showed the individual heads, and described the difference between 110 and 140hp heads.

THOSE who promised to bring raffle prizes of next month are;

CECIL ALEX	GORDON CAUBLE	DON CHASTAIN
AL CRISPIN	BILL LESLIE	

There were 39 people attending, and Corvairs numbered 18.

The meeting adjourned at 9:00 p.m.

Respectfully submitted:



VERNETTE C. CAUBLE

FROM THE PRESIDENT

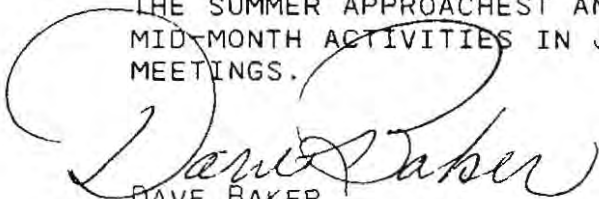
AH! I WOULD BE RICH AND SPEND ALL OUR TIME, BEVERLY AND I THAT IS, GOING TO CONVENTIONS AND REUNIONS. MY FIRST LOVES, NEXT TO MY NEW GRANDDAUGHTER, KENDALL BORN ON JUNE 10TH, ARE CARS AND AIRPLANES.

ANYONE GOING TO THE 1991 CORSA INTERNATIONAL CONVENTION? IT WILL BE OVER BY THE TIME YOU READ THIS BUT I BET IT WAS A GRAND TIME. ANYONE GOING BE SURE TO BE READY TO GIVE THE CLUB A FULL REPORT. SINCE IT'S INTERNATIONAL, I'LL BET THERE WERE COMMENTS LIKE "VAS IST LAUS MIT DAS MACHINEN?" AND "PAR-LEY VOUS FRANCOIS" AND " RESPONDEZ, SE VOUS PLAIT".

AND THE GALA AFFAIR OF THE YEAR, THE POT LUCK, POOL PARTY, WILL ALSO HAVE TAKEN PLACE. I PREDICT THAT A GREAT TIME WAS HAD BY ALL AND THAT THERE WERE OVER FORTY PEOPLE WHO ATE, DRANK, SWAM, AND WERE ENTERTAINED BY A STRINGED DUO AND SANG SONGS INTO THE NIGHT. I ALSO BET THAT ED SANFORD GAVE ME SOME MORE INSTRUCTION ON MY NEW COMPUTER SYSTEM.

HOW MANY OF YOU BELONG TO CORSA AND RECEIVE THE CORSA COMMUNIQUE? IF YOU ARE INTERESTED IN THE CORVAIR IT SHOULD BE A MUST. THERE ARE SO MANY INTERESTING AND VALUABLE FEATURES TO KEEP YOUR CORVAIR IN PRIME CONDITION AND EXTEND ITS LIFE. JUST \$25.00 PER YEAR. ASK ME FOR APPLICATION FORMS.

THE SUMMER APPROACHEST AND THE HEAT IS ON. THERE WILL BE NO MID-MONTH ACTIVITIES IN JULY AND AUGUST, JUST THE REGULAR MEETINGS.



DAVE BAKER  
PRESIDENT  
NEW COMPUTER OWNER



## PROLONGING THE USEFUL LIFE OF A CAR BATTERY

by K.L. Martin B.Sc. (Hons)(London)

~~Very few car batteries are replaced~~ because they stop working; in almost every case the battery is replaced because it doesn't work well enough any more. What is not generally realized is that something can be done at this stage that may well prolong the useful life of the battery (quite often by many years), and that the same treatment carried out earlier in the battery's life may well have stopped the symptoms from occurring in the first place.

### Sulfating: Removal or Prevention

The reason for a battery failing to work properly any more is due to the chemical processes that take place within each cell when the battery is not fully charged. Even the slightest of discharged conditions allows both plates to react slowly with the sulfuric acid electrolyte to form lead ions. It is these lead ions that cause problems - they combine with sulfate ions in sulfuric acid to form highly insoluble lead sulfate. When this coats the plates of the battery, it fails to deliver enough power to be of use. The battery may well be thoroughly serviceable in every other way, only the "sulfating" stops the battery from delivering enough power to start the car.

The sulfating can effectively be removed or prevented by adding to each cell a chemical called tetrasodium ethylenediaminetetraacetate (often abbreviated to tetrasodium EDTA). This chemical forms co-ordination compounds with many metal ions, including the lead ions formed in the discharge cycle of a battery. The compound formed by lead ions and the EDTA ion is not particularly stable in the acid medium of a battery, but when it breaks down again, any lead sulfate regenerated tends to drop to the bottom of the cell where it lays harmlessly since it doesn't conduct electricity. Any regenerated EDTA ions are free to continue their work.

As can be seen from above, treating a battery with tetrasodium EDTA is likely to be most effective when the battery, for one reason or another, spends periods when it is not fully charged and so contains too many lead ions. This is likely to

occur if the car is used for just short trips, is infrequently used, or has at any time suffered from an inefficient generator/ alternator. Treating with the chemical can also help keep an original battery in use, and can help in bringing back into use, a stored battery.

To treat a battery with tetrasodium EDTA you simply take a fully heaped tablespoonful of the powder, divide it up and add to each cell. This assumes an average size battery, but the exact amount is in no way critical. What you should then do is to use the car normally for a few days, or agitate the battery frequently for a few days, and then give it a through charge to build up on the cleaned plate areas. On the assumption that sulfating has been affecting the performance of your battery, an increased performance will be noted from here on.

Over the past few years, many thousands of European car enthusiasts have used tetrasodium EDTA with great success on their batteries. You may wish to do the same by purchasing some of the chemical and giving it a try.

### Battery Acid: Safety Precautions

The electrolyte in a battery is sulfuric acid at a concentration about mid-way between the dilute and concentrated acids that you may have met when at school. As such, you have to take care when handling it. The one thing you must never do is get the acid in contact with your eyes. Don't peer into a cell if you are charging the battery with the caps off: the spray from the fizzing can get into your eyes and will cause permanent damage. Remember that the gases given off during charging constitute an explosive mixture - if they are as much as sparked by even static electricity, the explosion that occurs can splash acid out of the battery all over your face. If there is the slightest possibility of the acid getting into your eyes then wear goggles while you work close to, or with your battery or its acid. Battery acid spilled on you or your clothes will cause burns if left for very long. The treatment for acid spillages wherever they occur is always the same - wash down with large amounts of cold water.

Beware of where you keep old or new batteries. Think of what could happen if one were to fall off a high shelf: split and deposit acid all over the garage and

you. If you store battery acid do so only in glass or thick polythene screw-topped containers, leaving a space for air at the top. Label the containers permanently, keep them out of the reach of children, and store where they can't fall and nothing can fall upon them. All this should apply to batteries too.

### Restoring The Battery

By far the most common problem that people seem to encounter is what to do with a battery during a period of inactivity, or if it is superfluous to needs, what needs to be done to store it for future use. If you can't get into the habit of charging it regularly and often, it must be stored dry and the following procedure can be adopted.

Firstly, the electrolyte must be carefully removed from the battery. The simplest way of removing it is to take off the cell caps, turn the battery on its side with the terminals uppermost and then completely upside down, over a polythene bowl. Never do this over a metal container, the acid may react with it; also the battery still works at this stage and any dead short across the terminals may well burn a hole through the container. The electrolyte will probably be re-usable, even if it looks dirty, so if it is caught in a bowl it can be kept for future use. An average sized battery contains about 1 1/2 liters (3 - 3 1/2 pints) of electrolyte, which should be stored as described above.

After the battery has been emptied, it should be washed out with copious amounts of cold water. Don't stint on this, keep filling and tipping out until the last trace of sediment emerges. If you don't remove all of the acid at this stage, it will cling to the plates and coat them with lead sulfate, leading to all the familiar problems associated with sulfating. Store the battery on its side with the cell caps removed.

### Restoring The Battery

When the battery is to be used again, the acid can simply be poured straight back in, followed by a recharge. Before that, the plates can be cleaned of any sulfate deposits that may have built up during its working life by using the chemical tetrasodium EDTA, mentioned previously. Divide about a third of a

tablespoon of the powder between each cell, and then top-up with warm water. EDTA works slowly in battery acid but extremely quickly in neutral or alkaline solutions, so leave the EDTA solution in the battery only for an hour or so shaking it occasionally, and then remove and wash out well with water. After the EDTA treatment, put the acid back in and recharge. If you are short of electrolyte (you shouldn't be if it was drained properly), get a little from your local battery supplier. If he won't cooperate, ask a local chemicals supplier if he will make you up a little 4M(8N) sulfuric acid (1 part concentrated sulfuric acid to 4 1/2 parts water).

### Rescuing a Dead Battery

Batteries that are completely dead, or more commonly have one dead cell, can often be rescued, depending on how and why they failed. Checking the voltage may not tell you much - a reading in the range of 13 to 14 volts is nearly always obtained. Testing the specific gravity with a hydrometer can also be misleading, as different manufactures use slightly differing acid concentrations and so interpreting readings can be a problem. As a rough and ready guide, a battery that suddenly and spectacularly fails or fails to start a car after a long static charge, might as well be thrown away. Those most likely to be resurrected are ones that were in good condition but have stood neglected for some time. These need the electrolyte removed and a treatment with EDTA as described above. In one albeit spectacular case, someone recently returned to use a battery that was 14 years old and had been out of use for 10 years!

### Topping-up Solution

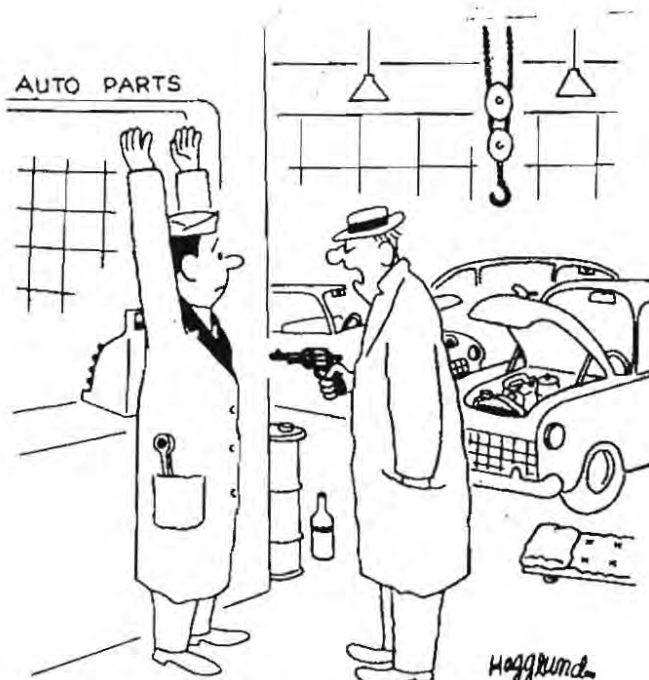
Distilled water is not strictly necessary for topping up and it certainly isn't worth the cost if you have to buy it. If you have a refrigerator or a freezer, you can collect the frost that forms due to condensation of water vapor in the air and use that. Failing that you can use tapwater that has been boiled and allowed to cool, but it is better to prepare yourself a topping-up solution. To do this, put a very small amount of the tetrasodium salt of EDTA in a jug and add some hot water, allow it to cool and

carefully decant the water off, leaving behind any sediment that might fall to the bottom.

Preparing yourself a topping-up solution like this is far more economical than continually buying distilled water for batteries and has the advantage over distilled water in that the solution you are adding has something in it to prevent sulfation of battery plates.

I would be very happy to try to answer any queries one may have about batteries, but please include an international reply coupon for a reply by surface mail, or a \$1 bill to cover my costs for a quick reply by airmail. My address is K.L. Martin, 19 Brookmead, Meppershall, Shefford, Bedfordshire, SG175SA, Great Britain.

Reprinted from Antique Automobile via Valley Corsa via South Coast Corsa.



"I expect about two hundred and fifty bucks and that's just an estimate, buddy!"

## Tech Tip

by Mike Stickler

### *Installing '65 and later heads on an early model engine*

Installing the later model heads on the early model engine presents the problem of keeping the smaller size jugs centered in the heads during assembly. I've used plumbers tape as a shim to solve this problem. Cut the tape lengthwise down the center and then cut off a section slightly longer than the required circumference. Bend the tape into a smooth circle. Tapping it with a hammer on an anvil seemed to produce the smoothest curvature. File the ends down until it's just a hand-press fit into the head. Check the fit with one of the jugs as you go. Solid copper head gaskets will give a better seal with this set-up.

*Happy Vairing!!!!!!*



HAVE A 'VAIRY GOOD HOLIDAY! *AK*



## *Corvairs in the Pines, A Mountain Getaway*

August 15 - 18, 1991, Flagstaff, Arizona

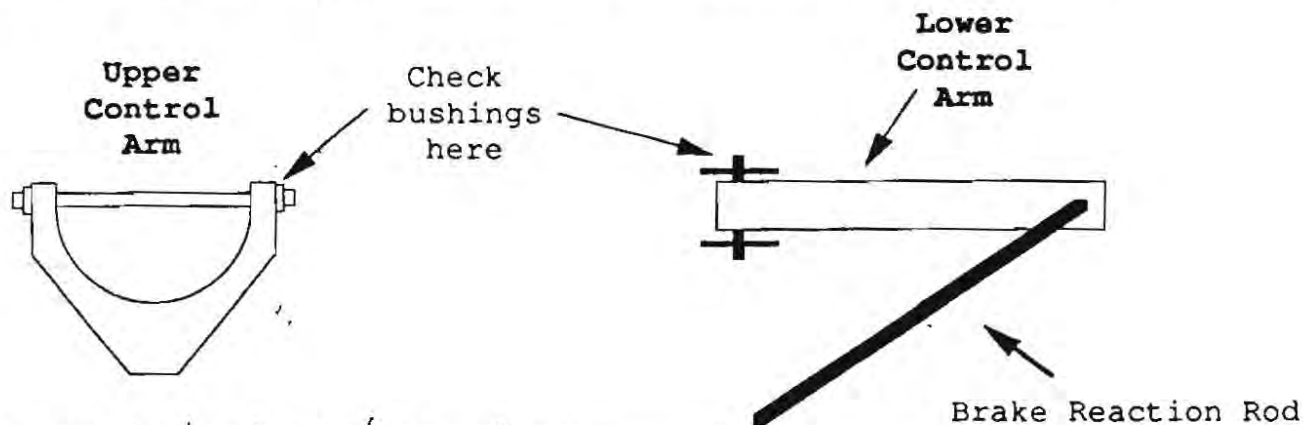
What's to do? How about a ride on the Grand Canyon Scenic Steam Railroad, an evening tour of Lowell Observatory, an area tour of incredible variety and beauty, a show 'n shine car show, and a family outdoor barbecue. Can't make it to Washington DC? Plan your family vacation now in this beautiful area of Arizona

Information packet available for \$1.50; send to Sid Stewart III, 2034 W. Flower, Phoenix, Arizona 85015

from the Central Virginia Corvair Club Newsletter

### Front End Noise

Having a hard time tracking down the cause of a front end noise? Check the upper and lower control arm bushings. If any bushing is cracked, broken, or has chunks missing, replace it. Make sure there is no looseness between the shaft and the inside diameter of the bushing. If the bushings don't fit the shaft snugly, replace them. The upper control arm bushings can be inspected from the top of the suspension assembly just inside the front wheel, and the lowers can be checked from underneath the car. Another noise spot are the lower shock mounting bolts, which can bang the lower arm when loose.



COURTESY NORTHERN VIRGINIA CORVAIRS



# Vairs 'n Spares

**FOR SALE:** '69 500, 2d, 3-speed, \$500 and '62 Greenbrier, auto, \$500. Too many cars, county wants them moved. Get in touch with David Gunderson, 10691 N. Spokane in Avra Valley, no phone but leave message with neighbor 682-2802; also 882-7681. 6/91

**FOR SALE: FORWARD CONTROL** - Van & Pick Up parts. Reasonably priced. Everything from van door to tailgate latches; axles & trim parts. Don Robinson (602)297-1356. 4/91

**FOR SALE: 80hp (Z) ENGINE** \$150 Call Don Robinson (602)297-1356. 4/91

**FOR SALE: '64 MONZA**, 4 Door, 110/auto. Nice interior, new tires, could stand paint job \$1300 Call Larry Dandridge (602)750-1515. 2/91

**FOR SALE: '64 CONVERTIBLE BODY**, no dents, no rust; serviceable interior parts, transmission and differential installed, no engine \$500. Call Larry Dandridge (602)750-1515

**FOR SALE: 140 HEADS**, 1 set fly cut and valve seats ground, no valves. \$115 each; One only with valves, \$130. Call D. Marshall at 883-1421 morning or evening or Del Light at 883-6794 2/91

**FOR SALE: CORVAIR PARTS.** Large outdoor yard full of great Corvair parts. Call Barry Cunningham for information at (602)747-9028. 2/91

**FOR SALE: PARTING OUT** 7 Corvairs (1 convertible). No titles Call Mike Garrison in Sahuarita at 1-602-648-2610 P.O. Box 603, Sahuarita, AZ 85629. 2-91

**FOR SALE: '63 GREENBRIER**, automatic, freshly sealed engine, new brakes, new battery, carbs rebuilt, good mechanically. Asking \$1500 Call Lewis Bailey (602)744-9307. 1/91

**FOR SALE: '61 LAKEWOOD**, automatic, reconditioned \$1250 OBO. Call Del Light (602)883-5902. 12/90

**FOR SALE: '64 MONZA**, 2-door, automatic, not running but complete. \$350. Call Del Light (602)883-5902. 12/90

**FOR SALE: '65 MONZA**, 2-door, 4-speed, rough but strong engine Running. Will part out engine first. Call Del Light(602)883-5902. 12/90

**FOR SALE: '61 MONZA 500**, 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: SPYDER COUPLE**, '64, white w/ white seat and red interior trim. Rust free body and new tires. A one owner car that can be driven anywhere. \$2,900 OBO. Call Gordon Cauble (602)299-1122. 4/91

**AUTO BODY REPAIR** and restoration. Traveling estimates. It could be less than you think, but then again, it could be more. Corvairs are my fist love. Ted Christianson. 887-9449.

**FOR SALE: NEW and GOOD USED PARTS.** Rebuilt flywheel for early or late, bolted and balanced, \$85, good FC axles with packed bearings, \$80 each; '65 Corsa wiring harnesses - main & engine compartment; new gas door guard, \$20; reconed Corvair radio speakers, early \$15, late \$19; Other new and good used parts. Call Gordon Cauble (602)299-1122.

**FOR THE DO-IT-YOURSELFERS:** Mag ignition wires and log rotors, plus all regular ignition items. Wrapped fan belts, air and oil filters plus viton O-rings and oil cooler seals. Call Gordon Cauble (602)299-1122.



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Ted Christianson Mary Ann Chapman 887-9449



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TUCSON CORVAIR ASSOCIATION REGULAR MONTHLY MEETINGS  
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

Aug 15 - 18, 1990: Corvairs in the Pines, Cactus Corvair Club,  
to be held in Flagstaff. See more info inside.

Nov 1 - 3, 1990: Great Western Fanbelt Toss and Swap Meet, to be  
held in Indio, California. We'll have more details  
as they become available.

Regular Monthly Meeting: Wednesday, June 26, 1991

TCA Board Meeting: Wednesday, July 3, 1991 at JB's Swan & Speedway

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



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