

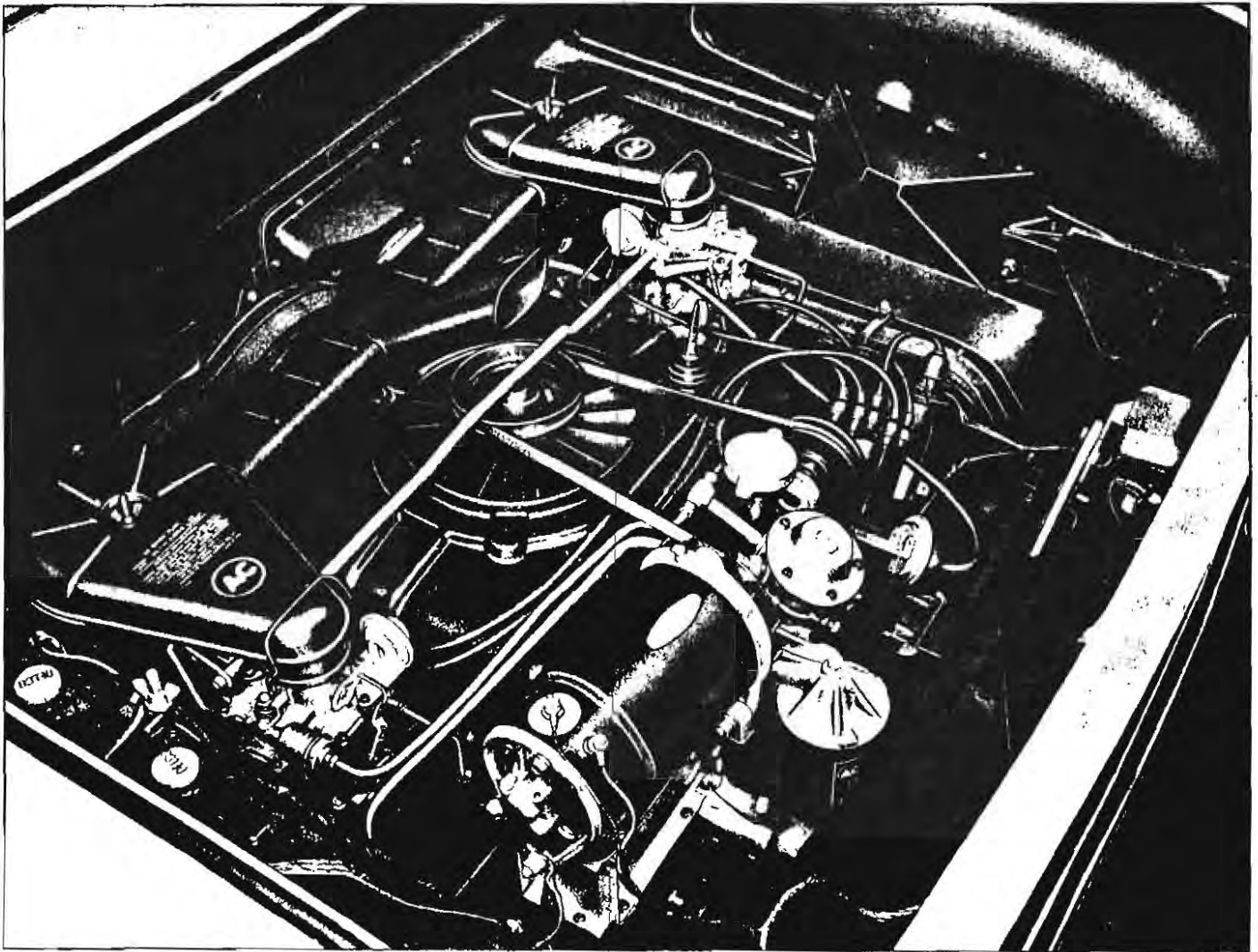
# Corvairnation

TUCSON CORVAIR ASSOCIATION

TUCSON, ARIZONA

Volume 17 Number 8

November 1991



# TUCSON CORVAIR ASSOCIATION

**CORVAIRSAISON** 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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Ron Allen  
Dave Baker (2 votes!)

FROM THE PRESIDENT

NOVEMBER 1991

DON CHASTAIN HAS TO BE THE CORVAIR TECHSPERT OF THE WORLD. IF I TOLD YOU THAT MY '67 WENT TO FULL THROTTLE, DANGEROUS, WHEN THE AUTOMATIC TRANSMISSION SHIFT LEVER WAS PLACED IN LOW, WHAT WOULD BE YOUR DIAGNOSIS? WELL, IT TOOK SIX HOURS OF WORK AND PONDERING BUT NOW IT WORKS BEAUTIFULLY. WE'LL SHOW AND TELL AT THE NOVEMBER MEETING. DON'T MISS IT.

THE NOMINATING COMMITTEE FOR 1992 HAS BEEN APPOINTED. VAN PERSHING AS CHAIRMAN WITH LARRY DANDRIDGE AND ALAN ELVICK. IF YOU HAVE THE TIME, ENERGY AND AMBITION TO SERVE, LET ONE OF THEM KNOW.

WHAT DO YOU THINK ABOUT SEPARATING THE OFFICES OF TREASURER AND MEMBERSHIP? ONE PERSON HANDLING BOTH JOBS SEEMS A BIT MUCH.

AH! THE GREAT WESTERN FAN BELT TOSS. WHAT A GRAND AFFAIR. THERE MUST HAVE BEEN 250 PEOPLE AT THE AWARDS BANGUET ON SATURDAY NIGHT. VERN, NAOMI AND THEIR DAUGHTER WERE THERE AS WELL AS BEVERLY AND I, VAN AND VICKI, GORDON AND VERNE. ALSO IT AS NICE TO SEE VIC AND INGRID HOWARD FROM PHOENIX. VERN TRAIERED HIS CORVAIR BEHIND HIS WINNEBAGO. HE SAID THE WINNEBAGO GETS 6 MPG REGARDLESS. THERE WERE SOME EXOTIC MACHINES THERE AS WELL AS A GREAT SWAP MEET WITH MANY EXCITING MODIFICATIONS AND IMPROVEMENTS FOR THE CORVAIR. ONE SET-UP ELIMINATED THE COOLER BLOWER AND, AND OF COURSE, THE WIGGLY, CURLY, SCREWY, WANDERING ALTERNATOR BLOWER BELT.

LOTS OF GOOD THINGS AND GOOD TIMES COMING UP. NEXT IS OUR CHRISTMAS PARTY. JANUARY MID-MONTH SHOULD BE A TUNE-UP CLINIC, AND FEBRUARY, THE ELECTION OF 1992 OFFICERS.

HAPPY CORVAIRING,



DAVE BAKER  
DON CHASTAIN'S PARTS WASHER

TUCSON CORVAIR ASSOCIATION

The regular monthly meeting of the Tucson Corvair Association was called to order at 7:40 p.m. by President DAVE BAKER at the Picadilly Cafeteria, Wednesday, October 23, 1991.

A motion was made to accept the minutes of the September meeting.

Visitors of the evening were:

SHERRI AND FABER GLOVER

TONY VACURA

DARLENE SHEPHERD

VERN GRIFFITH, chairman of the planning for our part in the Casas de las Ninos Car Show, reported that 14 of our members brought cars and that a good time was had by all who participated.

DON ROBINSON, can committee chairman, encouraged members to continue bringing in aluminum cans. He also announced that there was a lifetime belt available for \$12.00.

AL CRISPIN urged us all not to miss the planned tour on November 16 of the Titan Missile Museum. We meet at McDonald's, 12th and Valencia (NE corner) at 10 a.m. sharp. Tickets are \$5.00 for adults; Seniors, \$4.00, Juniors \$3.00, Children under 10, Free.

NOMINATING COMMITTEE members were announced: Van Pershing, Chairman; Larry Dandridge, and Allan Elvick.

ED SANFORD reported on his two-week trip to Australia with his wife, CAROL. His visit included not only snorkeling, but a chance to see the Rain Forest, kangaroos in the wild, the towns of Sydney and Canberra and interesting sights in between.

RAFFLE WINNERS were:

TONY VACURA (license plate)

MARTY KULUSKI

LYNN BLOOM

LARRY DANDRIDGE

VAN PERSHING

GLORIA GRAY

ESTHER ALEX

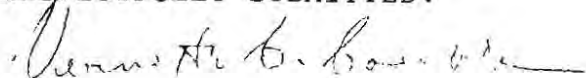
DARLENE SHEPHERD

ALLAN ELVICK

VOLUNTEERS WHO PROMISED prizes for next month are: CECIL ALEX, ALLAN ELVICK, ED SANFORD, GORDON CAUBLE, AND JACK ZERKEL.

There were 30 people present.....15 Corvairs

RESPECTFULLY SUBMITTED:



VERNE CAUBLE, Secy.

and many comments over the years in which the Powerglide is relegated to an inferior position mostly because it is a "two-speed transmission." **Wrong, very wrong.** The Powerglide has two "ranges" of speeds provided by the mechanical gears and an infinite "number" of 'gear ratios' as provided by the Torque Converter. The torque converter is a big advance over the fluid coupling which was first featured in some cars back in the early years. The popular HYDRAMATIC was a very clever arrangement of a fluid clutch coupled with an automatically shifted two-set planetary transmission. The fluid coupling could only transmit the engine torque at best and the torque was multiplied by the gear sets as selected or ran through by the internal controls. The clever part was that the arrangement used a "split Torque" system in which some of the torque was carried through the fluid coupling and the greater amount went through the mechanical connection (the gears). In this arrangement, the planetary sets acted as "summers" adding or summing the two torque paths. This arrangement was a great improvement over the other types of transmissions that simply transmitted all the torque through the fluid coupling.

As the "hydraulic torque converter" came practical, a transmission of simpler mechanical construction with reasonable flexibility became possible. The hydraulic torque converter, or more simply, torque converter, is able to multiply torque by virtue of having a "reaction" set of blades which redirect the circulating fluid so that it impinges on the "turbine" set of blades in a direction nearly optimum for the generation of torque. This is the big factor that leaves the fluid coupling way behind for an automotive transmission.

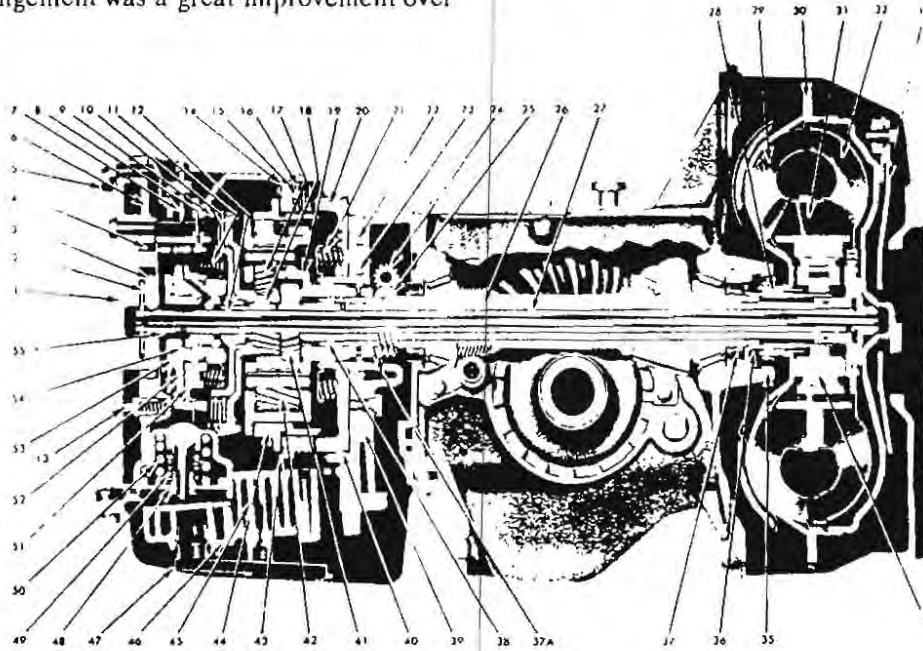
Contrary to what many people seem to think, it is not the viscosity of the fluid that "makes" the torque, but instead it is the reversal of direction of the fluid through the turbine blades (the section coupled to the output). By varying the configuration, skilled designers can accentuate some of the converter's characteristics over others. For instance, a converter can be designed to transmit best in the normal direction (to the driven wheels), but be rather weak if the wheels try to drive the engine--this would tend to make pushed starts hard to come by. In the Powerglide, the designers have managed to incorporate a 2.6 to 1 torque multiplication ratio (at stall) and still have the ability to transmit enough torque in a reverse direction to permit a push

start--at least in the Corvair Powerglide (look in your instruction manual--I have done it just to see how it goes). The designers surpassed a good many of the other transmission units with the 2.6 to 1 torque multiplication and also managed to keep the push-start feature which most have lost. Bravo!

As the horsepower race of a few years back proceeded, other designers gave up some of these features and incorporated more gear speeds in order to keep transmissions to a reasonable size and cost for the big iron. The original full size Chevy Powerglide (of 1950) still had the push-start capability, but was made simple without the automatic shift through the gears--presumably to keep the cost down. In 1953, an improved converter (forward) was incorporated along with automatic shifting. No push start any more. In the Corvair, these lost features were retained, most likely because the larger size and torque needs of the "full size" cars were not needed and the goodies wouldn't make the

transmission larger than need be anyway.

Now, if you look at the specs, you will find that the 2.6 to 1 converter torque, multiplied by the low range gear set of 1.82 to 1 gives more torque to the differential than any of the 3 or 4-speed mechanical transmissions. With the mechanical transmissions, the maximum torque (low gear) is 4.27 to 1 (95 series) and the powerglide maximum torque is 4.73 to 1.



It is true that you can't "pop" the clutch with a Powerglide, but you really shouldn't do that anyway. You also can't manipulate the gear ratio to the degree you can with a mechanical, either, but you can put the selector in "low" and keep it there or shift at your own inclination. You do have the advantage of constant mesh gears and a very quick shift when it does occur. The Chevy designers tried to make the automatic controls work in a reasonable way for most conditions. This can be altered if you are smarter than those guys and want to get into the innards.

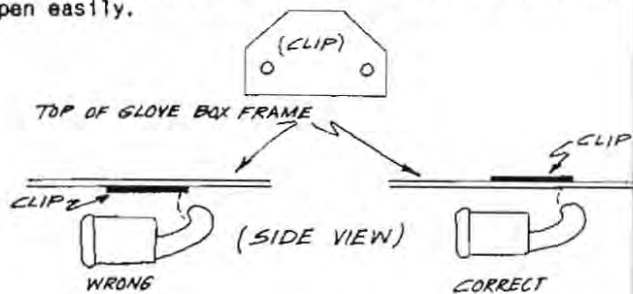
The real point, however, is that a lot of the "filling station talk" is uninformed and to paraphrase one of our great scientific progenitors, "If you can't put numbers on it, you don't really know what you're talking about." Legend for cut-a-way on page 9.

John G. Osburn, SDCC



## TECH NOTES by Bob Wilhelm

**IS YOUR GLOVE BOX DOOR DIFFICULT TO OPEN?** was the topic of a tech tip printed in this newsletter last month. Well, the problem arose in my daughter's Corvair and in that case, I was able to correct the problem without altering the latch. Check this out the next time it happens to you: The real problem is often in the top of the glove box locking frame area. There should be a metal clip, about 1" long, which is secured & adjusted by 2 screws (see sketch). The problem occurs when this clip has either become loose or fallen off. In many cases, the clip is re-attached to the top underside of the frame - it should be attached on the outer top of the frame. Once the clip is positioned correctly, the glove box should open easily.



**REUPHOLSTERY: DO-IT-YOURSELF KIT?** The June 1990 issue of *Hot Rod Magazine* has an excellent article entitled, "Recovery of the Cushy Kind," with tips on installing new auto interiors. There are several techniques to make sure that the headliner fits snug, with no wrinkles, and others concerning seat cover alignment. It is an article worth saving until the need arises. However, one topic was NOT mentioned: Those springs in your car seats usually need beefing up or replacing - something which is easy and inexpensive. Springs can be picked up at any upholstery supply store; all you need is the length (about \$1 or \$2 per spring) and a few hog-nose clips. Seats have between 5 and 6 springs, but it is seldom necessary to replace them all; on my last job I replaced two and reinforced the rest.

Bob Wilhelm.....Corvair Houston



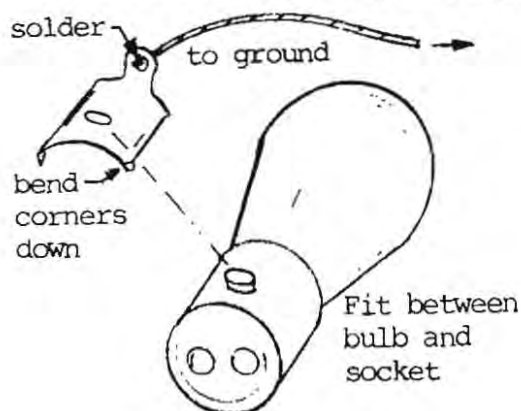
**CHANGING THERMOSTATS:** The big problem is the little clip which holds the pin into the hole in the door arm. Three hands are needed. To make this easier, bend the ears the clip together so the clip will stick on the arm, with all three holes registered.

This way, there is in effect only one hole to get the pin maneuvered into. If the pin (which is threaded onto the thermostat rod) wants to swivel around and point down, put some grease on the threads to make it stiffer to turn.

Cliff Toraason, *Negative Camber*,  
Corvairs of Cincinnati

## FUNNY TAIL-STOP LIGHTS

The plated steel holder for Stop-Tail bulb that is crumped into the aluminum housings often become affected by corrosion between the steel and aluminum. When this takes place strange things can happen. My tail light goes on, but goes out when the turn signal or stop lite goes on. The corrosion becomes a goofy resistor to ground. One cure is to center punch the crimp around the steel lamp base. This leaves the corrosion in place. An easy fix, shown below, uses a piece of shim brass and wire. The corrosion is bypassed and everything works great!



John Osburn, SDCC



**OPENING LOCKED TRUNK:** To open a trunk without destroying the lock, remove the headlight bucket. Using a 7/16" wrench, you can now remove the trunk lock assembly by reaching in through the hole behind the bucket. If you are a purest, you're going to have to remove the horn shield under the fender because of that one through bolt in the center of the headlight bucket. (Since I re-located my horns, there is no shield or bolt on my '63 or '61.)

Dave Pierce, *Vair Gram* (March 1990),  
City Car Club Corvairs

# TCA'S ANNUAL CHRISTMAS DINNER/PARTY

*Now is the time to get your reservations to Bill Leslie at the address below.  
Come on out, it promises to be a very enjoyable evening! Sing-a-long with Esther Alex!  
The meal will be delicious and nobody will leave hungry!!!*

**WHEN:** Saturday, DECEMBER 14, 1991.

**WHERE:** *Webb's Old Spanish Trail Steak House*, 5400 South Old Spanish Trail (just keep going past Saguaro Corners and you won't miss it, about 10 miles east of Kolb Road).

\*\*\*\*\*

**Social Hour**  
**Dinner served**

**5:00 P.M. No Host Bar**  
**6:00 to 7:30 P.M.**

\*\*\*\*\*

Please cut along (lower ~) line above and return lower portion. Keep upper portion for future reference.

Appetizer Tray (hors-d'oeuvres) available during social hour.

<u>Home Style Menu</u>	<u>Cost</u>	<u>Quantity</u>	<u>Price</u>
Filet Mignon, 6 - 8 oz.			
Barbecued Pork Ribs			
Barbecued Chicken	15.00		
		<u>TOTAL</u>	<u>\$</u>

Included with dinner is Salad Bar (serve yourself), Ranch Beans, Bread and Butter or Rolls, Dessert (Peach Cobbler), and choice of Coffee, Iced tea, or Decaffeinated Coffee.

Baked Potato a la carte    \$1.50 each    Quantity    TOTAL

**GRAND TOTAL \$** \_\_\_\_\_

*Your Tucson Corvair Association will pay for your dessert.*

Mark quantity, price, and add total cost and send, with check (made payable to T.C.A.) to:

Bill Leslie  
P.O. Box 18503  
Tucson, AZ 85731

PRINT Names of members and guests:

1 \_\_\_\_\_ 2 \_\_\_\_\_  
3 \_\_\_\_\_ 4 \_\_\_\_\_

**ALL ORDERS MUST BE RECEIVED BY BILL LESLIE NO LATER**  
**THAN 29 NOVEMBER 1991.**  
**MAKE CHECKS PAYABLE TO: T.C.A.**

# Clark's Corvair Parts, Inc. Buys OTTO PARTS

As owner of OTTO PARTS for almost 20 years this is certainly a milestone in what has been an exciting and rewarding career. I have personally enjoyed the challenge of supplying a top quality line of Corvair engine and transaxle parts to a unique group of quality minded Corvair enthusiasts. Many of you have depended on OTTO PARTS to supply the parts and services required to make your projects a success. I will certainly miss being a part of these exciting projects.

It is important to me that the tradition of OTTO PARTS continue on, Clark's Corvair Parts, Inc. is clearly best prepared to undertake this challenge. I will be working with them for sometime to help them with the transition. They have made another major commitment to keeping Corvair parts available. Please give them your support, they deserve it.

I want to thank all of you who have supported and relied on OTTO PARTS over the years, and happy Corvairing for many years to come.

Very truly yours. . . . .

*Blake Swafford*  
BLAKE SWAFFORD

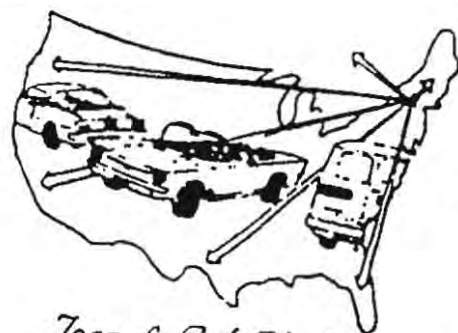
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## Membership Report

The following dues are due:

### **November**

Dave & Beverly Baker  
Ken & Marty Kuluski

### **December**

Bill Stratton  
Natalia Lederer

### **Past Dues**

Don Davis 7/91  
Bob & Barb Eggers 9/91  
Howard & Karen Fisher 9/91  
Brian Goodman 9/91  
Kenny Heacox 5/91  
John Heisch 10/91  
Herb Rielly 7/91  
Donnie Williamson 9/91

As always, please excuse any mistakes on  
dues. Please contact me if there are any errors.

Marty Kuluski  
Membership Chairman

## Treasurer's Report

Balance October 8, 1991.....\$1,020.97

### Income

Raffle (Sep & Oct).....	71.00
Dues .....	70.00
Merchandise sales.....	12.00
Aluminum Cans.....	21.00
Christmas party.....	
<b>Total Income</b>	<b>174.00</b>

### Expenses

Postage .....	48.20
Super prizes.....	20.20
Copy machine maint & supplies	
.....	40.67
<b>Total Expenses</b>	<b>328.02</b>

Balance November 8, 1991.....\$866.95

Marty Kuluski

# Vairs 'n Spares

**FOR SALE: '65 MONZA** Coupe, 110/ auto, yellow exterior w/ white interior, A/C, AM/FM cassette, 75K original miles, new chrome, new front suspension, new carpet and door panels. A beautiful car that needs nothing. \$3,950 OBO. Call Gordon Cauble at 299-1122. 11/91

**FOR SALE: '62 -'63 PISTONS**, +.040, custom cast with new rings, excellent condition. \$150 OBO. Call Josh DeWitt, 294-4340. 10/91

**FOR SALE: '63 DOOR & QUARTER PANELS** for a convertible, red, without buttons. Larry Dandridge, 1441 S. Alvernon. 10/91

**FOR SALE: 1966 CORVAIR 500 coupe**, 110hp/4-speed, strong engine, cloth upholstered bucket seats, 4 new 185R18 whitewall tires, full wheel covers, dual glass-packed mufflers, new windshield, plus misc. parts. Make offer. Call Ron Allen 721-0551 anytime. 9/91

**FOR SALE: '63 SPYDER** Coupe. New paint and interior. Beautiful car. \$2350 OBO. Call Don Robinson 297-1356. 9/91

**FOR SALE: 140 HEADS**, fly cut and valve seats ground, no valves. \$115 each; Call D. Marshall at 888-1421 morning or evening or Del Light at 883-6794. 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: '64 MONZA**, 2-door, automatic, not running but complete. \$850. Call DelLight (602) 883-5802. 12/90

**FOR SALE: SPYDER COUPLE**, '64, white w/white seats 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 at (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 first 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 long 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.

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

**CORVAIR PARTS:** Large selection of early and late. Reasonable prices. Larry Dandridge, 1441 S. Alvernon.

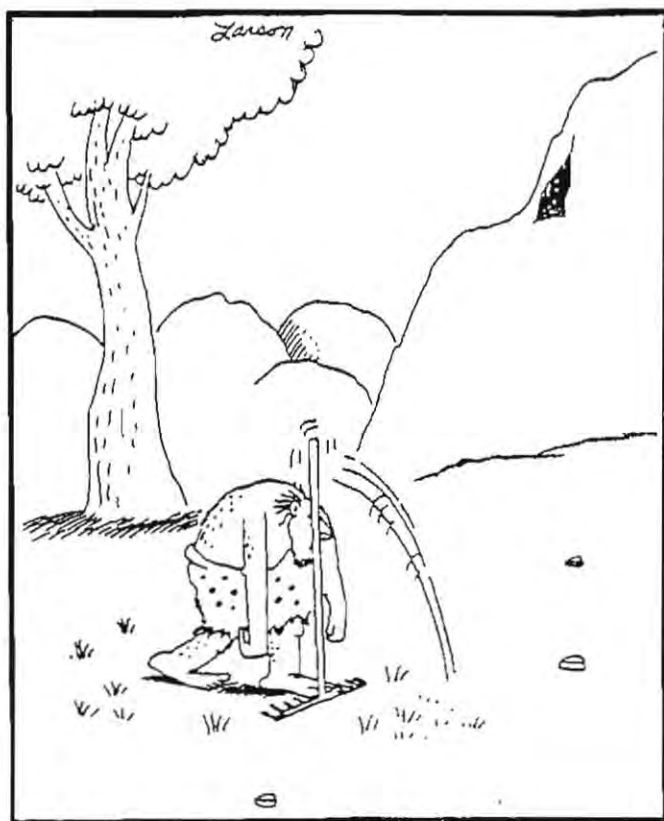
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TUCSON CORVAIR ASSOCIATION REGULAR MONTHLY MEETINGS  
FOURTH WEDNESDAY of each month (except December)

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

December 14, 1991: TCA Annual Christmas Party - Registration form  
inside. November 29 DEADLINE.

NO REGULAR TCA CLUB MEETING IN DECEMBER.

Regular Monthly Meeting: Wednesday, November 26, 1991  
TCA Board Meeting: Wednesday, Dec 4, 1991 at JB's Swan & Speedway

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



FIRST CLASS MAIL