

Corvairwater

TUCSON CORVAIR ASSOCIATION

TUCSON, ARIZONA

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artwork from Group Corvair Comments

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. \$12

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.

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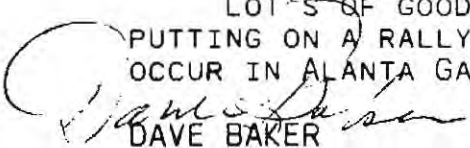
Current TCA Officer
Corvaire Editor
Ron Allen
Dave Baker (2 votes!)

FROM THE PRESIDENT

UNLESS YOU ELECT ME AGAIN IN 1993, THIS IS MY LAST PRESIDENT'S LETTER. I'LL SAY THIS, IT'S BEEN FUN AND A GREAT EXPERIENCE, TWICE. I BELIEVE THE TUCSON CORVAIR ASSOCIATION HAS HAD A GREAT YEAR. OUR MEMBERSHIP IS UP TO ABOUT 60 FAMILIES AND OUR MONTHLY MEETING ATTENDANCE HAS BEEN APPROACHING 40 MEMBERS AND GUESTS. IF ALL THE MEMBERS SUPPORT THE 1992 STAFF OF OFFICERS LIKE 1991, WE'LL HAVE ANOTHER GRAND YEAR OF CORVAIRING.

MY SPECIAL THANKS TO THE OFFICERS AND COMMITTEE MEMBERS LIKE AL CRISPIN SERVING AS VICE PRESIDENT AND RUNNING THE RAFFLE AND ARRANGING THE MID-MONTH ACTIVITIES. ALSO, BARRY CUNNINGHAM FOR MID-MONTH ASSISTANCE AND HIS CONTRIBUTION TO THE TECH SESSION WITH REAL LIVE PARTS. MARTY KULUSKI HAS DONE A TOP NOTCH JOB AS TREASURER AND MEMBERSHIP CHAIRMAN KEEPING OUR FINANCES STRAIGHT AND KEEPING TRACK OF MEMBERSHIP, PUBLISHING MEMBERSHIP ROSTERS AND ISSUING NAME TAGS. DON ROBINSON, OUR RALLY MASTER, HAS CONTRIBUTED TREMENDOUSLY IN MAINTAINING A GOOD SUPPLY OF SELECTED MERCHANDISE. OF COURSE THERE'S BEVERLY BAKER, LIBRARIAN AND HISTORIAN AND GORDON CAUBLE WITH PARTS AVAILABILITY AND KNOWLEDGE. THANKS TO ESTHER AND CECIL ALEX FOR THEIR LOYAL SUPPORT AND AND MUSICAL ENTERTAINMENT. DON'T FORGET VERNE CAUBLE FOR EXTRA GOOD AND COMPREHENSIVE REPORT OF MEETINGS MINUTES. FINALLY, VAN PERSHING FOR HIS LONG STANDING WORK AS EDITOR AND PUBLISHER OF OUR ORGANIZATIONAL PUBLICATION, "CORVAIRSATION". VAN IS ALSO THE FEATURE EDITOR FOR THE NATIONAL PUBLICATION, THE "COSA COMMUNIQUE". ALLEN ATWOOD, WHO IS NOT OFFICALLY ACTIVE, STILL ASSISTS VAN IN GETTING OUT THE "CORVAIRSATION".

LOT'S OF GOOD THINGS ARE COMING UP. DON ROBINSON IS PUTTING ON A RALLY MAY 16TH AND THE NATIONAL CONVENTION WILL OCCUR IN ALANTA GA. JULY 28TH TO AUGUST 1ST, 1992.


DAVE BAKER

WANTED: CORVAIRSATION EDITOR

January 1983 was the first issue of the Corvairsation that saw Van Pershing as its editor and with the exception of one year as President of TCA it's been that way. That was 99 issues ago.

With the increase of different things that are going on in my life, I find it necessary to pass the joy and pleasure of doing a monthly newsletter for the Tucson Corvair Association to someone else. The quality of our Corvairsation has suffered over the past many months because of my commitments elsewhere and I feel that we owe it to the faithful members of TCA to have a newsletter that is top notch. When I discovered that I printed the same President's Message two months in a row I knew it was time to retire! In comparing the Corvairsation with the newsletters of other Corvair clubs, we have had in the past one of the very best in the country. We should recover to our former position and pump new life into our newsletter and into our club.

The Corvairsation is a monthly publication and normally contains 12 pages of printed material. Generally the pages include:

- Front cover
- Inside cover with club information
- President's Page
- Minutes
- Want ads
- Two pages of advertizing (usually membership & treasurer's information is included on these pages)
- Four pages of articles, tech tips, etc.
- Back cover which includes a listing of upcoming events

At lease once a year (usually in September), a double issue is published. This issue includes all of the above plus a current membership roster, a current TCA library inventory and more articles, tech tips and/or event information.

Basically the editor's job is one of gathering information, assembling it and printing it on the club-owned copy machine. The membership chairman provides the mailing labels; the treasurer provides the funds for the stamps, paper and other supplies; many of the tech tips and articles come from the other clubs' newsletters we exchange with; and, the rest is a little blood, sweat and tears!

Anyone interested in even considering the Editor's job should give me a call and chat about it. My home number is 743-9185, or feel free to call me during the day at my office 623-3151.

Van Pershing

TUCSON CORVAIR ASSOCIATION

The regular monthly meeting of the Tucson Corvair Association was called to order at 7:40 p.m. by President DAVID BAKER at Picadilly Cafeteria Wednesday, February 26, 1992.

Guests of the evening were OATIS GRIFFITH and GARY ROSENBERGER, the latter a visitor from Michigan.

The minutes of the January meeting were accepted as published in the CORVAIRSATION.

DON ROBINSON mentioned that jackets would be ready for sale by the TCA RALLY at El Con Mall on May 17th.

GORDON CAUBLE reported that Clark's 1992 Supplement was now available and that he would order for all those who want one. He also reported that he was parting out a 1966 Monza and would have many parts for sale.

ED SANFORD, speaking in the absence of VAN PERSHING, Chairman of the Nominating Committee to select new officers, stated that in view of the fact that the slate was not complete, that the voting be postponed until next month's meeting. This was agreed upon by the membership.

ESTHER ALEX volunteered to be on a telephone committee charged with the responsibility of calling the membership when a mid-month activity was to take place.

BARRY CUNNINGHAM volunteered to be Member-at-Large for the Club.

JACK ZIRKLE gave an interesting "Show and Tell" on the subject of gaskets.


JOHN LIGHT reminded us again about the importance of writing letters to State officials relative to the proposed change in auto insurance laws, whereby insurance would be carried on the driver, rather than on each car. All members of the club were urged to participate.

Raffle winners were RON ALLEN, LYNN BLOOM, JOHN HEISCH, AND LARRY DANDRIDGE. License plate winners was LynnBloom.

Those who volunteered to bring next month's raffle prizes were; CECIL ALEX, BILL VAUGHN, JOHN HEISCH, GORDON CAUBLE AND BARRY CUNNINGHAM.

Meeting adjourned at 8:55 p.m.

Respectfully submitted;


VERNE CAUBLE, Sec'y.

28 people present

10 Corvairs

EDITORIAL

I'm a relative new comer to TCA compared to some. I moved to Tucson in 1980 and joined that same year. I was a member of the Denver Area Corvair Club for several years and the Cactus Corvair-Corvette Club back in the late 60's. Each club has its own personality and level of enthusiasm. The blood that flows through the veins of the different clubs is the same but the genes are oh so different.

The Tucson Corvair Association is a unique animal made up of all kinds of people with all kinds of tastes. Some of us like the our Corvairs original; some of us like them modified; some of us like them to be good on gas; some of like them to go like the devil; some of drive them daily; some of us only take them out of the garage when the sun is shining; some of like them spotless and shiny; some of don't care what they look like on the outside we just want them to run good and get us to where we need to go. One thing is for sure: we all love our little cars and want them to last forever.

But how do we feel about our club? I have served on the election committee several times and each time has been a nightmare. The committee is supposed to choose a slate of officers and present it to the club for approval. The committee members put their heads together and think of all the possibilities and start making phone calls. I guess the purpose our founding fathers had in mind when they wrote the by-laws was to choose the best qualified people instead of letting nature take its course in a regular election. What ends up happening is that nature takes its course anyhow. Every year the committee ends up begging people to take office. This year is no exception.

The slate for the 1992 officers is set but once again we do not have a President as we go to press. Dave Baker has offered to stay at the helm until the situation can be rectified, but I don't think that fair to Dave. He's been President more than one year already, as has Don Robinson and Ed Sanford. When we meet this Wednesday night to install our officers we should have a President. Think about it! If you love your club and haven't already had the opportunity of serving, stand up and be counted!

As for our system of electing officers goes, well, I think we ought to consider a change. The other clubs I've been in have always had more than one person campaigning for each office. Why don't we? Something to think about.

Van Pershing

TECH TIPS

FIXING POWERGLIDE CABLE LEAKS - by - Francis Boydston

Thanks to some research by Wendell Walker, I have decided to market a repair kit to fix Corvair automatic transmission cable leaks.

I would imagine nearly everyone in our Club who has had an automatic Corvair has at one time or another experienced a leak in the shift cable near the rear of the cable, either because of shrinking or cracking of the cable covering or because the covering has had a hole worn in it.

Wendell discovered a type of shrink tubing in a size that is perfect to seal the leak. The tubing is large enough to slide over the the front end of the cable and back to the site of the leak. Apply heat and the tubing shrinks down to fit tightly around the cable. There is sealing material inside the tubing that does an excellent job of sealing the leak.

I will also stock a slightly larger size shrink tubing which will slide over the cable mount which goes into the transmission. Using this size will save you the problem of removing the cable from the tunnel and the instrument panel; you can just remove the connector at the rear, slip on the larger tubing, replace the cable, then heat-shrink the tubing to seal around both connector and cable. If you already have the entire cable out, it's preferable to use the smaller tubing as the resulting repair is a little neater.

My price is going to be \$1.50 for a 2-inch piece and \$3.00 for a 6-inch piece, regardless of diameter. An instruction sheet will be furnished.

This job requires a source of heat. A propane torch, a good hot hairdryer, or even a cigarette lighter will work. I prefer the propane torch.

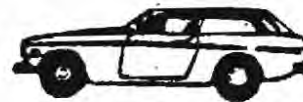
ENCHANTED CORVAIRS NEWSLETTER 20 VOL.18 NR. 2 FEBRUARY 1992

TECH TIP

VW Backup Light Switch

John Garrett of the North Alabama Corvair Club provides this idea: He was tired of replacing the early model stock reverse light switch. It seemed that every time he would replace it, within a couple of miles something would jump up off the road and smash it again. He noticed that the switch on his brother's '80 VW diesel Rabbit was a great deal shorter than the Corvair switch, so he thought he'd give it a try.

The VW switch uses metric threads, but since it was a brass case, they weren't hard to rethread. He also had to put in a spacer since the VW switch extends farther into the transmission. After he was finished, he had a switch that is about 2 inches shorter, giving better ground clearance. With



S2237
**ALL OLD CARS
MUST DIE**

Excerpts from an article by David A. Boles, courtesy of Custom Power News and comments by Paul D. Stutrud (in italics). More to come in our next bulletin.

U. S. Senator William Roth has authored a bill known as S2237, unofficially known as the "Clunker Bill" which seeks to eliminate ALL cars that were manufactured prior to 1980.

The reasoning is simple (*or simplistic*), cars of yesterday need to meet the stringent emission requirements of today and there is no middle ground.

"Senator Roth and his band of unemerry men would like to see all of the major auto manufacturers participate in giving you and me the whopping sum of \$2,000 for our pre-1980 car. Actually, it is worded as a \$2,000 credit, so I guess we can all see where this is headed: Trade in the old car for a brand new one and get \$2,000 credit towards the new cars' purchase."

"As of this writing, the big three auto manufacturers are behind the bill -- Big Surprise. Another Big Surprise -- The American Institute of Scrap Recyclers has given S2237 it's blessing as well."

"Sure there will be exceptions for museums or show-only cars but for the average Joe Citizen out there . . . your favorite ride will either be supporting daisies or will become the down payment for a new 1992 Ford. Oh, what a joy."

SHADES OF GUN REGISTRATION!

If you will recall in our last bulletins the article about registering all inoperable or stored cars. Doesn't it seem funny that this bill S2237 should now materialize? Find out where all the cars are and then make them available for confiscation?

I would urge you to write to Senator Roth and let everyone you know about this bill.

The Honorable Senator William Roth
U.S. Senate
Washington D.C. 20510
(205) 224-3121

Senator John T. Doolittle and Senator Leroy Greene
State Capital Building
Sacramento CA 95814
(916) 445 5788 (916) 445 7808

Vairs 'n Spares

FOR SALE: '66 MONZA 2-door, automatic, body straight except for crease on right door, great interior, ok paint, runs good. \$900. Call John McNamara 624-4045. 2/92

FOR SALE: '64 CORVAIR Monza 2-door. Complete or part out. Rusted but good parts. Del Light (602)883-6794. 12/91

FOR SALE: '65 RIGHT DOOR (for 2-door), \$15; automatic transmission w/ differential, torque converter, flex plate & U-joint for late model, \$100; two rebuildable carburetors, \$15 for both; '64 & '65 bumpers and trim; parts and filters. Make offer. Del Light (602)883-6794. 12/91

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. 571-9680. 10/91

FOR SALE: 1966 CORVAIR 500 coupe, 110hp/4-speed, strong engine, cloth upholstered bucket seats, 4 new 185R13 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: 140 HEADS, fly cut and valve seats ground, no valves. \$115 each; Call D. Marshall at 883-1421 morning or evening or Del Light at 883-6794. 2/91

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. \$2,900 OBO. Call Gordon Cauble at (602)299-1122. 4/91

AUTO BODY REPAIR and restoration. Travelling estimates. It could be less than you think, but then again, it could be more. Corvairs are my first love. Ted Christianson. 887-9448.

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, 571-9680.



"I sure feel better since I traded in that unsafe Corvair."



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help them!

Emergency repair of air ducts

Published in Vairmail

There are times when we check our Corvair air ducts and, to our dismay, they are split and leaking air; causing our engine to overheat. A "quick fix" to get us on our way is to cap off the offending duct until we can find a new hose. Most of us have a handy supply of caps, but simply don't realize it; tin cans often come in standard sizes of 3 and 4 inches (i.e. coffee). Use tin snips to cut the can off 1 1/2 inches from the bottom. Next cut radial slices about 3/4 inches apart and about 1 inch deep; leaving about 1/2 inch uncut from the bottom. Carefully straighten the radial "flaps", and slip a large clamp over the cut section to cap off the duct.

SHOE

Jeff MacNelly





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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

May 17 - Annual TCA Rally, 1:30pm, El Con Mall
(details inside)

ELECTION OF OFFICERS - THIS MONTH'S MEETING (for sure!)

Regular Monthly Meeting: Wednesday, March 25, 1992

TCA Board Meeting: Wednesday, Apr 1, 1992 at JB's Swan & Speedway, 7:30pm

Tucson Corvair Association
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