

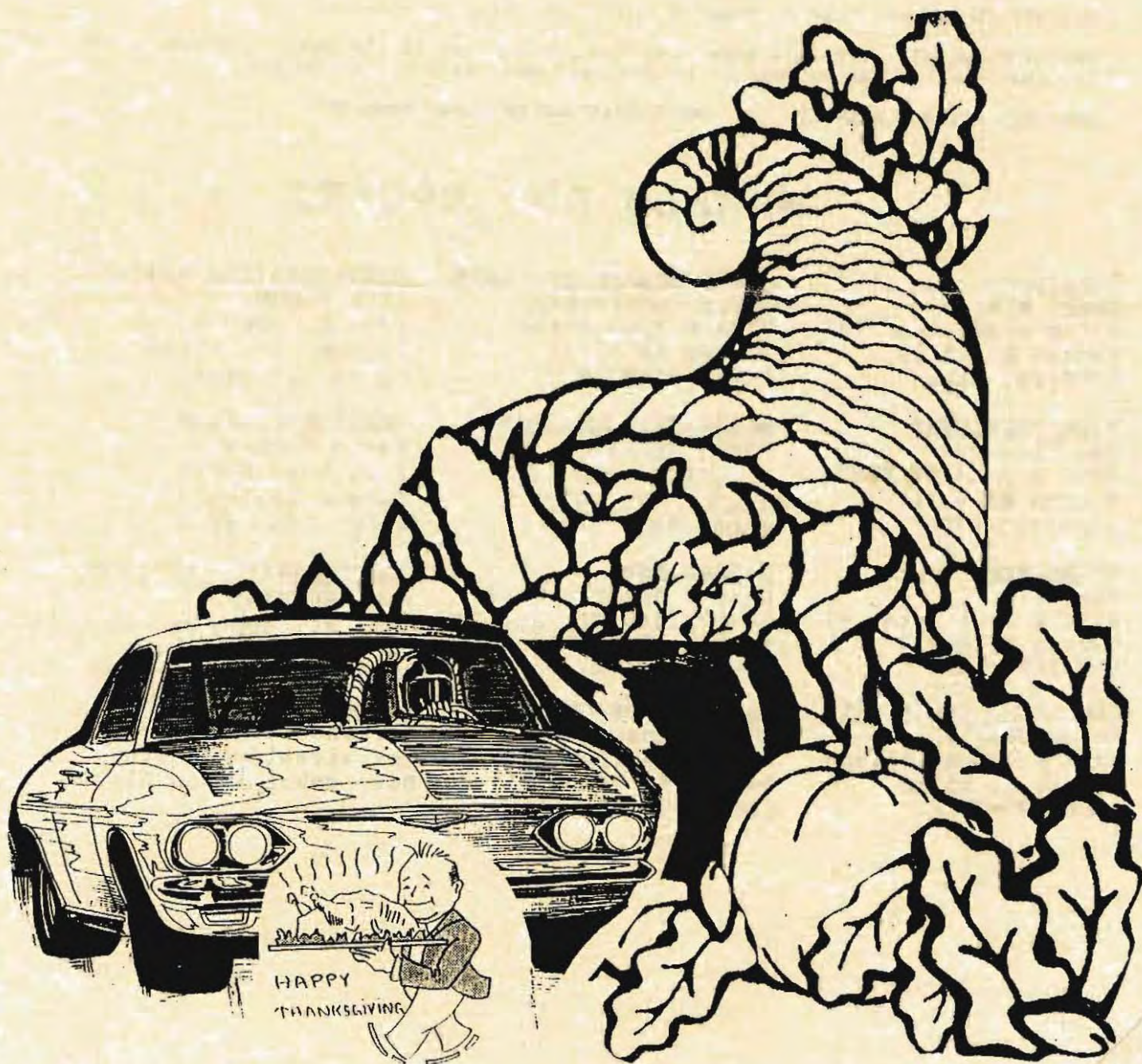
Corvairvation

TUCSON CORVAIR ASSOCIATION

TUCSON, ARIZONA

Volume 18 Number 8

November 1992



TUCSON CORVAIR ASSOCIATION

Corvairsation is a monthly publication of the Tucson Corvair Association, which is dedicated to the preservation of the Corvair model of the Chevrolet Motor Division of General Motors. The Tucson Corvair 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 each month with the exception of July and August.

MEMBERSHIP DUES are \$12.00 per year and are payable to the TUCSON CORVAIR ASSOCIATION through the Membership Chairperson.

CHANGE OF ADDRESS: Report any change of address or phone number to the Membership Chairperson. Do not report such changes to the Editor.

COSA MEMBERSHIP DUES are \$25 per year and include a subscription to the COSA Communique, a monthly publication. COSA membership is not required for membership in TCA but is highly recommended. See any TCA officer for information.

CLASSIFIED ADS are free to members and \$1 per line to all others.

DEADLINE for all materials submitted for publication in the Corvairsation is the 10th for that month's issue. Mail or deliver all materials to the Editor.

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Current TCA Officers,
Corvairsation Editor,
Dave Baker & Ron Allen

Time for another report....TCA was well represented at the GWFBSM in Ontario, CA this year. There were Jim & Laurel Wilson, Vernon & Ruth Griffith, Vernetta & Gordon Cauble, Ron & Lynn Bloom, Dave Baker, and Cecil and Esther Alex. We who sat at the same table at the banquet made ourselves known when TCA was called during Roll Call. Everything was good - the food, the MCs and the Award winners; we enjoyed ourselves very much. No matter how old you are, there is always someone older. At the age of 83 in February, I was beaten by a fellow born in January!

Vic & Ingrid Howard were there, and, wandering around in the Swap Meet area I saw VanPershing and children. I started to count the children but one of them moved and I lost count and gave up. Big family.


Many Corvair parts for sale at the Swap Meet, and many people found parts they were looking for - including me.

In the Car Show many of the cars were modified, which surprised me, as most cars are judged wholly as stock. Most of the cars had different-than-stock wheels or different-than-stock upholstery or wrong color. However, all Show Cars were clean and beautiful.

There were no problems during our trip; made 25 m.p.g. at a speed of 60 MPH. On the way home, we went from Indio via Salton Sea, and at Brawley we saw the Sea Level line about 25 to 30 feet up on the tank of the Holly Sugar Co. We hadn't been through that country for years and it is developing fast. Miles of beautiful fields of food, sugar beets and alfalfa.

Our caravan trip to Bisbee Nov. 21 will be another report.

Cecil Alex

President's Word

See page 23 Great News

Vice President's Column

We're off to see the GWPBT at 5 am and the swapmeet. We meet the Griffiths, then off we went and caught up with the Alex's. Oh! What a day! We're off.

On our way we stopped at the Iron Skillet for breakfast, then we started again. We did make some pit stops! And caught the beautiful scenery on the way. We had lunch in Palm Springs and finally we arrived at the Red Lion Inn.

We had a wonderful time and enjoyed meeting lots of new and beautiful people.

Finally, its time to journey on home, but, it was as exciting as when we first started. We went the route of Indio, and there were people looking and giving us the thumbs up, and Oh! Yea! I can't forget to mention, that one lady was hanging out of their trucks window taking pictures of Cecil's Corsa and our Convertible, Boy! It was as exciting as the trip over.

We would like to thank Cecil and Esther for the wonderful and fun stay and trip over and back.

Thanks to the Griffiths and their motor home and tow trailer in case we had trouble, but it was a smooth trip!

Now, I would like to take a min. to thank Dave Baker for taking the pictures at the Casa Car Show. And thanks to Al Crispin for guessing the "What is it?" (Turbine).

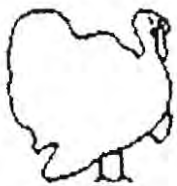
Don't forget to get your reservations in for the Christmas Party.

And don't forget the run to Bisbee Az. this Saturday Nov. 21.

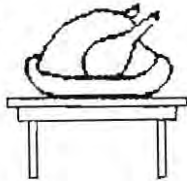
Lynn and I won't be at the meeting as we will be on our way to Kansas for Thanksgiving. We're taking our 65 convertible so we ought to have lots of fun!

Take a friend, and enjoy the meeting.

SAN DIEGO CORVAIR CLUB



YOU OK,
MARTHA ?



WHAT IS IT ?

Please save your answers
and give them at the meeting !

What was the first car you bought and what happened to it?

Ron Allen's first car was a
1954 Ford 4 dr. paid \$150.00
sold it six months later for
\$150.00 and went to Hawaii.

Gorden Cauble's first car was
a 29 model "A", paid \$100.00
for it drove it for eight or
nine months the windshield
glazed, could have put one in
for \$2.00 sold the car for \$98.00.

Mr. M.S. Rosenburger's first
car was a 1917 Buick, paid
\$25.00 for it, sold it for
\$75.00 or \$80.00. Bought a
1920 Page for \$25.00, had to
rework both of them so they
would run!

10. How many Greenbriers were produced in 1965? _____
11. What percent of production of 1965 Corvairs came with genuine wire wheels? _____
12. What was the capacity of the 1960 Corvair gas tank? _____

TUCSON CORVAIR ASSOCIATION

The regular monthly meeting of the Tucson Corvair Association was called to order at 7:40 p.m. by President CECIL ALEX at Picadilly Cafeteria on Wednesday, October 28, 1992.

Minutes of the September meeting were accepted as published in the Corvairsation.

RON ALLEN reported a balance in the treasury of approximately \$1070.00.

MARCY TUCKER announced that the club gained a new member at the Casa Car Show--STEVEN GOVOSTIS.

Librarian BEVERLY BAKER volunteered that she would make a scrapbook of memorbelia contributed by club members.

GORDON CAUBLE reported that there has been a bad run of fuel pumps--so bad, that Lon Wall had sent out a warning. Made by only one manufacturer and sold under different names, they cannot be checked till you put it in the car. They will be replaced if defective.

BARRY CUNNINGHAM announced that the midmonth activity would be a run down to Bisbee. Meet at Cactus Bowling Alley, 1630 S.Alvernon, 9 a.m, Saturday November 19th.

CECIL ALEX reported that there were 11 vehicles in the Casa Show (of Corvairs)--and that they all looked good.

DAVE BAKER introduced the idea of the Club buying a high-volume, low pressure auto paint system. Since the cost would be around \$600, he suggested 20 subscribers at \$30 each. The Board will consider the matter at its next meetings.

CECIL announced that a dual point distributor (Mallory) has been given to the club as a fund raiser by selling raffle tickets.

ESTHER ALEX shared a newsletter sent to us by Arkansas Corvair Club.

WINNERS IN THE RAFFLE OF THE EVENING WERE:


DON CHASTAIN	BARRY CUNNINGHAM	ESTHER ALEX	LARRY DANDRIDGE
RON BLOOM	RUTH GRIFFITH	GLORIA GRAY	JOHN LIGHT (License)

Those who promised to bring prizes for next month's raffle:

Gordon Cauble	Ron Bloom	Allen Gray	Allen Elvick
Don Chastain		Cecil Alex	

Meeting adjourned at 8:55 p.m.

Respectfully submitted:


VERNETTE C, CAUBLE, SECY.

13 Corvairs

33 people attending

Editor

1992 CASA de los NINOS CAR SHOW

This was a great Casa Show. There were about 13 Corvairs to be seen, a fine group of good and attractive cars. I think more than last year. There were some early models and some late models; virtually every Corvair model was represented. All the cars were cleaned up nice and looking their best. We were proud of each and every one. We had a good time; lots of laughs and lots of fun. We outdid ourselves, Gang!



Please submit all articles, or any information, that you would like to contribute to our news letter, Please NO LATER THAN THE 10 OF THE MONTH. Thank you for your interest in our news letter.



The Gang's ALL Here!



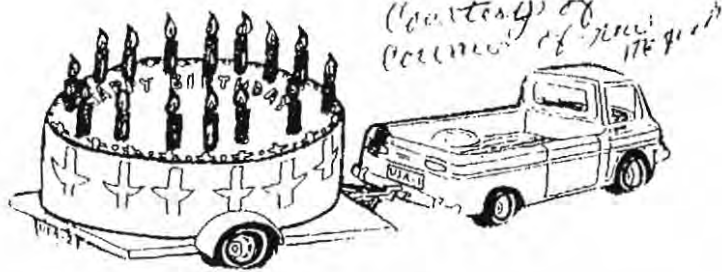
THE GOSSIP GROUP!



Boy!

Is this
Guy HAVING
fun, or what?





THAT HAPPY SOUND

Humor makes the world go around,
It creates goodwill with a happy sound
With most things in the world today,
A joke will ease our cares away.
Don't be afraid to laugh at mistakes
The drawbacks then won't be hard to take.

When things go wrong and your ideas backfire,
Take it with a smile but don't retire
into a shell where you're all alone
But see the bright side and try to alone
By carrying on with a friendly grin

And you'll find that you will then begin
To see another point of view
Besides your own come in anew.

Humor makes the world go around
Try it. This idea is sound.

by Dora Furiak, Kamloops, British Columbia

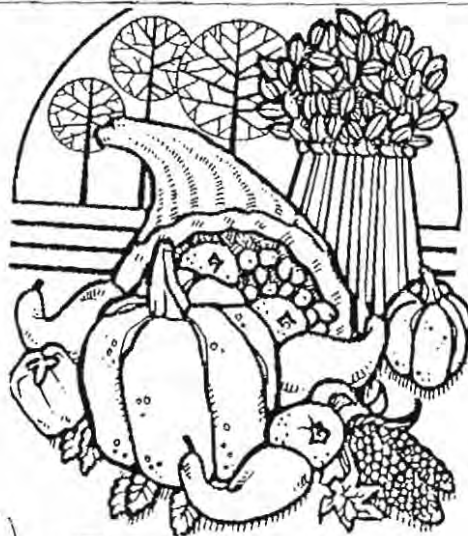
BIRTHDAY! * BIRTHDAY! * BIRTHDAY! * BIRTHDAY! * BIRTH
for NOVEMBER

RON BLOOM

RUTH LIGHT

If we missed anyone, we apologize.

Thankfulness comes from the heart



Esther Alex's

COLE SLAW DRESSING

4 T Apple Cider Vinegar
8 packets Nutrasweet
1/3 C canned milk
2/3 Miracle Whip
1/2 tsp each of Onion powder,
Paprika
1 tap Dill Weed
4 dashes of Mrs. Dash's
Table Blend, to taste

Blend all thoroughly and mix
into a bowl of shredded half of
cabbage, 3 medium carrots and
2 ribs finely chopped celery.

A Thanksgiving Prayer



Now Thank We All
OUR GOD

Take note of the date for the above activity.
It would make a nice mid-month and would
really be an encouragement to those young
people.

We invite you to our second annual Vocational
Industrial clubs of America (V.I.C.A.) Car Show at Marana
High School on February 13, 1993. Our rain date will be
February 20, 1993 if needed. The time will be from 11am
until 4pm. Entry fee will be \$5.00 per car with door prizes
& award plaques given in the various categories. Door prizes
will be held & our concession stand will be open.
Tell all of your friends if we hope to see you there. We
will send more information dumps, for additional info call
Cliff Aysenath at 682 4141 ext. 433.

Thank-you for your support
-Scott Jackson
VICA Club member

Courtesy 58

TECH TIP: More on Valve Lash Settings

By Larry Claypool, The Air Shop, Frankfort, Illinois

In the last Valve Clatter Tech Tip (October issue) the editor asked if there were any other opinions on valve lash settings. Well, you asked, and here's mine:

Chevrolet has always recommended a valve lash setting of one turn past zero. When set at one turn, the lifter plunger is positioned at approximately half of its travel. Thus it still can compress about one more turn or expand out one turn. The clearances do change with engine temperature, if you set the lash at zero on a cold motor, the rockers will be noisy when the motor is hot. And of course there is no compensation factor for wear that will occur after many miles.

It used to be an old "hot rod" trick to set hydraulic lifters at zero so they could not pump up at high RPM. The pump up occurs as valve float sets in. It is possible to get a couple of hundred more RPM out of a stock valve train by setting zero lash. I have found the stock valve train in good condition is satisfactory for up to the factory red line (5,500 RPM); most engines make their peak power a fair amount below that. So for 95% of the Corvair drivers out there, I don't see a benefit to zero lash adjustment.

I believe most people have difficulty determining exactly where zero lash is; thus a reluctance to tighten the rockers any further. There are good ways to set zero lash with the engine running and different ways with it off. In any case, once zero is found, check the number of threads showing past the rocker arm nut on the rocker arm stud. If you have it right, all the studs on that bank will have the same number of threads exposed. Once you have determined zero lash, tighten the rocker nuts your preferred amount. At the Vair Shop, that would be one turn.

Editor's Note: One turn is also what my 1962-63 Shop Manual Supplement says about valve lash adjustment, the Chilton manual, quoted in our September issue, copies that spec. "On your expert" Larry Claypool wrote in response to a member's comment (printed in October) that zero lash is better. Have we exhausted this topic?

CONSTERNATION: Dealing with a Broken Clutch Pedal Hanger



The pedal fell off when a tube in which the pedal's pivot shank rests separated itself from the bell-shaped hanger. The tube itself is not visible in this drawing.

One bright morning as I was backing my '61 convert out of the driveway, the clutch pedal fell right off the firewall. I was grateful the breakdown happened so close to home, but not overjoyed because this, of course, rendered the clutch, and the car, inoperative.

The illustrations help outline the problem: The tube holding the clutch pedal's shank had separated itself from the hanger. Larry Claypool later told me this is common in early models, but no one I talked with locally had heard of it and it took some figuring out. I got the hanger out by undoing the three bolts that hold it to the brake pedal assembly.

My neighbor, Roger Fortner (who says he once owned a '62 sedan), brazed the tube back in. Reinstalling the hanger and getting the pedal rehung was the source of my consternation. The steering column interferes with access, meaning you cannot bolt the bracket back into place, then insert the pedal shank. Trying to install the bracket with the pedal on it is clumsy.

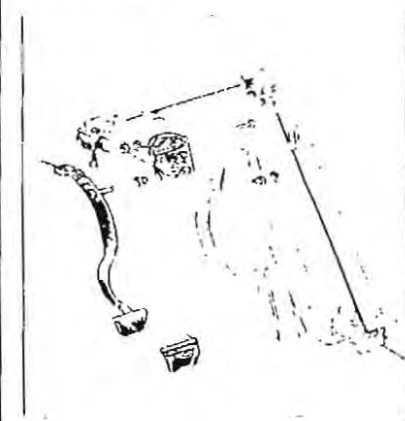
I considered removing the entire pedal assembly (its fasteners are readily accessible, with three of them in the truck), and have loosened and dropped the heater controls (with attached cables) down a bit to make room. But wiring to the controls cannot be unplugged, and I don't want to cut anything (maybe I should- the blower motor doesn't work anyway!)

Jim Ray was over the other day and crawled under to take a look. He advised leaving the pedal assembly on the firewall and dealing only with the hanger. A quick phone call to Larry Claypool confirmed this.

The correct way, Larry said, is to put the pedal shank into the tube (with the nylon bushings), then hang it into place. It's clumsy because the three bolts that secure the hanger onto the assembly are very hard to reach.

Do you hate these "simple" but frustrating projects as much as I do?

-Tom Berg, Editor



The steering column-not shown in this shop manual drawing-is just to the left of the clutch pedal and prevents the lateral movement necessary to line up the pedal shank with the tube.



TCA
ANNUAL CHRISTMAS DINNER PARTY

Now is the time for you to get your reservations and dinner choices in to the TCA Vice President, Ron Bloom.

WHEN: WEDNESDAY, December 16, 1992

WHERE SMUGGLER'S INN RESTAURANT, 6350 East Speedway,
just east of Wilmot

Happy Hour 6:30 pm No Host Bar

Dinner 7:30 pm

MENU CHOICE

Per Person: \$13.42 (includes gratuity & tax)

	<u>Quantity</u>	<u>Price</u>
Teriyaki Chicken	_____	_____
Lemon Chicken	_____	_____
London Broil (beef)	_____	_____
	<u>TOTAL</u>	_____

Choice of vegetables:

Baked Potato or Rice

Green Beans or Glazed Carrots

Dessert will be Carrot Cake

BeverageChoice will be Coffee, Tea, or Decaffinated Coffee

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

Ron Bloom
4072 E. 22nd St.
Suite 197
Tucson, AZ 85711

PRINT NAMES 1 _____ 2 _____ 3 _____

ALL ORDERS MUST BE RECEIVED BY RON BLOOM BY DECEMBER 10, 1992

MAKE CHECKS PAYABLE TO: T.C.A.

REMINDER

BE SURE TO BRING AT LEAST TWO CANS OF FOOD FOR THE FOOD BANK.....
and your SAME SEX gift for the gift exchange!!!





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Larry Dandridge

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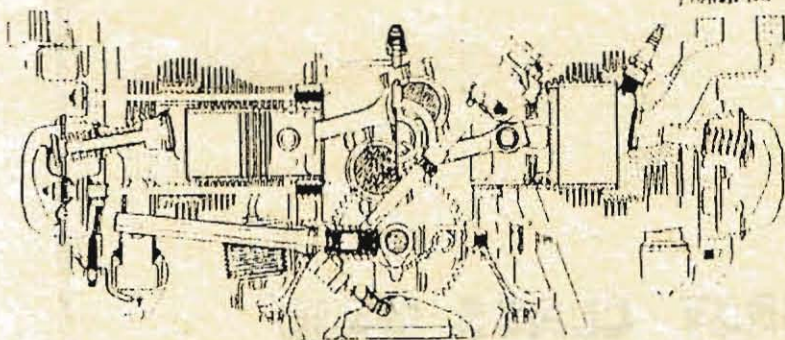
Vairs 'n Spares

FOR SALE: 63 Spyder Coupe. New interior and paint. \$2450 OBO. call Don Robinson (602) 297-1356

FOR SALE: 66 CORSA, 140 HP/4 speed. Original and complete. Looks nice. \$1600 OBO. Call Don Robinson (602) 297-1356.

FOR SALE
1966 - 500 Coupe, 110 HP, 4 speed, 3.55 rear. 4 - 180 R 13 near new WSW tires. Straight, Chromed front and rear bumpers, Chromed Air Exhaust Grill, Dual Glass Packed Mufflers (?). Best Offer. Ron Allen, (602) 883 - 8458.

FOR SALE: Greenbrier, 1961, blue and white, rust free, automatic, historical license, new brakes, rings, mini & rod bearings, valve job, paint, good rubber. manual 4-speed transmission and axle, clutch, gear shift bellhousing complete. for conversion to manual. all for \$1500.00, call Manny, 745-2614



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

NOTE--Ads in VAIRS 'N SPARES are free to TCA members. Non-members can place a 4 line ad for \$2.50. Members send ads directly to CORVAIRSATON editor.

FOR SALE

65 4spd Trans-axle gone through 120
64 110 Heads pair good 100. 64 Blower housing all new bearing 30. 64 110 eng. runs 75. Rail headers for std eng 25. pr. Early coupe rear window 25. Early W/S 75. 63 Front Suspension 50. 63 Complete Suspension Rear, 50.

LARRY DANDRIDGE 571- 9680

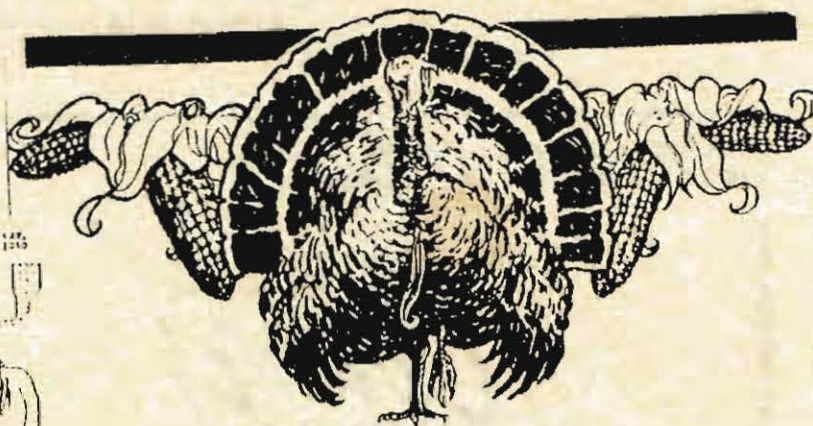
FOR SALE: SPYDER COUPE, '64, white w/white seats and red interior trim. Rust free body and new tires. A one owner car that can be driven anywhere. OBO. Call Gordon Cauble at (602) 299-1122 (\$2500).

FOR SALE

62-63 Pistons, new rings, 140 over, \$150.00 or best offer. Josh DeWitt (602) 294-4340

FOR SALE: 61 4 Dr. 700 Auto Tran. A/C new comp. good eng. uses no oil, no leaks. Best Offer, Ron Bloom (602) 323-9183

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: NEW AND GOOD USED PARTS--Rebuilt flywheels for early or late, bolted balanced and guaranteed, \$90; all other parts for "clutch job" available. FC axles with packed bearing, \$75. ea. '65 Corsa wiring harnesses, main & engine, \$30 ea; new gas door guard, \$20; reconed Corvair radio speakers, early \$16, late \$20. Call Gordon, 602/299-1122.

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

Nov. 21, 1992 (Bisbee)
Everyone will meet at the South
Parking lot of the Cactus Bowl-
ing Alley, at 9 O'clock
1630 S. Alvernon Wy.

Dec. 16, 1992 (Smugglers Inn)
Christmas Party
6330 E. Speedway Blvd.

Regular Monthly Meeting: Wednesday, Nov. 25, 1992

TCA Board Meeting: Wednesday, Dec. 4, 1992 at JB's Swan & Speedway, 7:30pm

zero. 1965 production ceased by the end of calendar year 1964.
zero. 1964 was the last year for wire wheels.
11 gallons

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