

# Corvairvation

TUCSON CORVAIR ASSOCIATION TUCSON, ARIZONA

Volume 18 Number 10

January 1993

Happy New Year!  
1993

From Our Family  
To Yours



Happy Restoring

1993



# 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 (CORSA).

**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.

**CORSA MEMBERSHIP DUES** are \$25 per year and include a subscription to the CORSAs Communique, a monthly publication. CORSAs 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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# President's Word

HAPPY NEW YEAR, everyone! I'm sure we have recovered from the rigors of the Holidays and are now ready to face the rigors of a new year - - 1993.

Several TCA members showed at the Tech Session January 16 at Barry Cunningham's garage. One thing about LIFE is that you are never too old to learn new techniques and ways to do a mechanical job. There were a lot of advisors on hand for this session. One cylinder head was removed; also, an engine was removed and re-installed with a used flywheel housing and flywheel. In spite of all the mostly good and bad advice, the jobs were done over a long period of time. Everyone was congenial, and the gals furnished some sandwiches, goodies and coffee. Also a few good stories were told, of course out of hearing distance of the gals!

See you at the next meeting - January 27.

*Cecil Alex*

## Geech



# Vice President's Column

HAPPY NEW YEAR TO ALL !

From the Bloom's we would like to extend a Happy and Healthy 1993. You know Jan. is all most over and starting into Feb. just get over Christmas Holidays and whats looking you in the face Valentine's Day, Oh! here we go again. Well, anyway we hope you and yours have the best of 1993.

I would like to tell you all who missed the tune up clinic, you missed a fun and exciting time. I also want

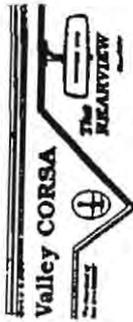
to remind all of you about the car show in Marano in Feb. we missed it last year, lets make a special effort to shine up our cars and have a grand showing !

I would like to extend a warm welcome to our visitors , Loren and Emmy Smith in from Western Pa. Corvair Club.

See you at the meeting !

*Red Bloom*

WHAT IS IT ?



## TOP 10 CAR FACTS OF DUBIOUS IMPORTANCE

1. The horns on most American cars beep in the key of F.
2. The winner of America's first auto race, held in Chicago in 1895, was J. Frank Duryea, with an average vehicle speed of 7.5 mph.
3. General Motors' first car, the Buick, was built by John Buick, who also invented the process for making white porcelain bathtubs.
4. In a survey conducted by psychologists at the University of Connecticut, 400 people were asked to list 20 professions in order of truthfulness. Auto repairmen ranked 17th, and used-car salesmen were rated 20th.
5. The first U.S. speeding ticket was issued to a driver in 1904, in Newport, Rhode Island, for doing 20 mph in a 15-mph zone. The driver was jailed for five days.
6. In 1912, Nebraska state law required drivers on country roads at night to send up a skyrocket every 150 yards, wait eight minutes for the road to clear, then drive on while blowing the horn and shooting off Roman candles.
7. The world's most heavily traveled stretch of road is Los Angeles' Santa Monica Freeway. During its peak hour, 18,000 vehicles pass its Normandie Avenue exit.
8. There are about 13,000 parts in a typical car.
9. When the jet-powered *Spirit of America*, driven by Norman Craig Breedlove, went out of control at the Bonneville Salt Flats on Oct. 15, 1964, it left record-setting skidmarks that were nearly six miles long.
10. The longest traffic jam on record occurred on Feb. 16, 1980, in Lyon, France. Cars were backed up 109.3 miles.

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

MR. HUNKER: First car was a 1951 Chevy. Bought it for \$50.00, and in 1962 he parted it out after driving it for one year.

MARCY: Her first car was a 1965 Ford Custom Tolic Interceptor, Her father gave her the car, and Bill was driving on the free way and someone rear-ended him and it blew up. And she hasn't had a nother car sence they got into CORVAIRS

MR. LESLIE: First car was a 1955 Buick Gentry paid \$15.00 for it then bought two more of the same , paid \$30.00 for one and \$35.00 for the other. Bill had all three in 1968, he sold the first one for \$10.00 to the junk yard, the second to a friend for \$50.00 and the third he couldn't remember the \$\$\$. Then bought a 1955 Studebaker for \$50.00 and the city towed it away. And betywen Studebakers come Corvairs in 1978, and the story goes from there.

What model year was the Corvair voted "Car of the Year" by Motor Trend?

What model year was the first turbocharged Corvair offered?

What model years was the convertible body-style offered?

# TECHNOTES ■

## HOLD THE VAR-SOL

by Ken Bunnell

Never again will I flush out a Corvair differential with varsol! It ruined both seals on the pinion shaft, the o-rings on the side carrier bearing adjusting nuts and the o-ring on the pinion shaft adjusting nut.

This stupid mistake was made when I converted my '64 convertible from 4-speed to automatic. As a result, the powerglide kept pumping transmission fluid into the differential.

The 23rd of November, the situation was taken care of when all new seals and o-rings were reinstalled in the differential. You better believe I checked the bearings and races for scratches or pits. None were found. Bearings and races were in excellent condition. So are the seals and o-rings! To bad I had to spend another eight hours re-doing things. She's in great shape now though.

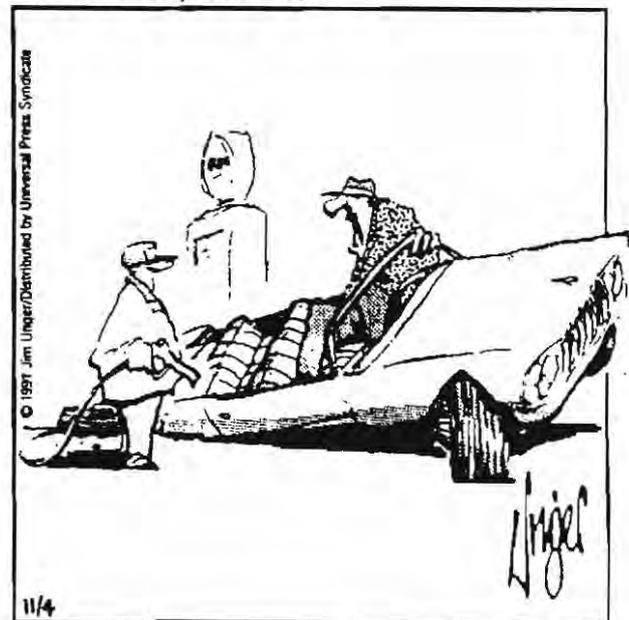
## ROCKER ARM LUBRICATION

by Ken Bunnell

When installing rocker arms, new or used, check the oil hole in the end of the rocker arm; the end that the push rod fits into. These holes can be covered with metal flash at the time of manufacture. If your vehicle is an oil burner carbon can plug this hole. Clean them before using. Now, provided your push rods are not plugged, you will get full lubrication to the top of the valve train.

Got some frozen bolts like exhaust pipe nuts, 'cause you didn't use brass type, see your GM dealer and get a can of general purpose Penetrant and Heat Valve Lubricant, part #1052627. Spray it on, wait about a half hour and have at it. It works.

## Herman/by Jim Unger



**Divide And Conquer**

● I hate muffler work. It's one of the few tasks I farm out to other mechanics instead of doing it myself. Somehow, it seems impossible to take apart anything on the exhaust system without trashing the rest of the pipes.

Sometimes it's necessary for you to separate a salvageable portion of pipe from a corroded chunk. For instance, the pipe from the back of the catalytic converter is usually a corrosion-resistant or stainless steel. But it still manages to get permanently attached to its mate after a few years. And with the price of catalytic converters, it's imperative that you separate them without damaging the connections.

The secret is to sacrifice the part of the pipe that is corroded. Hacksaw or torch off this part. Then use locking pliers and a hammer to pull out the leftover pipe stub.

**CAR CARE TIP**

MUFFLER PIPE STUB  
LOCKING PLIERS  
HACKSAW OR TORCH OFF MUFFLER  
BALL-PEEN HAMMER

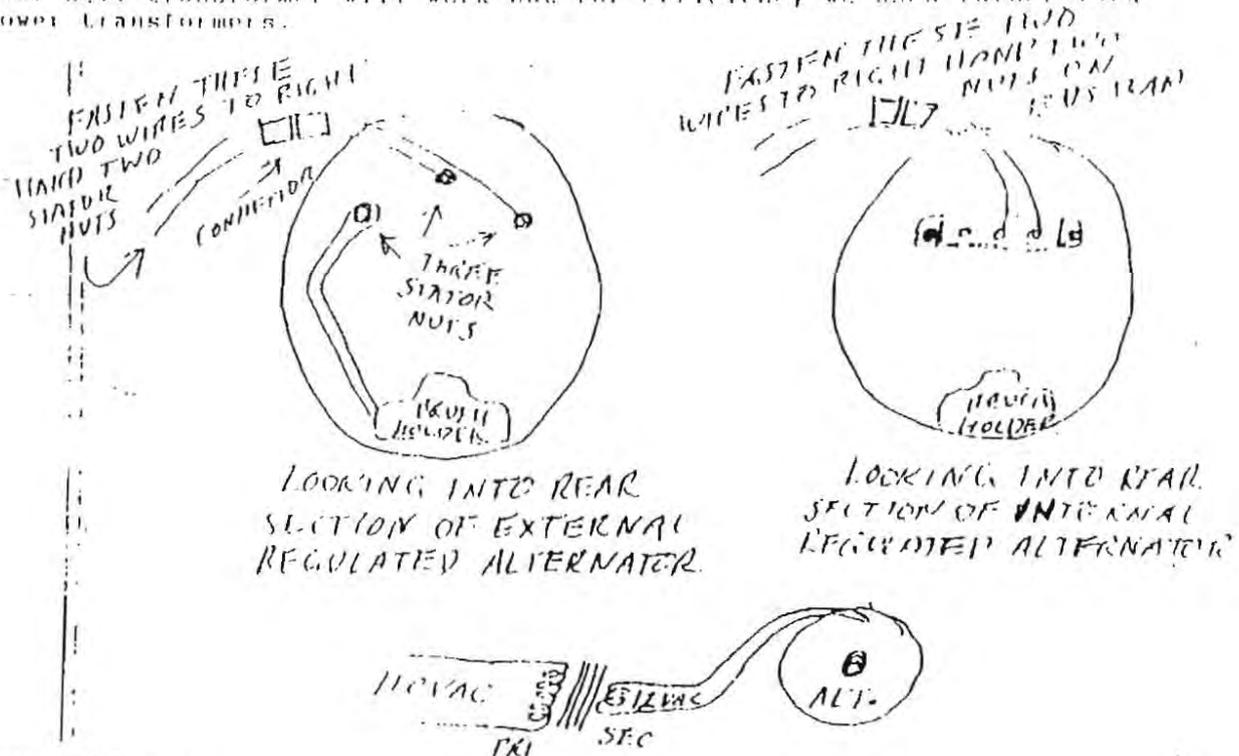
The following letter was received by Bob St. John. It is from our member Hubert Smith, who lives in Virginia Beach, Virginia and is not known by all HACOA members. Sully attends our meetings when he is in Kansas City visiting relatives.

"Hey Bob,

How's it going out in the arctic West? Got the Vair Cor with the ballote in it and was stuck on the horns of a Corvair or a dilemma (or something) First choice is vote for a guy cause he has a nice smile or nice car or whatever. Second choice is not to vote (makes me a bad member.)

I think I've figured out how to be a good member and still not vote. I'll contribute something to the newsletter. Please pass this on to Gini or Kathy.

The Tidewater Corvair Club was invited to parade in Norfolk's Parade of Lights. All the units in the parade are required to be lighted which posed a problem since most decorations use 110 volt instead of 12 volt lights. Member Ted Conrad suggested using the 12 V AC from the alternator stator and boosting it through a transformer to 110 V AC by feeding the 12 V into the secondary side and getting 110 off the primary. One of the members had 450 Christmas tree winky lights on his car altho we had designed the system to only handle 250. Here's how we worked it out. A door bell transformer will work but for efficiency we used rather large power transformers.



Using this system we were able to maintain a very stable 112 volts up to around 100 watts. Frequency varies with engine speed but is always in excess of 60 Hz which aids transformer efficiency.

Bob, you may want to have someone clean these drawings up but I think you'll get the idea. I know it has other applications beside parade lights. Happy Holidays to all Keep on Vairin

*Sully*

Jeanette & I were members of the club in Dec. 1992. A friend of ours has two Corvairs and knew one of my hobbies is restoring cars. I have restored a 1941 Chevrolet, A 1952 Military Jeep, A 1965 Mustang Fast Back, A 1967 RL411 Datsun and now starting on a 1963 Corvair Spyder Coupe.

Now my friend says parts are not expensive and these cars are easy to work on, with these prices from Clarks catalog, rear axles bearings at \$185.00, oil pressure gages at \$90.00, pressure plates at \$124.00, disc at \$61.00. Now my wife says if that is inexpensive, she is glad he not say they were expensive, gosh how much would they cost, then says she is going to take the check book away from me.

I had to replace the lifters, six pushrods, pressure plate, disc, one front wheel bearing, one rear wheel bearing, and numerous other parts. So \$1000.00 later and the car is setting in the garage with the back wheels off the floor waiting to get the carburetors rebuilt.

As we got off to a bad start I am hoping to have a good ending.

My friend and I pulled it across town to Barry Cunninghams shop on Sat. the 16th to the "Tune up clinic" and ending up taking the engine out and doing some technical work between the flywheel and bellhousing, "such as bent loose bolts".

THANKS TO ALL THE CLUB MEMBERS THAT HELPED ME, AND TO

BARRY FOR HIS SHOP, IT IS NICE!

By the way Checker Auto has pressure plates for \$37.00 and disc. for \$21.00. So things are really not that bad.

I have said enough this time around, I'll write some more next mo.

Oh yes our friends are Ron & Lynn Bloom. Yours Truly,  
Russ & Jeanette

Dear Tucson Corvair Association,

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 plaques & award plaques given in the various categories. Hourly door prizes will be held & our concession stand will be open. Tell all of your friends & we hope to see you there. We will send more information & maps. For additional info call Cliff Mystrom at 682-4141 ext. 433.

Thank you for your support  
Scott Jackson  
VICA club member



YOUR MOST HORRIBLE EXPERIENCE WITH  
A CORVAIR

MR. HUNKER AND HIS FRIEND WAS DOUBLE DATING IN HIS FRIENDS CORVAIR, WHEN OUT IN NO WHERE DRIVING DOWN THIS LONG DARK COUNTRY ROAD, THEY BLEW A BELT. MR. HUNKER, AND HIS FRIENDS WALKED AND WALKED UNTIL THEY FOUND A OLD FARM HOUSE, THEY FINELY CALLED TO THE DORM SO THEIR DATES WOULD'NT GET IN TROUBLE, AND THEY GOT A BELT, MR. HUNKER SAID, "THAT WAS THE MOST HUMILIATING, AND EMBARRASSING MOMENT WITH A CORVAIR".

The Antique Automobile Club of America advises that they are raffling a 1963 Corvair Monza convertible to raise money for their Library's Endowment Fund. The Monza was recently inspected and is in good condition. Tickets--\$1.00 each or 6/\$5.00. Drawing will be at their 1993 Eastern Division Nat. Fall Meet, Hershey, PA Sat., October 9, 1993. For more info., contact AACA Library & Research Center, 501 W. Governor Rd., Hershey, PA 17033.



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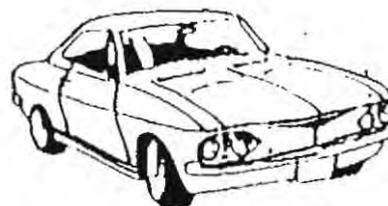
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# Vairs 'n Spares

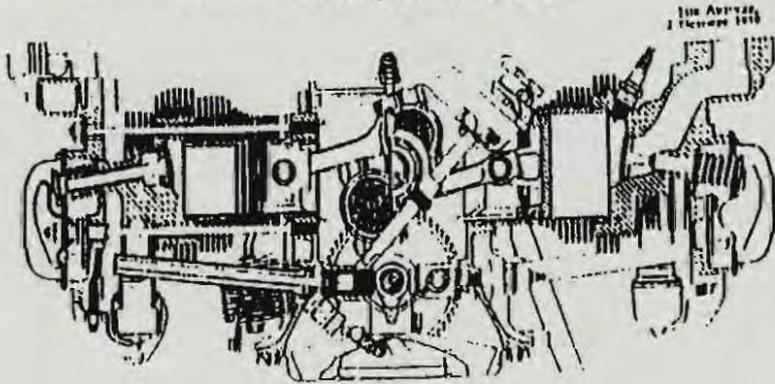
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FOR SALE: CORVAIR PARTS. Large outdoor yard full of great Corvair parts. Call Barry Cunningham for information at (602) 747-8028.

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 CORVAIRSACTION editor.

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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**

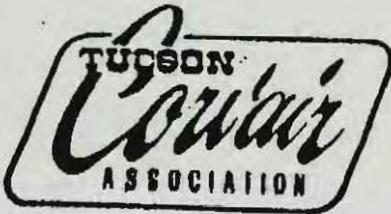
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Feb. 13, 1993 MARANA HIGH SCHOOL  
CAR SHOW: 11 AM - 4 PM

*'72 Corvair Air  
30k orig miles  
#8K*

Regular Monthly Meeting: Wednesday, Jan. 27, 1993  
TCA Executive Board Meeting Feb. 3, 1993 at JB's Swan & Speedway, 7:30pm

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