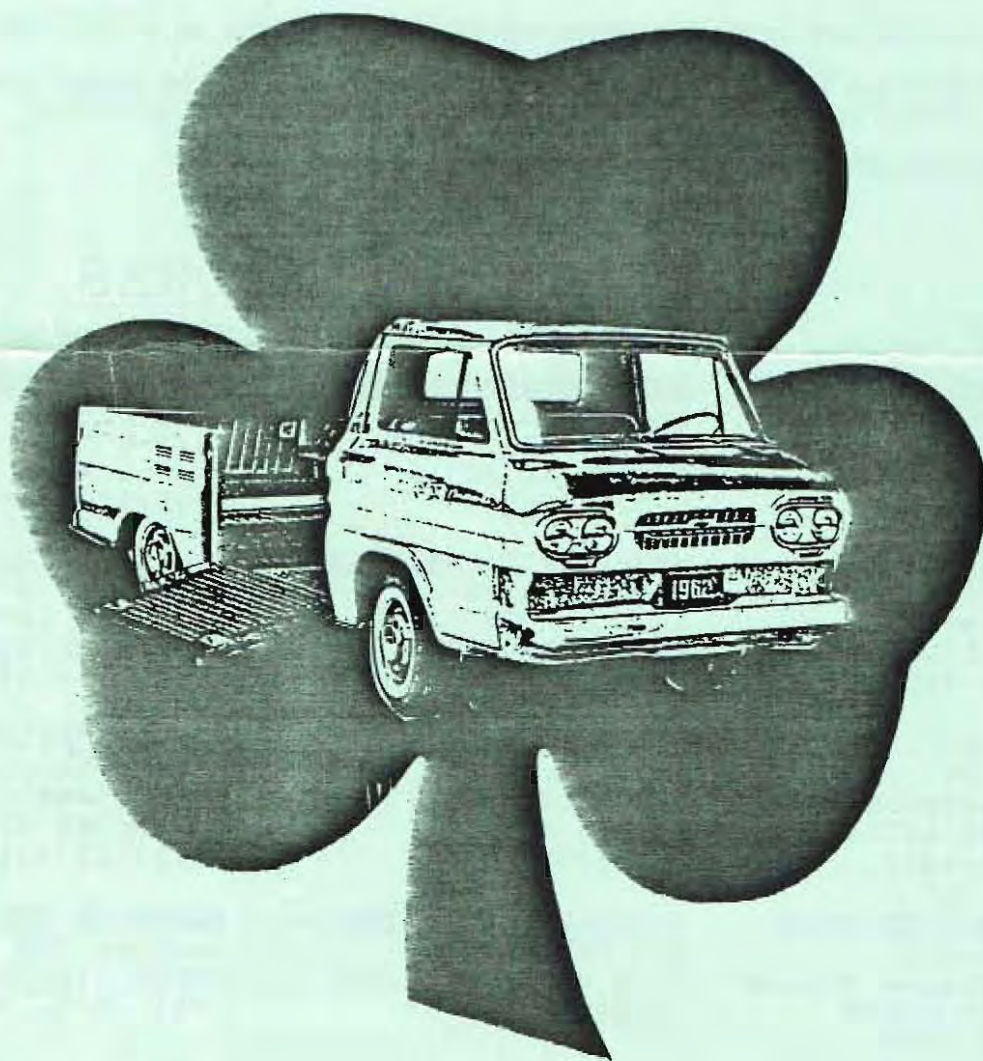


Corvairization

TUCSON CORVAIR ASSOCIATION TUCSON, ARIZONA

Volume 18 Number 12

March 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 (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 \$2.50 per 4-line ad 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.

BUSINESS MAILING ADDRESS: 4072 E 22nd St #197
Tucson AZ 85711

WHEELS AND SPOKES

PRESIDENT

Bill Leslie
P.O. Box 18503
Tucson AZ 85731
(602)795-7459

VICE-PRESIDENT

Cecil Alex
775 W Roger #73
Tucson AZ 85705
(602)293-4156

TREASURER

Al Crispin
6850 E Edgemont Pl
Tucson AZ 85710
(602)722-9445

RECORDING SECRETARY

Verne Cauble
5950 N Camino Arizpe
Tucson AZ 85718
(602)299-2911

BOARD MEMBER-AT-LARGE

Ron Bloom
4072 E 22nd St #197
Tucson AZ 85711
(602)323-9183

MEMBERSHIP CHAIRMAN

Marcy Tucker
P.O. Box 18503
Tucson AZ 85731
(602)795-7459

LIBRARIANS

Beverly Baker
6110 E 5th St #227
Tucson AZ 85711
(602)747-0840

MERCHANDISE CHAIRMAN

Don Robinson
2044 W Shalimar Way
Tucson AZ 85704
(602)297-1356

CORVAIRSATION EDITOR

Lynn Bloom
4072 E 22nd #197
Tucson AZ 85711
(602)323-9183

ASSISTANT EDITOR

Marcy Tucker
P.O. Box 18503
Tucson AZ 85731
(602)795-7459

CORVAIRSATION ADVISOR

Van Pershing
4842 W Paseo de las Colinas
Tucson AZ 85745
(602)743-9185

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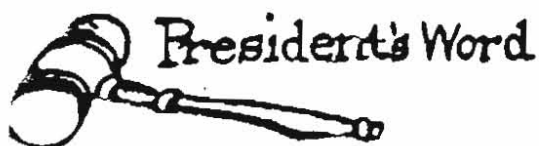
Well, Spring has arrived in Tucson (we should all be drying out soon), and among the fresh sights on the scene are higher flood insurance premiums, desert flowers and me - your new president!

My relative age to the general membership makes me feel a little like a kid in a pool hall; Plus, I have some mighty big shoes to fill in Cecil's place! I promise to maintain his level of leadership and I wish to express my gratitude to him and Esther for their help during the transition.

If there is to be any platform or direction during my year, it will be MAINTENANCE, PROPER MECHANICAL PROCEDURES, and FUN FOR ALL (the first rule!)

My initial interest (and the sustaining one, for that matter) in Corvairs was/is the "power package", not only its design and function, but ease of maintenance and removal. People looking in my backyard assume because they see NINE Corvairs, that I'm a Corvair Nut and I'M NOT. I am a Corvair Engine & Transaxle Nut who happens to find the sheet metal not that hard to look at! How's that for Executive Denial!

In summary, I'd like to say, I'm proud to serve. I look forward to a great year, and I'm always open to suggestions. Got Any?



Bill Isler

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

Esther Alex: First car was a 1957 Rambler stationwagon, got it in 1963 had it until 1969 and son totaled it and then got another Rambler.

Jack R. Evans: First car was a model "T" Ford, got it in 1932. Keep it for one year sold it for \$25.00 the same as he purchase it for and got another Model "A".

Benny Maudlin: First car was a 1941 Ford pickup, it was a gift from his father. He keep it around for awhile because he could'nt get the flat head eight cylinder engine to run so he gave it back to his father for a 1956 Oldsmobile.



"I'll have to adjust the brushes."

TUCSON CORVAIR ASSOCIATION

The regular monthly meeting of the Tucson Corvair Association was called to order at 7:35 p.m. by President CECIL ALEX at Picadilly Cafeteria on Wednesday, February 24, 1993.

Visitors were JOSEPH ABATE, MATTHEW ABATE, LAWRENCE TAYLOR, CASEY CALLICH and OATIS GRIFFITH (the latter two guests of Vern Griffith--visiting from Arkansas.)

Last month's minutes were accepted, as printed in the CORVAIRSATION.

BILL LESLIE reported that a copier similar to the one discussed by Van Pershing is available for sale to non-profit groups for around \$500. They will print our newsletter for free until a transaction is completed. They will also maintain the copier for the price of parts. Much discussion followed, and suggestion was made that we auction off our old copier at the March meeting.

The Marana Car Show on February 13th proved to be a very well-run show. The Mustang and Thunderbird Clubs had a number of beautiful cars on display. Out of the six Corvairs from our Club, Gordon Cauble and Russ Lockhart won first and second, respectively.

ESTHER ALEX reported that she is still working on finding an appropriate place for a picnic in March, since the one she checked on had a fee of \$30.00.

Suggestion was made that Mr. M.S. Rosenberger (ROSEY) be made a lifetime member of Tucson Corvair Association. A motion was made to this effect, and it was unanimously approved by those present.

RAFFLE WINNERS for the evening were: RON ALLEN, LARRY DANDRIDGE, BARRY CUNNINGHAM, JEANETTE LOCKHART, and MATTHEW ABATE.

ESTHER ALEX, head of the Nominating Committee, presented the following slate of officers for this next year, beginning as of now:

PRESIDENT:	BILL LESLIE
V.PRES:	CECIL ALEX
SECRETARY:	VERNETTE CAUBLE
TREASURER:	AL CRISPIN
DIR-AT-LARGE:	RON BLOOM

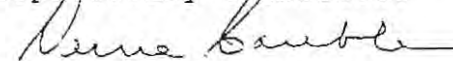
The SLATE was unanimously approved.

The following volunteers will supply prizes for next month's raffle:

AL CRISPIN	LARRY DANDRIDGE	LYNN BLOOM
GORDON CAUBLE	MICHAEL BEGALA	BARRY CUNNINGHAM

The meeting adjourned at 8:50 p.m.

Respectfully submitted:


Secy,

You know spring is just around the corner and I'll be glad to enjoy all the pot lucks and lots of great fellowship.

We would like to take this opportunity to extend our congratulations to our new offivers. With all the help and support from the club this should be a great year.

A GREAT BIG CONGRATULATIONS

I would like to take this opportunity to apologize to Van Pershing for the delay in his publication. Van was editor of Tucson Corvair Club for nine years and did a fantastic job. We respect and applaud Van for a job well done.

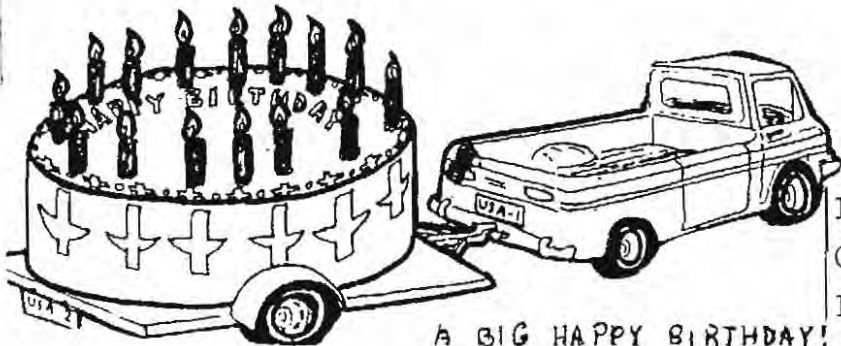
Taking over this position of editor is a hard job to follow after having a experience editor as Van. With all do respect I ask that the club except my apology for all the mistakes in the corvairsation. I am still learning all about editing and in time I'm sure I will do a whole lot better.

I want to thank all of you for your support and patiences and caring.

Sincerely

Lynn Bloom
Lynn Bloem

BIRTHDAYS BIRTHDAYS BIRTHDAY



A BIG HAPPY BIRTHDAY!

JANUARY BIRTHDAYS

JOY STAFFORD	1-18
VAN PERSHING	1-20
GAIL CRISPIN	1-16
RAY BRITTON	1-11

FEBURARY BIRTHDAYS

CECIL ALEX	2-26
GORDON CAUBLE	2-15
VERN CAUBLE	2-10
BEVERLY BAKER	2-28
ANN ALLEN	2-10
MACK POST	2-17
MARILYN LYNCH	2-09
BRYAN LYNCH	2-25

MARCH BIRTHDAYS

RUTH GRIFFITH	3-26
BETTY CHASTAIN	3-01

WE WOULD LIKE TO TAKE A
MOMENT TO EXPRESS A GREAT BIG
HAPPY BIRTHDAY TO YOU ALL.

IF WE HAVE MISSED ANYONE PLEASE ACCEPT
OUR APOLOGY.

IF YOU WOULD LIKE TO HAVE YOUR BIRTHDAY
OR ANNIVERSARY PRINTED PLEASE LET US KNOW
BY CONTACTING LYNN BLOOM (602) 323 -9183

Here we are again, all I have left to do, "If I want too" is to paint cur corvairs. If you want to know what it cost to particularity bring a corvair up to "code" I can tell you, I have spent more on it than I paid Don for it.

If any one wants their corvairs painted I'll do it for free, "for club members". You get it ready "mostly" I will help do the finish sanding and prep. you buy good paint ok!

AS EVER,

RUSS & JEANNETTE

The Corvair Engine Fan

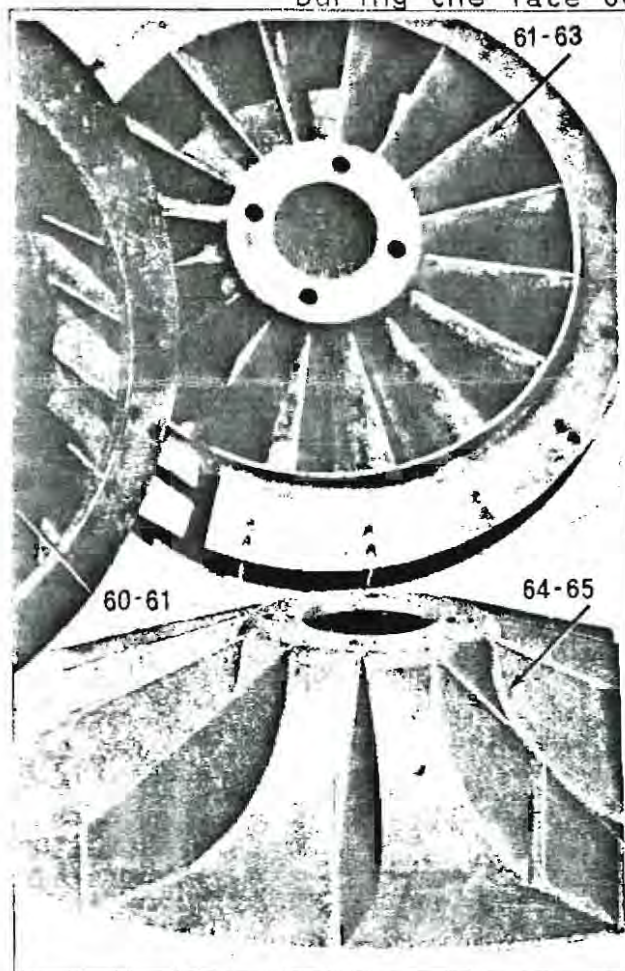
Van Pershing

Three type of fans were used over the years to cool the Corvair engine.

1960-mid 1961: 11" diameter steel fan with 24 vanes on an outer ring. Capacity of 1,800 CFM (cubic feet per minute) at 4,000 RPM engine speed. This fan has poor air delivery at high RPMs. Weighs about 3½ pounds.

Mid 1961-1963: A production line "running change" was made in 1961 to a 10.7" diameter steel fan with 16 vanes extending to the center hub. I has a capacity of 1,460 CFM at 4,000 RPM engine speed. 19% less than the previous fan but it worked good at all speeds. Weighs about 4 pounds.

1964 - 1969: 11.2" diameter magnesium fan with 11 vanes with the same air output as the '62-'63 fan with 1/3 the weight 1.3 pounds. During the late 60's this fan sold for \$6.40.



A plastic fan was tested in 1962 that was the same basic design as the magnesium unit. It was molded in nylon and, according to Bob Benzinger, Chief Engine Engineer at Chevrolet during the Corvair years, it worked great during the tests except for the fact that sulfuric (battery) acid fumes and nylon when in contact with each other make a toxic smell that is totally incompatible with humans! The plastic fans never saw the production line. Not a single one was ever seen by the public.

The great advantage of the light magnesium fan is that it greatly improves fan belt performance. Because of its reduced weight it stretches the belt much less during engine speed changes.

Blower bearing came in three basic varieties. The '60-'62 version was short as shown in the illustration. The '63-'64 version had the same bolt pattern for the fan and same installation height but had a larger bearing unit making it much more durable. The '65-'69 unit was larger and had a different bolt circle for the fan. It is the best available for durability. Neither of the steel fans nor the '64 magnesium fan will fit on this bearing. The '64 magnesium fan, which is identical to the '65-'65 fan

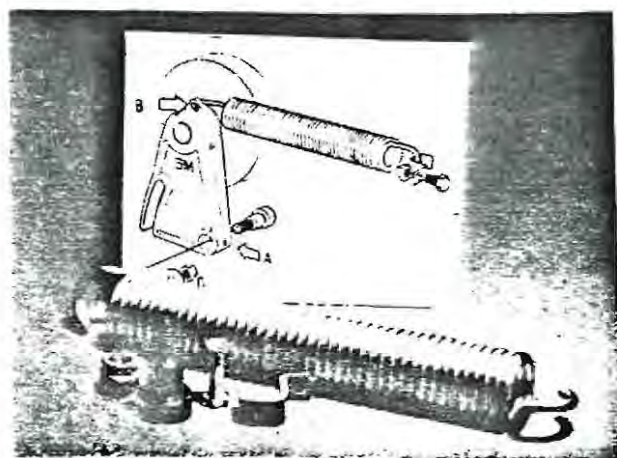
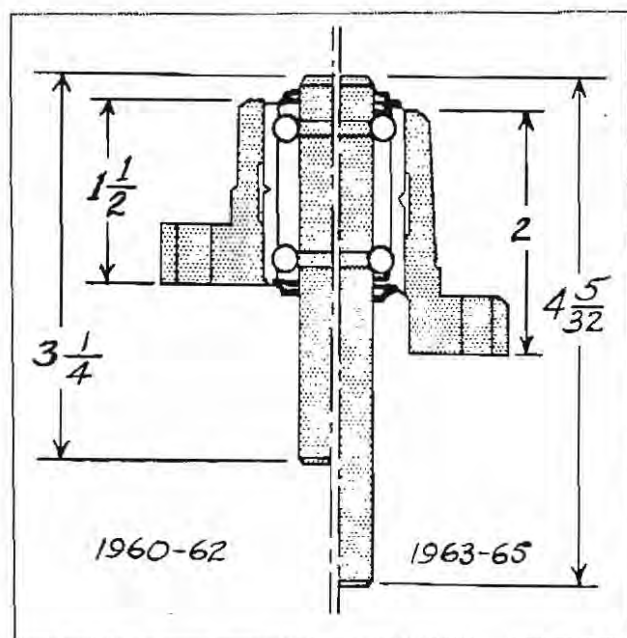
except for the pilot hole and bolt circle diameters, will work fine on the early bearings.

As shown in the illustration, bearing installation heights vary for the early to the later units. The difference varies for .030" to .070" and unless you are racing, I don't know that it's too critical. I shoot for 4.500 and call it good.

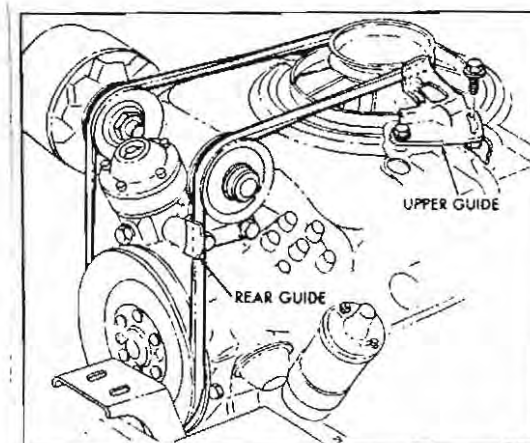
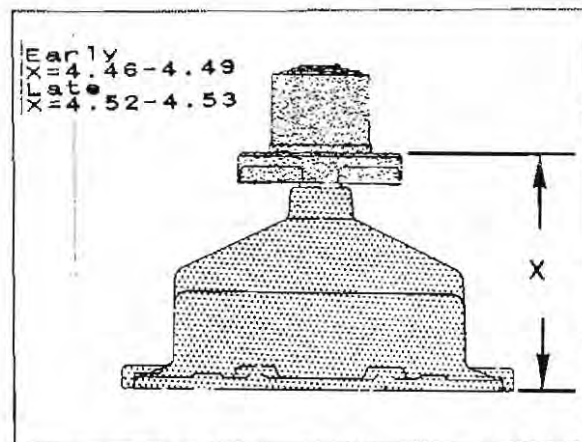
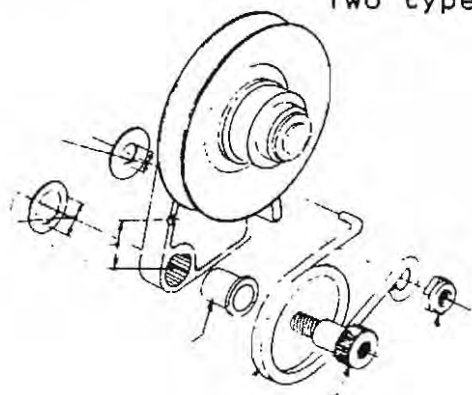
There's been discussion about the best fan belts to use since the first 'Vair rolled off the assembly line. I personally don't think the brand or type of belt that you use is nearly as important as how you install it. It can't be too loose and it definitely can't be too tight. If

you have to pick between the two, too loose is better. The book say is should be at 55 pounds tension, so I always use my calibrated hand to pull the idler pulley tight while tightening the hold-down nut. I figure even I can pull 55 pounds. If you use a big screw driver as a lever for pulling it taught, don't over do it! It will roll over just as sure as shootin'. My experience has proven that for day-to-day use the cheaper the belt, the longer it lasts. It may have something to do with the stiffness of the belt, I don't know. There used to be a couple of different types of spring-loaded idler assemblies available that claimed to be the answer to all belt problems. I've heard mix reviews on these unit and never took the risk of trying one.

If you're going to be putting your foot into it and running through the gears, you'll want to make sure you have belt retainers in place regardless of the type of fan or belt you are running. These retainers were standard on '65 and newer models but can be adapted to the early models. No mods are required to install the rear guide, and the upper guide can be installed by either drilling a couple of holes and adding shims or installing a late model "turkey roaster". There should be no more than 1/16" clearance between the guides and the belt.



Two types of Fan Belt Tensioners



Fan Belt Retainers

Vairs 'n Spares

Condition and rarity are the important consideration. This '61 Monza 900 4dr is rare in that it has ordinal factory air conditioning blowing ice cold.

Overall condition is exceptional and never fouled by "Restoration" or other damage. It runs and looks like new. Not even a crack on the padded dash! Worth 3,500. offered at \$2,500.

Call Don. 296-9811

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: 1st time offered-complete new '62-'64 convert. roof rail weather-strip set \$265. Parting out '67 Monza coupe. Many good used items: front & rear glass, metric speedometer, Saginaw 4 spd. trans. & much more. For prices & other items not listed, call Gordon Cauble 602-299-1122.

FOR SALE: 1964 Corvair 2 Door Monza, complete, not running \$350. Pre 1964 bumpers, front & rear, good condition \$35. 1965 right front door for 2 door Monza \$10. (Other misc. parts go with the '64 above). Del Light 883-6794.

FOR SALE: 1965 Monza convert. Orig. paint, 140 hp, 4 speed, rust free. Last tabs 1977. Engine/drive train good. No leaks. Orig. dealer bill of sale. Car is complete! For more info call Ron Bloom evenings 323-9183.

FOR SALE: 1963 Greenbrier, blue. Xtra engine. Can be seen at 1041 E. 21st St. Oscar Martinez 624-7539 \$1,200.

FOR SALE: 1963 Greenbrier. Automatic. Two bench seats. White w/tan stripe. \$300 OBO. Gary Hagen 746-0839.

FOR SALE: 1966 Monza 2 Door. Power-glide, A/C, light tan ext/int. \$900. Bill 795-7459.

FOR SALE

65 4spd Trans-axle gone through 125
64 110 Heads pair good 100. 64 Blower houseing 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 Bear, 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, 040 over, \$150.00 or best offer.

Josh DeWitt (602)294-4340

FOR SALE: 6 each N.O.S., engine cyl.

* and piston units complete. GM P/N

* 3847843 (FOR 1964 CORVAIR) \$400.00.

Don Chastain (602) 886-1976

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

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

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

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.

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 CORVAIRATION editor.

Larry Dandridge

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Wrecking out
Corvairs!

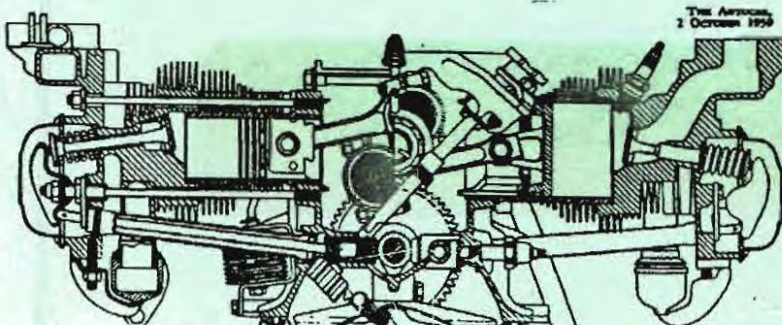
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ATTENTION****ATTENTION****THE OLD COPIER WILL BE AUCTIONED FOR CASH
AT THE MARCH MEETING.

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

April 17, 1993 "Bowie" Arizona
Picnic Pot Luck
Instructions will be provided

TCA ANNUAL RALLY

T I M E	S P E E D	D I S T A N C E
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May Rally Sunday May 16 1993
South West Corner Of El Con

Regular Monthly Meeting: Wednesday, March 24, 1993, Parking Lot
TCA Executive Board Meeting March 31, 1993 at JB's Swan & Speedway, 7:30pm

Tucson Corvair Association
4072 E. 22nd St Suite 197 • Tucson, Arizona 85711



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