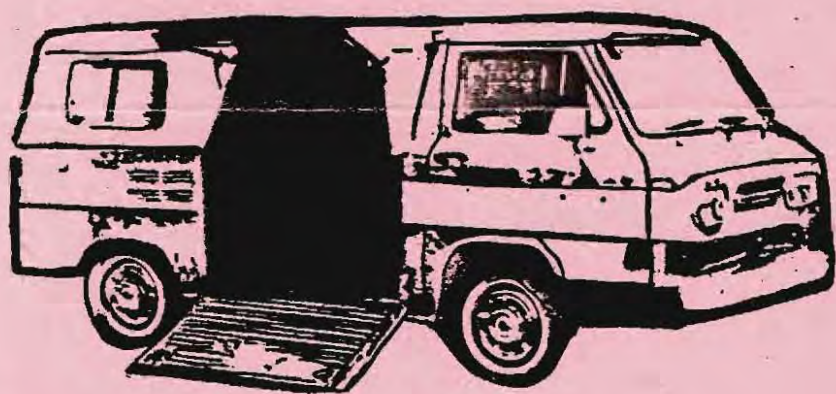


Corvairisation

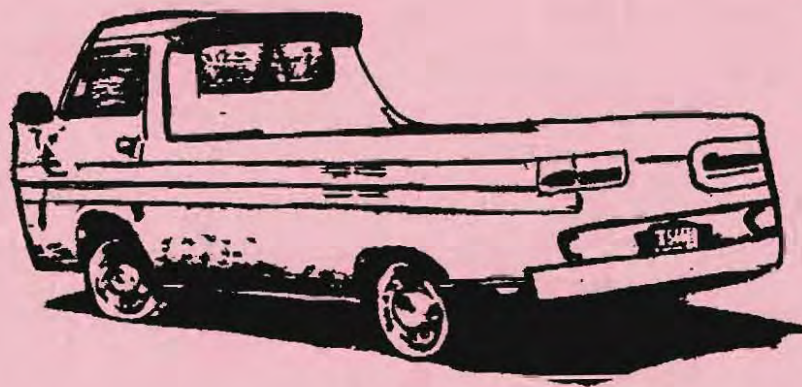
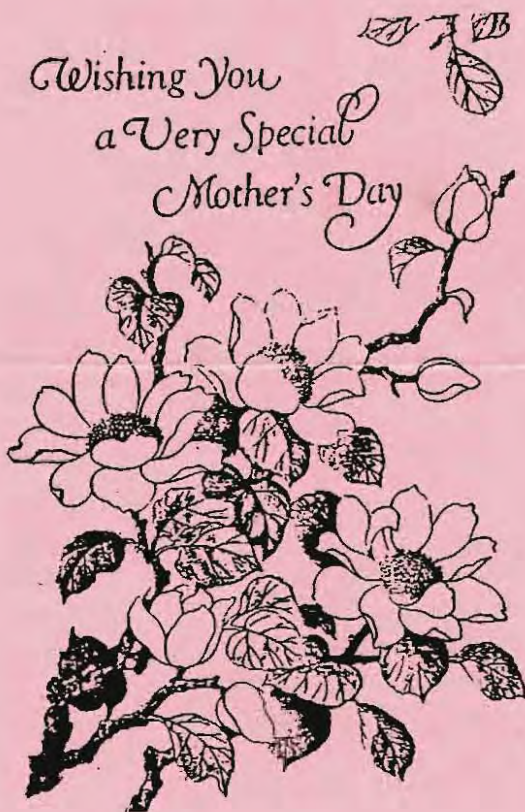
TUCSON CORVAIR ASSOCIATION TUCSON, ARIZONA

Volume 19 Number 2

May 1993



Wishing You
a Very Special
Mother's Day



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 require 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, Arizona 85711

WHEELS AND SPOKES

PRESIDENT

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

BOARD MEMBER-AT-LARGE

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

CORVAIRSATION EDITOR

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

VICE-PRESIDENT

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

MEMBERSHIP CHAIRMAN

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

ASSISTANT EDITOR

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

TREASURER

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

LIBRARIANS

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

CORVAIRSATION ADVISOR

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

RECORDING SECRETARY

Verne Cauble
5950 N Camino Arizpe
Tucson AZ 85718
(602)299-1122

MERCHANDISE CHAIRMAN

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

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Current TCA Officers,
Corvairsation Editor,
Cecil Alex & Dave Baker

DO YOU KNOW WHO ARE PRESIDENT WAS 10 YEARS AGO ?
AND DO YOU KNOW WHAT HE WAS TALKING ABOUT ?

WELL IT WAS (MR. VAN PERSHING) AND HERE IS THE ARTICLE HE WROTE ABOUT.

Every other year the Cactus Corvair Club of Phoenix holds a Mini Convention which is a CORSA (nationally) sanctioned event. The past two times the convention has been held the TCA has been asked to officiate the concours portion of that convention. The Mini Convention is coming up again in April of 1984 and again we have been asked to take care of the Concours judging. This will take quite a crew of people to do everything from judging, scoring and tabulating to the manning (or womanning) of the break station. Let me make a few statments about this event: the chairman of the event needs to be someone who is very familiar with what's going on at a concours. He'll be the person who is finally responsible for what takes place. The judges will be broken up into teams of two or three people and really don't have to "know" anything about a concours event. We intend to have trainingsessions to bring the individual teams up to speed in the area they will be judging. We will also need some support people to do the other tasks associated with the event. So between now and September we will be giving some serious thought to a chairman and will be asking you for some firm comittments to serve on the taskforce to carry out the event. If any of you have any suggestions, please get together with me and give me your thoughts - and if you're ready to volunteer, DON'T BE SHY!!

You'll notice elsewhere in this Corvairsation an article concerning some proposed ammendments to the Bylaws which the Board of Directors is placing before you. Please read them and be ready to vote at the next meeting.

Hopefully, in the next month or so we will be publishing a tentative list of Mid-Month activities which will carry us through June of 1984. If you have any great ideas about what you would like to do, please call Bob Eggers, our Vice President.

Also please note that the dues schedule has changed somewhat due to CORSA's new insurance policy. If the dues change applies to you, please get it taken care of with Bob Thompson our membership chairman.

That's all for now. See you at the next meeting!



TUCSON CORVAIR ASSOCIATION

The regular monthly meeting of the Tucson Corvair Association was called to order at 7:35 p.m. by President BILL LESLIE at Picadilly Cafeteria on Wednesday, April 28, 1993.

Minutes of the last meeting were accepted as published in the March issue of the CORVAIRSATION.

Treasurer AL CRISPIN reported that we had \$673.00 in the treasury.

Membership Chairman MARCY TUCKER stated that there were no new members.

DON ROBINSON urged as many as possible to come to the RALLY on May 16th, meeting at the southwest corner of Elcon by Foley's. The first car will leave at 3:01 p.m. Corvairs will be judged on Time, Speed, and Distance. Bring a paper and pencil along for your calculation.

BEVERLY BAKER, Librarian, encouraged members to use the library for videos, Communiques, etc. She announced that she would publish an inventory of the library soon.

CORVAIRSATION editor LYNN BLOOM invited members to write something for the paper if they wished--the 10th of the month is the deadline.

ESTHER ALEX, midmonth activity chairman, asked for suggestions from the group as to their desires for places to go, and when. Let her know what you think.

Raffle Prizes went to: BARRY CUNNINGHAM VAN PERSHING LIZ ZERKLE DON ROBINSON and License Plate winner, LYNN BLOOM. A round of applause greeted the announcement that "for once, LARRY DANDRIDGE DID NOT WIN."

After intermission, BARRY's "Show and Tell" was on the subject of "Bell Housings". He instructed us on how to identify them from one another. There are 4 different bell housing--two for automatic, and two for stick shift. You can tell the difference between early and late by the part number, and by the dimple on the back side of the early bell housing.

BILL led a discussion on repairing heads when SP threads are stripped out. He recommends the use of the K.D. repair kit, which costs around \$30, and has its own insert. Inserts normally cost about 75 cents each.

VOLUNTEERS TO SUPPLY PRIZES FOR MAY ARE:

RON BLOOM

LARRY DANDRIDGE

AL CRISPIN

BARRY CUNNINGHAM

RUSS LOCKHART

The meeting adjourned at 9:05 p.m.

Respectfully Submitted:

Verne Cauble

VERNE CAUBLE, Secretary

11 CORVAIRS

36 members

A Mother's Love

A Mother's love is something
that no one can explain,
It is made of deep devotion
and of sacrifice and pain,
It is endless and unselfish
and enduring come what may
For nothing can destroy it
or take that love away...
It is patient and forgiving
when all others are forsaking,
And it never fails or falters
even though the heart is breaking...
It believes beyond believing
when the world around condemns,
And it glows with all the beauty
of the rarest, brightest gems...
It is far beyond defining,
it defies all explanation,
and it still remains a secret
like the mysteries of creation...
A many-splendored miracle
man cannot understand
And another wondrous evidence
of God's tender guiding hand.



A Recipe for Happiness

Happiness is something
we create in our mind,
It's not something you search for
and so seldom find—
It's just waking up
and beginning the day
By counting our blessings
and kneeling to pray—
It's giving up thoughts
that breed discontent
And accepting what comes
as a "gift heaven-sent"—
It's giving up wishing
for things we have not
And making the best of
whatever we've got—
It's knowing that life
is determined for us,
And pursuing our tasks
without fret or fuss—
For it's by completing
what God gives us to do
That we find real contentment
and happiness, too.

Precious Little Memories

Precious little memories
of little things we've done,
Make the very darkest day
a bright and happy one,

Tender little memories
of some word or deed,
Give us strength and courage
when we are in need,

Blessed little memories
help us bear the cross
And soften all the bitterness
of failure and of loss,

Priceless little memories
are treasures without price,
And through the gateway of the heart
they lead to paradise.



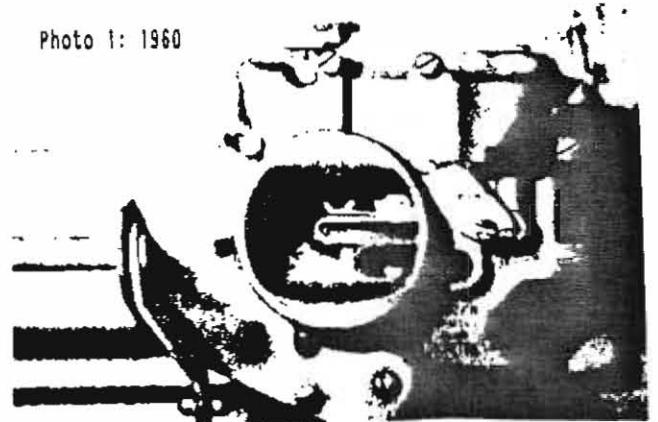
ROCHESTER "H" CARBURETOR IDENTIFICATION

by Van Pershing

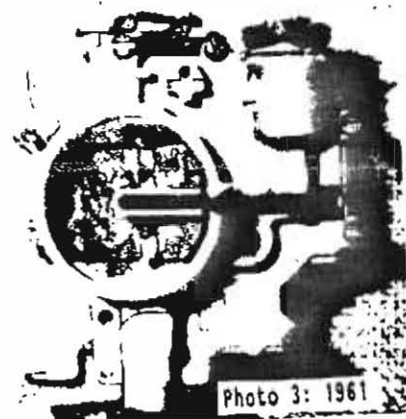
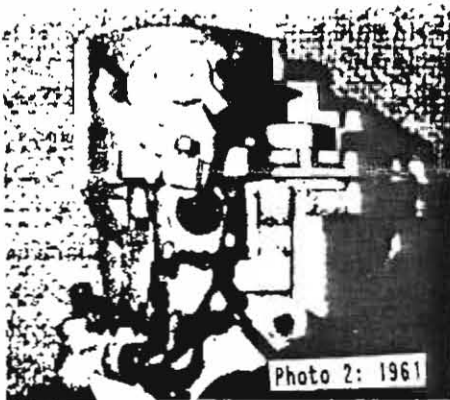
In the Corvair Technical Guide published way back in 1986, Larry Claypool put together an excellent article on identifying the Rochester "H" carburetor. Larry points out that indeed all Corvair carburetors are not the same! The following is a summary of his findings.

1960: No provisions are found in the carburetor itself for a choke. It is part of the air cleaner assembly. The bowl vent was external and found under a cover (photo 1).

Photo 1: 1960



1961: Chokes were added to the carburetors and were operated manually. Fast idle cam did not have steps so that when you pulled the choke knob the butterflies would close without depressing the gas pedal (photo 2). A fast idle screw was added and the bowl vent was moved to the duck bill underneath the air cleaner to keep gas fumes out of the new heater system and dirt out of the bowl (see photo #3).



1962: Automatic chokes were added along with vacuum pull-offs and vacuum ports to operate them. Carburetor designation changed from "H" to "HV". Steps appeared in the fast idle cam and choke unloading was obtained by the use of a tang as shown in photo 4 which opens the choke slightly when the gas peddle is fully depressed to allow starts when the engine is flooded.

Photo 4: 1962



1963: Fuel bowl vents were moved to the sides of the air horn to improve hot engine idle restart (photo 5). The choke unloader was changed from the tang to a tab on the back of the cam.

1964: A vapor vent was added to the base of the carburetor to prevent gas fumes from collecting in the induction system and causing hot engine restart problems (photo 6). The floats increased in size (photo 7) and an assist spring was added to stabilize them and increase force on the needle valve. A hole was added for mounting the new air cleaner (photo 8) and the venturi cluster was changed to allow better atomization (photo 9).

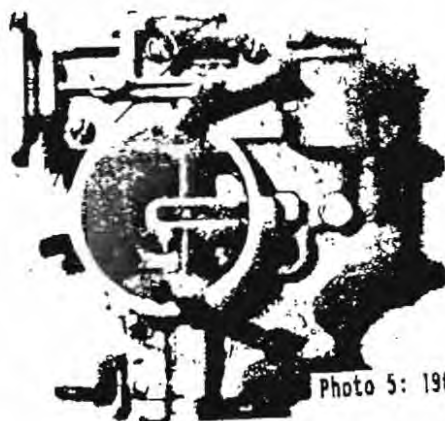


Photo 5: 1963



Photo 6: 1964 on

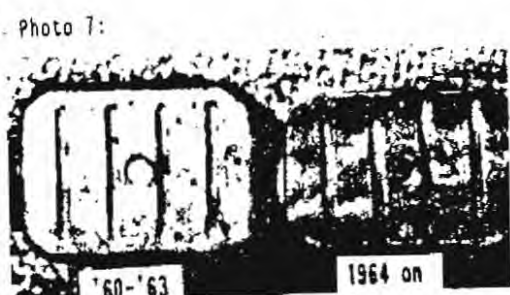


Photo 7:



Photo 8: 1964 on



Photo 9:

'60-'63

'64-'69

secondary

1965: A power enrichment valve was added which is lifted off its seat by high air flow through the carburetor. This valve is located under the venturi cluster in an "extra" hole (photo 10). A carburetors with the power enrichment valve can be identified externally by a plugged hole in the side of the bowl (photo 11). A new secondary carburetor was added to the line which was used on the 140 hp engines. It had no choke, idle or power enrichment circuits and used a different venturi cluster (photo 9). The accelerator pump had no cup and used an extra heavy spring to give positive throttle plate closure to prevent vacuum leaks (photo 12).



Photo 10: '65-'67

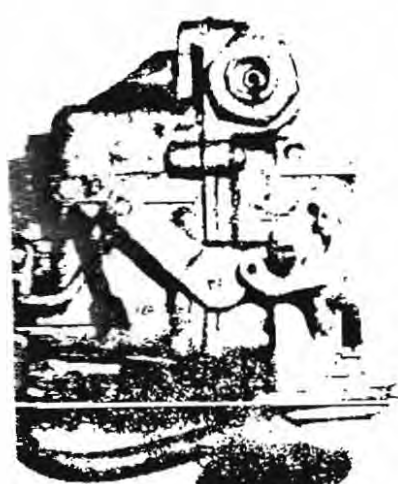


Photo 11: '65-'67

Customer complaints about cold weather hesitation on 140 hp model brought about a mid-1965 change in the secondary carburetor linkage. The choke shaft holes were put back in the air horns and were used to house a lock out device that would not allow the secondaries to open unless the primary chokes were completely open. Springs were added to the secondary actuating rods to allow full movement even when the secondaries were immobilized (photo 13).

Photo 12:

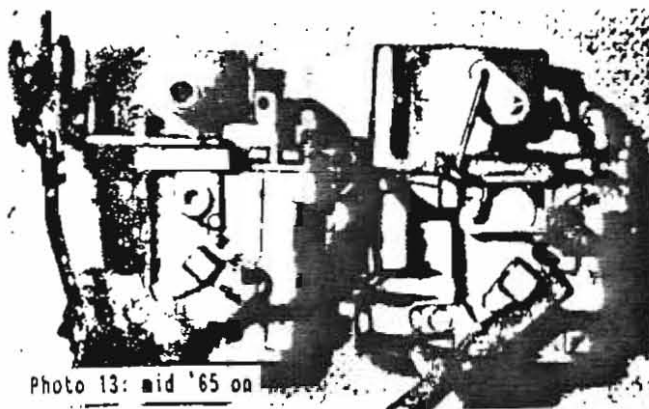
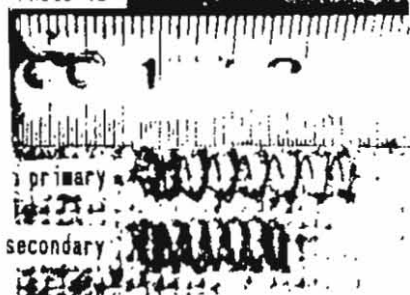


Photo 13: mid '65 on

1966: The fast idle link on the primary carburetors were changed from plastic to metal (photo 14). On California cars several changes were made with the addition of the smog pump and its plumbing. An internal bleed circuit was added which prevented the setting of the idle mixture screw beyond the emission limits. Identification can be made by looking into the air horn (photo 15). The fuel bowl casting was modified to accept this circuit (photo 16) and appears on all carburetors from here on but was only drilled out for those used on smog engines. The power enrichment circuit was eliminated on smog engines as a mid-year change.

Photo 14:



plastic

metal

Photo 15: '66 smog and on

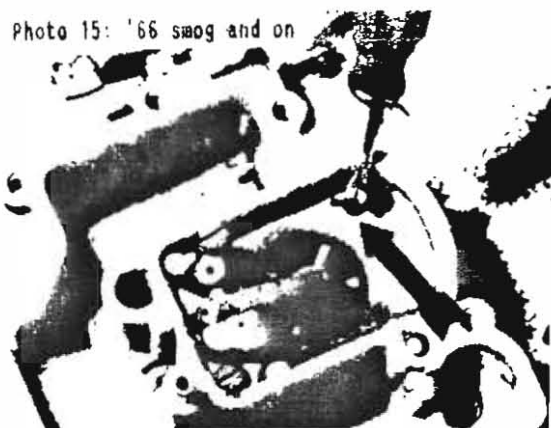
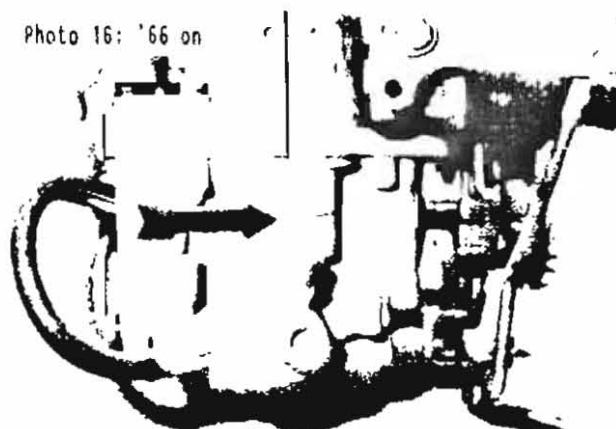


Photo 16: '66 on



1967: No significant changes.

1968: Since all model were equipped with smog pumps, all primaries had the air bleed circuits and no power enrichment. Secondaries had a "fixed fuel feed" which was basically a fixed idle circuit which prevented stuck throttle plates caused by drivers who used the secondaries infrequently. Secondary linkage was changed using steel sleeves and stiffer springs on the secondary actuating rods. This provided more force to overcome sticking problems but required more gas peddle force to open the secondaries.

1969: No changes were made.

While most of the design and detail changes are shown here, remember that many variations of each style were made. Jet sizes varied depending on the horsepower, transmission and even the type of air cleaner that was used.



DON CHASTAIN
WINING STERLING

5/21
5/26

PLEASE SUBMIT ALL ARTICLES OR ANY INFORMATION THAT YOU WOULD LIKE TO CONTRIBUTE TO OUR CLUBS NEWS LETTER NO LATER THAN THE 10th OF EACH MONTH.
THANK YOU FOR YOUR INTEREST IN OUR PAPER.

DID YOU KNOW....

Current ILLINOIS law says 1961 and newer cars licensed there cannot be driven without seat belts. 1965 and newer models cannot be sold in Illinois without seat belts---WHAT DOES ARIZONA law say????

SUBMITTED BY: RUTH GRIFFITH

WHAT WAS YOUR FIRST CAR AND WHAT HAPPEND TO IT..

JACK ZERKLE: Mr. Zerkle first car was a 1928 Chevy.. He kept it for two years while in high school, then he bought his first Corvaire in 1961. Mr. Zerkle then went north and his carbs. were frezzing up because of to much air, he then discovered that his pannels was missing.

ALLEN ELVICK: Mr. Elvick first car was a 1947 Ford two dr. Sedan, that he bought from Mr. Walt Belkowski for \$125.00, he kept it for one year.

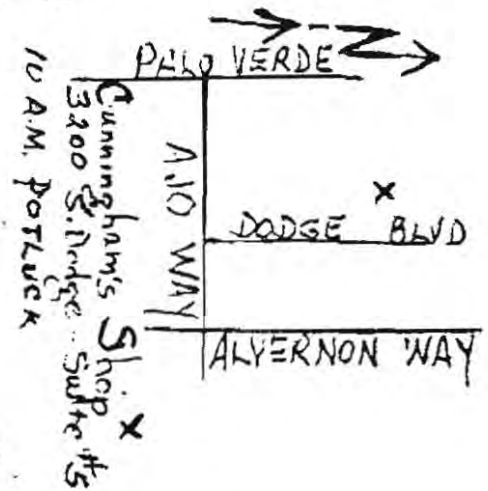
DON ROBINSON: Mr. Robinson first car was a 1934 Ford four dr., he kept it for two years and then bought a 1947 Mercury.

WHAT WAS YOUR WORSE EXPERIENCE WITH A CORVAIR ...

ALLEN ALVICK: Mr. Elvick worse experience was he put in a new clutch trans. diff. at 11:00 p.m. went to test drive and it wouldn't move, he didn't realize the axles were different on early models and wouldn't fit late models.

DON ROBINSON: Mr. Robinson worse experience was that his Corvaire dist. blew up at I-10 south of GRANT GOING NORTH.

LYNN BLOOM: Lynn worse experience was when she went to fill her car up with gas, decided to take it through the car wash and started home, when making a "u-y" the clutch broke. Two very nice gentlemen helped her to push the car off the road when they pushed the car right into her. "boy was that a day"



"The only thing we can figure is that maybe it's supposed to rattle when it starts."



Corva NC.

Larry Dandridge

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Corvairs!

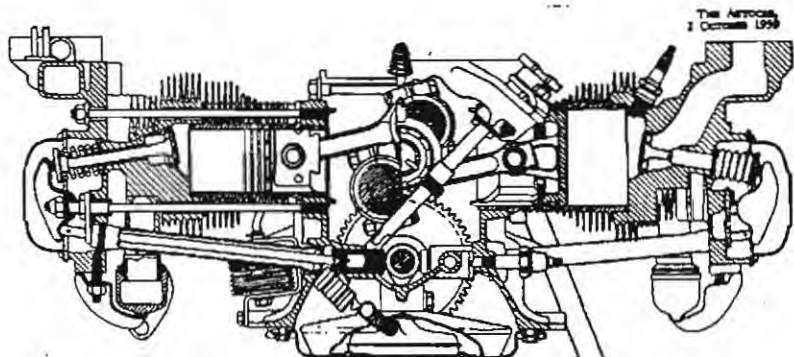
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Vairs 'n Spares

****NOTE--ADS IN VAIRS 'SPARES ARE FREE TO TCA MEMBERS. NON-MEMBERS CAN PLACE A 4-LINE AD FOR \$2.50. SEND ADS DIRECTLY TO EDITOR.****

FOR SALE: 68 Monza 4 sp. A/C not working. Driven daily. \$800.00 OBO. Call Fred Zimmermann, (602) 887-6805

FOR SALE; 6 each N.O.S. eng. cyl and piston units complete. GM P/N 3847843 (for 64 Corvair) \$400.00 Call Don Chastain (602) 886-1076

FOR SALE: 64 Monza 2 Dr. parting out, Call Del Light (502) 883- 6794 or 883-5902

FOR SALE: 66 Monza 2 Dr. Powerglide, A/C, light tan ext/int. \$900.00 Call Bill (602) 795-7459

FOR SALE: CORVAIR PARTS. Large outside yard full of great Corvair parts. Call Barry Cunningham, (602) 747-9028

FOR SALE: 65 Corvair Manual, NEW Call Ron Bloom Eves. (602) 323-9183

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

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

FOR SALE: 66 500 Coupe 110 4 sp 3.55. Near new wsw tires. Straight, chromed front and rear bumpers, air exh. grill. Twin glass packs, Call Ron Allen, (602) 883-8458

FOR SALE: 65 Monza Convert. 140 4 sp. Rust free, last tabs 1977. Eng. and drive train good, no leaks. Bring dealer bill of sale and contract. Car is complete! Call Ron Bloom Eves. (602) 323-9183

FOR SALE: 1st time offered, complete new 62-64 convert. roof rail weatherstrip set \$265. Parting out 67 Monza Coupe. Many good used items, Front and rear glass, metric speedometer, Saginaw 4 sp.- Call Gordon Cauble, 299-1122

FOR SALE: New and used parts: Rebuilt flywheels early or late, bolted balance and guaranteed \$90. All other parts for "clutch" job" available. FC axles with packed bearing, \$75. ea. 65 Corsa wiring harnesses main & eng. \$30. ea. New gas guard, \$20. reconed speakers, early \$16, late \$20. Call Gordon Cauble (602) 299-1122

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

Piccadilly Cafeteria, 6767 E. Broadway, Tucson

6:00 pm: Parking Lot Bull Session
6:30 pm: Dinner (optional)
7:30 pm: Meeting starts

COMING EVENTS

MAY 16	RALLY
JUNE 12	TECH SESSION
JULY 17	POOL PARTY
AUG	ON YOUR OWN - Or ?
SEPT 11	KITT PEAK-SABINO CANYON (CHOICE)
OCT	CASA DE LOS NINOS CAR SHOW
NOV 12-14	G.W.F.B.T. PALM SPRINGS
DEC	CHRISTMAS PARTY

**PLEASE CONTACT A
BOARD MEMBER WITH
ANY SUGGESTIONS!!**

This is a tentative plan with dates to be announced.

Regular Monthly Meeting: Wednesday, May 26, 1993

TCA Executive Board Meeting: June 2, 1993 at JB's Swan & Speedway 7:30pm

Tucson Corvair Association
4072 E. 22nd St. Suite 197
Tucson, Arizona 85711
Fax [602] 745-8114



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