

'Vairs at Cops and Rodders

Saturday, October 29, 2011 was a beautiful day for a car show. The annual Cops and Rodders Car Show was held at Hi Corbett Field with over 600 cars of all kinds in attendance.

Whenever there's a major car show within shooting range of Tucson, Ron Bloom and Ken Farr are always there representing the Corvair mark. Cops and Rodders was no exception. Ron and Lynn Bloom were there with their '62 Greenbrier, and Ken and Heidi Farr's yellow convertible was there in all its bright yellow glory. Even though these two cars have been to many, many car shows and people have seen them over and over, they still attract a huge amount of attention from show-goers. Many of the younger set have never even seen a Corvair much less know what they are. Many of the older set have stories to tell about the one they or an aunt used to have and how much fun they had with it. And, of course, there are always comments like, "Corvair made a van?" or "I didn't know Chevrolet made these."

Other TCA members in attendance at the show were Jim Mills, Don Green, Leah Proud, and Leah's aunt Brenda Oravetz, who had just arrived from Greensburg, PA, spent the day admiring the great collection of cars at the show.

No trophies were taken home by these two beautifully deserving cars, but a good time was had by all.



Top: (left to right) Heidi Farr, Jim Mills, Ken Farr, Lynn Bloom, Brenda Oravetz, Ron Bloom, and Leah Proud.

Bottom: (left to right) Lynn Bloom, Ron Bloom, Don Green, Leah Proud, and Brenda Oravetz.

Left: The Farr's '64 convertible and the Bloom's '62 Greenbrier represented TCA and Corvair at the show.

Tucson Corvair Association



Established 1975

The 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) as Chapter 357.

Membership dues are \$15 per year for individuals and \$18 for families. Initial dues are \$19 for individuals and \$22 for families (includes name tags). Make checks payable to the Tucson Corvair Association.

Change of Address: Report any change of address or phone number to the Membership Chairperson. Do not report such changes to the Corvairsation Editor.

COSA membership dues are \$38 per year (\$76 for 26 months) and include a subscription to the COSA Communique, a monthly publication. COSA memberships is not required for membership in the Tucson Corvair Association, but is highly recommended. See any TCA officer for more information.

Classified ads are free to members and \$3 per 4-line ad for non-members. Deadline for materials submitted for publication is the 10th of the month.

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TCA 2011 Events at a Glance

Wed, Nov 16

Regular Monthly Meeting. Parking Lot Bull Session at 6:30 pm. Meeting starts at 7:00pm. Golden Corral, 6865 N Thornydale Road (just south of Ina).

Thu, Dec 8

TCA Christmas Party. This year's party will be held at the Taste of Texas Steakhouse, 8310 N Thornydale (at Cortaro). 7:00 PM. See the website for more details.

No Regular Meeting in December.

See you at the Christmas Party

The Steering/Suspension Clinic scheduled for November 12 has been postponed. It will be rescheduled for sometime in January.

Just For Fun...

A cowboy from Leavenworth KS walked into a bank in New York City and asked for the loan officer. He told the loan officer that he was going to Paris for an international rodeo for two weeks and needed to borrow \$5,000 and that he was not a depositor of the bank.

The bank officer told him that the bank would need some form of security for the loan, so the cowboy handed over the keys to a new Ferrari. The car was parked on the street in front of the bank. The cowboy produced the title and everything checked out. The loan officer agreed to hold the car as collateral for the loan and apologized for having to charge 12% interest.

Later, the bank's president and its officers all enjoyed a good laugh at the cowboy from Kansas for using a \$250,000 Ferrari as collateral for a \$5,000 loan. An employee of the bank then drove the Ferrari into the bank's private underground garage and parked it.

Two weeks later, the cowboy returned, repaid, the \$5,000 and the interest of \$23.07. The loan officer said, "Sir, we are very happy to have had your business, and this transaction has worked out very nicely, but we are a little puzzled. While you were away, we checked you out on Dunn & Bradstreet and found that you are a highly sophisticated investor and multimillionaire with real estate and financial interests all over the world. Your investments include a large number of wind turbines around Leavenworth KS. What puzzles us is, why would you bother to borrow \$5,000?"

The good 'ole Kansas boy replied, "Where else in New York City can I park my car for two weeks for only \$23.07 and expect it to be there when I return?"

October Meeting Minutes

Minutes from the monthly meeting held October 26, 2011 at the Golden Corral Restaurant, 6865 N. Thornydale, Tucson Arizona.

The meeting was called to order by President Ron Bloom at 7:00 PM. The first order of business was to read a humorous poem.

In attendance were Allen Elvick, Rudy Islas, Ed Segerstrom, Ken Farr, Heidi Farr, Jim Mills, Terry Mills, Ron Bloom, Lynn, Bloom, Leah Proud, Don Green, John Young, Amy Young, Mike Strong, Don Robinson, Barry Cunningham, Bill Maynard, Van Pershing and Lynn Marrs.

The minutes as published in last month *Corvairsation* were approved unanimously.

Barry gave the treasurer's report: balance as of September 1 was \$2,944.58 and Balance as of October 1 was \$2,508.41. A brief discussion was held on the use of club funds.

Ron announced that Jim Mills will head an effort to inventory and locate the Corvair specific tools that belong to the club. Van Pershing said he could provide an old tool list made by Dave Baker that might serve as a starting point. Bill Maynard is currently the keeper of the tools and will be involved in the inventory.

The steering and suspension clinic for November 12 at 9:00AM was announced. It will be held at Jim Mills' shop at 2781 N Sundance Trail.

The raffle was held with only one prize and Rudy Islas was the winner. \$12 from the raffle and another \$17 from sales of the remaining old club T-shirts was taken in.

The idea of the club doing a restoration project was briefly discussed. Barry Cunningham suggested that the club restore a 1960 4-door that is available at no cost to the club using the parts from a 1960 parts car that the club already owns. Some doubt was expressed by others that a 1960 4-door might not be very easy to sell at a profit. The President said it would be further discussed by the Board of Directors.

Barry said that Chris Cunningham is looking for several 1962 cars to be used in a photo shoot. Ron Bloom's '62 Greenbrier was the only potential candidate.

On a technical note, John Young showed a new fuel pump part that is available for purchase from some of the Corvair vendors. It replaces the cast body of a stock fuel pump after its guts have been removed and allows fuel to pass directly through the pump. With this part in place, an electric fuel pump can be used without modification of the fuels lines in the engine compartment and still leaves a stock looking fuel pump in place without the potential of fuel leaking into the crankcase.

Don Green and Leah Proud announced they want to purchase a Corvair and asked for suggestions. Jim Mills provided a lead.

The President asked for volunteers to serve on the Nominating Committee and received the names of Ken Farr, Heidi Farr, Lynn Marrs and Jim Mills. He will choose the committee from this group.

The meeting adjourned at 7:40PM.

Submitted by Heidi Farr

President's Message

Hello fellow T.C.A. Members, and November greetings and best wishes though the Thanksgiving season.

If you missed the Cops and Rodders, you missed a great car show. It was good to see Jim Wheeler from the Classic Chevy club. He told me he was voting for my van so maybe I got one vote. There were some fine classis cars there to look at. They raffled off a 1925 Studebaker. No, Ken and I did not win it nor did we get any trophies. There's always next year!

Saturday, November 12th at 9:00 AM will be a steering and suspension clinic at Jim Mills' Garage. Be sure and make plans to attend as Jim is a excellent instructor and teacher. There will be coffee and goodies and I'm sure Terry will keep all in line.

Remember the Christmas celebration is coming soon. December 8th. Check for details elsewhere in this newsletter.

Allen Elvick has accepted the appointment as Treasurer and will continue as Membership Chairman. We will make it official with a ratification vote by the membership at the next meeting. Thank you, Allen.

Remember speed kills; drive an old truck and live forever. With the cool weather drive your Corvair everywhere especially to the meeting, which, by the way, is the third Wednesday this month because of Thanksgiving at the Golden Corral on Thornydale.

Remember the board meeting before the meeting will start at 5:30 PM sharp.

E n j o y your Thanksgiving, have fun, and see you at the meeting!!!



God Bless,

MEETING REMINDER

This month's meeting is on November 16th; a week early due to Thanksgiving. Don't be late!

Corvairs Leak Oil: Oh really?

In case you are new to the Corvair world or in case you have forgotten, Corvairs have a great propensity to leak motor oil. With the invention of Viton, many of these leaks can be taken care of, but did you know there are almost 200 places where and engine can leak? It's true. Here a list compiled by Frederick Johnson, author of *Stop Corvair Lubricant Leaks*.

CRANKCASE:

| | |
|---|-----------|
| Fan Bearing post press fit..... | 1 |
| Vent tube o-ring..... | 1 |
| Vent joint o-ring..... | 1 |
| Top cover bolts | 16 |
| Top cover gaskets | 2 |
| Rear housing bolts | 11 |
| Rear housing gasket | 1 |
| Rear crank seal - static | 1 |
| - rotating | 1 |
| Oil dip stick tube to block press fit | 1 |
| Dip stick top seal | 1 |
| Upper rear case split | 1 |
| Lower rear case split | 1 |
| Upper front case split | 1 |
| Pan flat gasket | 1 |
| Pan bolts | 18 |
| Push rod tube o-rings | 12 |
| Pan drain plug | 1 |
| Harmonic balancer hub press fit | 1 |
| Crankshaft front hub and key | 1 |
| Crankcase bolts (heads and nuts) | 16 |
| Subtotal: | 90 |

HEADS (both sides)

| | |
|-----------------------------|-----------|
| Rocker stud o-rings | 12 |
| Push rod tube o-rings | 12 |
| Valve covers | 2 |
| Valve cover bolts | 8 |
| Subtotal: | 34 |

CYLINDERS (6)

| | |
|--|-----------|
| Shoulders to block (includes seal rings) | 2 |
| Studs in block | 24 |
| Subtotal: | 30 |

OIL COOLER

| | |
|-------------------------------|----------|
| Inlet and outlet seals | 2 |
| Adapter-to-block gasket | 1 |
| Mounting bolts | 2 |
| Subtotal: | 5 |

OIL FILTER

| | |
|-------------------------------|----------|
| Filter outer gasket | 1 |
| Central bolt and gasket | 1 |
| Subtotal: | 2 |

OIL FILTER ADAPTER CASTING

| | |
|--------------------------------------|-----------|
| Oil filter adapter gasket | 1 |
| Oil filter adapter bolts | 5 |
| Oil filler cap | 1 |
| Oil filler tube-to-casting fit | 1 |
| Idler pulley stud | 1 |
| Fuel pump o-ring | 1 |
| Fuel pump mounting bolt | 1 |
| Oil pressure sending switch | 1 |
| Subtotal: | 13 |

BELL HOUSING

| | |
|--------------------------------------|-----------|
| Housing to block gasket | 1 |
| Housing bolts to block | 5 |
| Crankshaft front seal - static | 1 |
| - rotating | 1 |
| Crankshaft flywheel bolts | 6 |
| Subtotal: | 14 |

OIL PUMP

| | |
|----------------------------------|----------|
| Cover flat gasket | 1 |
| Idler gear shaft press fit | 1 |
| Cover bolts | 6 |
| Pressure regulator bolt | 1 |
| Subtotal: | 9 |

GRAND TOTAL: 197

In several cases there are minor differences in count caused by slight changes in model year revisions, forward control/station wagon, and turbo engines.

So as you can see, the poor Corvair engine doesn't stand a chance, the next time you have your engine apart, be very careful and particular about how it goes back together remembering that cleanliness is next to Godliness.



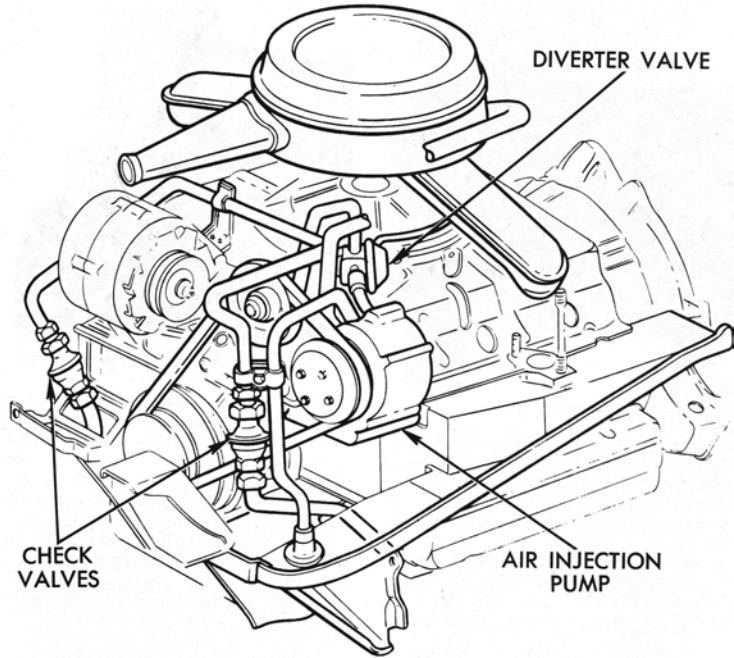
This photo was taken by Bill Leslie at the SEMA Show in Las Vegas recently.

A.I.R. System

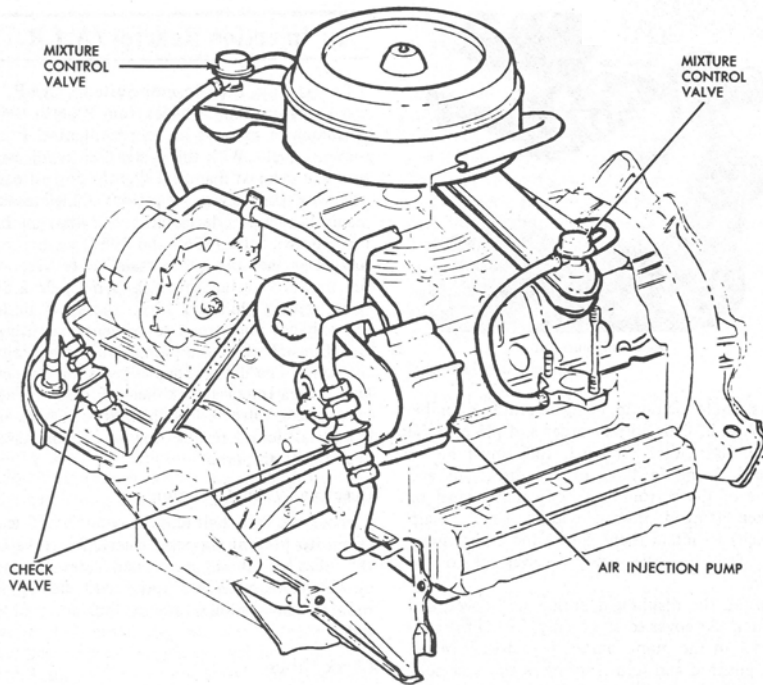
Air Injection Reactor system on later Corvairs makes EPA happy.

In all the car shows you've ever been to, how many 1966 - 1969 Corvairs have you ever seen with the smog equipment installed? It's rare to see, for sure.

The Air Injection Reactor System (A.I.R.) was fitted on some vehicles from 1966 to 1969 to minimize exhaust contamination from unburned fuel. With this system, air is injected into the exhaust manifold slightly downstream from the exhaust valves. At periods of high intake manifold vacuum (deceleration and idle), a mixture control valve (1966 - 1967) vents pressurized air into the intake manifold to lean out the mixture during this rich period, or a diverter valve (1968 - 1969) shuts off the air to the exhaust port areas to prevent back-firing.



Air injection reactor system—1968-1969



Air injection reactor system—1966-1967



Typical A.I.R. exhaust manifold

Photo by Van Pershing



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Regular Monthly Meetings are held on the Fourth Wednesday of every month with a bull session starting at 6:30pm with the meeting starting at 7:00pm.

The November meeting is held on the third Wednesday. The December meeting is our annual Christmas party with the time and place to be announced.

MEETING PLACE:

Golden Corral, 6865 N Thornydale Road (Ina and Thornydale), Tucson, Arizona.



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