

Looking for Corvairs in all the wrong places?

The Corvair power plant has been used in all sorts of places. Some obvious and some not so obvious. With over 1.7 million engines produced during its ten year production, it is truly amazing the different uses it has seen.

Some of the obvious places would be in automobiles other than actual Corvairs. A popular use of the Corvair engine is in Volkswagens. We've seen them in Beetles, vans and Karmann Ghias, and the odd Porsche. We've seen them in dune buggies and sand rails. And, of course, another popular use has been in the various kit cars that have been on the market over the years. They can be seen in the occasional street rod and in racing cars. The Ultravan motor home is another place the Corvair power plant was used. One-off proto types and show cars was a prime spot for its use as well.

Some of the not-so-obvious uses include airplanes, boats, air boats, military tracked vehicles, an articulated truck designed for military use, two-wheel motorcycles, three-wheel motorcycles, and, believe it or not, a tire tester.

Our list is by no means comprehensive, but it gives a nice cross-section of where our Corvair engines were and are used. *VP*

The Fitch Phoenix is a one-off prototype built in 1966 by John Fitch.



A unique example of a Corvair engine in a highly customized VW Beetle.

The Corvair engine fits nicely into a Karmann Ghia after the oil filter is relocated.



The Amante GT (left) is a great example of one of the many kit cars that could utilize the Corvair drive train. The Devin C (below) is another superb kit car that was made specifically for Corvair running gear.



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TCA 2016 Events at a Glance

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 (CORSA) 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 one name tag). Make checks payable to the Tucson Corvair Association and mail to the TCA Treasurer.

Change of Address: Report any change of address or phone number to the Membership Chair.

CORSA membership dues are \$45 per year (\$90 for 26 months) and include a subscription to the CORSA Communiqué, a bi-monthly publication. CORSA memberships is not required for membership in the Tucson Corvair Association, but is highly recommended. See any TCA officer for more information.

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Jul 16, Sat

Breakfast at the Hungry Fox.
Broadway and Swan. 8:30am.

Jul 27, Wed

Regular Monthly Meeting. Parking Lot Bull Session at 6:30pm. Meeting starts at 7:00pm. Pizza Hut, 2943 N Campbell, Tucson, Arizona.

Aug 20, Sat

Breakfast at Todd's. Meet at El Rio Golf Course, Speedway east of I-10 at 8:30am to caravan to Ryan Field.

Oct 1, Sat
(tentative date)

8th Annual All Corvair Show,
Thorobred Chevrolet, 2121 N Arizona Ave, Chandler, Arizona

Oct 15, Sat

10th Annual Tucson Classic Car Show, The Gregory School, 3231 N Craycroft, Tucson. 10am-4pm

Oct 28 - 30

GWFBT&SM, Sunrise Field, Palm Springs, California

Oct 29, Sat

Cops and Rodders Car Show, Hi Corbett Field, Tucson, Arizona.

There is no end! Here's a shorten 4-door that looks like it would be crazy to drive. Is there no end to what people will do with the Corvair? Apparently not!



June Meeting Minutes

Minutes from the monthly meeting held June 22, 2016 at Pizza Hut, 2943 N Campbell, Tucson, Arizona.

In attendance were Barry Cunningham, Chris Cunningham, Allen Elvick, Jan Lake, Gloria Trejo, Bill Maynard, Dean Hawley, Mike Lake, Ron Bloom, Ron Dawson, Frank Trejo, FJ Trejo, Julio Trejo, Thomas Trejo, Dave Lynch, and Patrick Lynch.

Treasury report: May started at \$1,957.94 and ended at \$1,823.74. Report was unanimously approved.

Bill gave a brief rundown of a recent trip to San Diego. He, Mike Lake, Frank and Julio Trejo met with some San Diego Corvair Club members and picked up some items they had purchased. They met with Bob Bacchi and picked up an early windshield and enjoyed his beautiful "John and Amy Young"-quality Corvairs. They also met with Paul Kehler to pick up Ron Bloom's 140 heads and a cooling fan. Paul Kehler is fantastic and, although he lives in San Diego, is an excellent source for anything that needs rebuilding. He does work at a flat rate. Lastly, they met with Steve who was selling an International half-breed that he created. He took an International pickup and a Travelall and spliced them together and placed the body on a '96 GMC Sierra chassis to create a Travelette, aka an International Harvester Crew cab. It is now in Frank's position.

Mike discussed upcoming events which include breakfast at the Hungry Fox on 16 July at 8:30am. Breakfast at Todd's on the 20th of August, with everyone meeting at El Rio Golf Course at 8:30am. A September activity is still in the works. On October 1st the Cactus Corvair Club will have their annual Corvair meet at Thoroughbred Chevrolet. On October 28– 30 the GWFBT&SM will be held in Palm Springs.

Christmas party potential locations were discussed. Potential locations include the Golden Corral, Cody's, Michael Angelo's, or Rusty's.

Frank will make contact with John Young to setup a breakfast that we can all enjoy with Amy Young.

During the break, Chris won the 50/50 belt toss.

Tech Session: Ron's 110 was making a horrible noise once warmed up. It was found to be the fan rubbing on the turkey roaster. Apparently, the bearing was pressed on incorrectly (some say cold pressed) and shaved or something happened that when it got hot the bearing and fan started sliding up and rubbing on the shrouding.

The Tucson Cars and Coffee get-together was brought up by Mike. It's held on the second Saturday of each month at La Encantada on Campbell and Sunrise.

Meeting was adjourned.

Submitted by Frank Trejo

Miscellaneous Tech Tips

from Mike Dawson

Spark Plug Gaskets: Most later design plug gaskets are an "S" shaped sandwich gasket that is designed to crush for better sealing. One side can be slightly wider than the other and the wider side should be placed towards the aluminum head, which is softer than the steel spark plug seat.

Head Gaskets: The stainless head gaskets are also a sandwich gasket designed to crush and provide a better seal. Again, one side is wider than the other and should be placed towards the aluminum head.

Pressure Plate Bolts: These are a special shouldered bolt designed to center the pressure plate perfectly on the flywheel and thus maintain the necessary balance. Use the correct bolt and a lock washer.

Flywheel and Flex Plate Bolts: These special thread bolts are two different lengths. The longer bolt is used with a reinforcing ring on the manual flywheel and the shorter one is used with the flex plate. Using the longer bolt on a flex plate will break the teeth on the aluminum cam gear which is located at the exit of the threaded holes. The same goes for omitting the reinforcing ring. Use a thread sealer on the bolts.

Tech Tip: Parts Cleaning Basin



A good container for cleaning carburetors (and other parts) is an empty antifreeze jug with one side cut out. It will contain any mess as you are cleaning the carb and catch any small parts that try to escape. *Len Smith, Central New York Corvair Club*

Which Clip is the Right Clip?

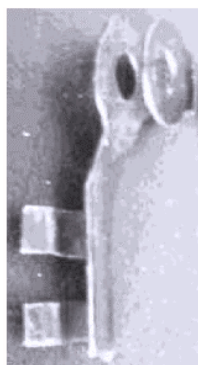
By Bob Helt, *Vegas Vairs*

After fifty years of working on Corvairs, I thought that I had seen it all. But a friend showed me a new problem. He brought over a LM Corvair with a rough idle. Checking the idle speed and mixture gave somewhat mixed results and showed nothing conclusive. Then I noticed that even

though the engine was fully warmed up the two chokes were still slightly closed and causing the fast idle cam to engage the idle speed. There was the problem. But why? A closer inspection found that the wrong clip holding the choke rod into the choke lever arm was installed -- on both carburetors.



This photo shows how the wrong clip contacts the choke lever arm preventing it from opening completely. The photo was taken with the choke mostly closed. Notice that the top part of the clip is contacting the choke arm. Now when the choke rod is pulled down as the engine warms up, the choke arm will rotate clockwise in this view and the top of the clip will hit the arm and prevent full movement of the choke arm keeping the choke partially closed.



These photos show the two types of clips. The upper clip is the wrong one. The lower clip is the correct one.



This photo shows the correct installation of the clip.

Fellow Corvair Lover goes completely off the reservation with his latest acquisition.

A recent trip to San Diego netted Frank Trejo this 1977 International Harvester pickup. This is a very unusual truck in that the body was modified using a Travelall body and a regular cab IH pickup to fit perfectly on a '96 GMC Sierra chassis. All the coolness of an old pickup truck with convenience and ride of a more modern truck can be had with this vehicle. The thought and work that went into this truck is incredible. The detail and craftsmanship that went into it are unequalled by anything imaginable. You can see for yourself by visiting <http://67-72chevytrucks.com/vboard/showthread.php?t=391741>. We hope to see Frank using this beauty to haul his Corvair projects and not as a trailer queen!



Looking for Corvairs in All the Wrong Places? (continued from page 1)



If you live in swamp country, a Corvair-powered air boat (left) is the only way to go. In the mid-1960s, the Wayne 100 was a Corvair-powered ski boat that was economical to operate and would get up and go!



Ultravans (left) are often seen at Corvair events and give RVing a whole different flavor. Seth Emerson (above) had loads of fun with this mid-engine Corvair-powered formula racing car.



The [Forton Track T](#) (left) is an extra nice hotrod that uses Corvair power. The Corvair is also a popular source of power for home-built aircraft (right).



There are plenty of Corvair-powered motorcycles around.



Jim Hall of Chaparral racing fame built a tire testing machine using Corvair as a power source. The Dyna Track CL-91 was a consideration for military use - Corvair powered, of course.





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

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

MEETING PLACE:

Pizza Hut, 2943 N Campbell, Tucson, Arizona



Board of Director meetings are held at 5:30pm before the regular monthly meeting at the same location in the months of January, April, July, and October. All members are welcome to attend.

Read this newsletter on line at www.corvairs.org



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The AGL-4 Articulated General Purpose Logistical Truck was a 4x4 prototype that was developed by General Motors for commercial/military use but never went into production. This photo was extracted from a [YouTube](#) video.