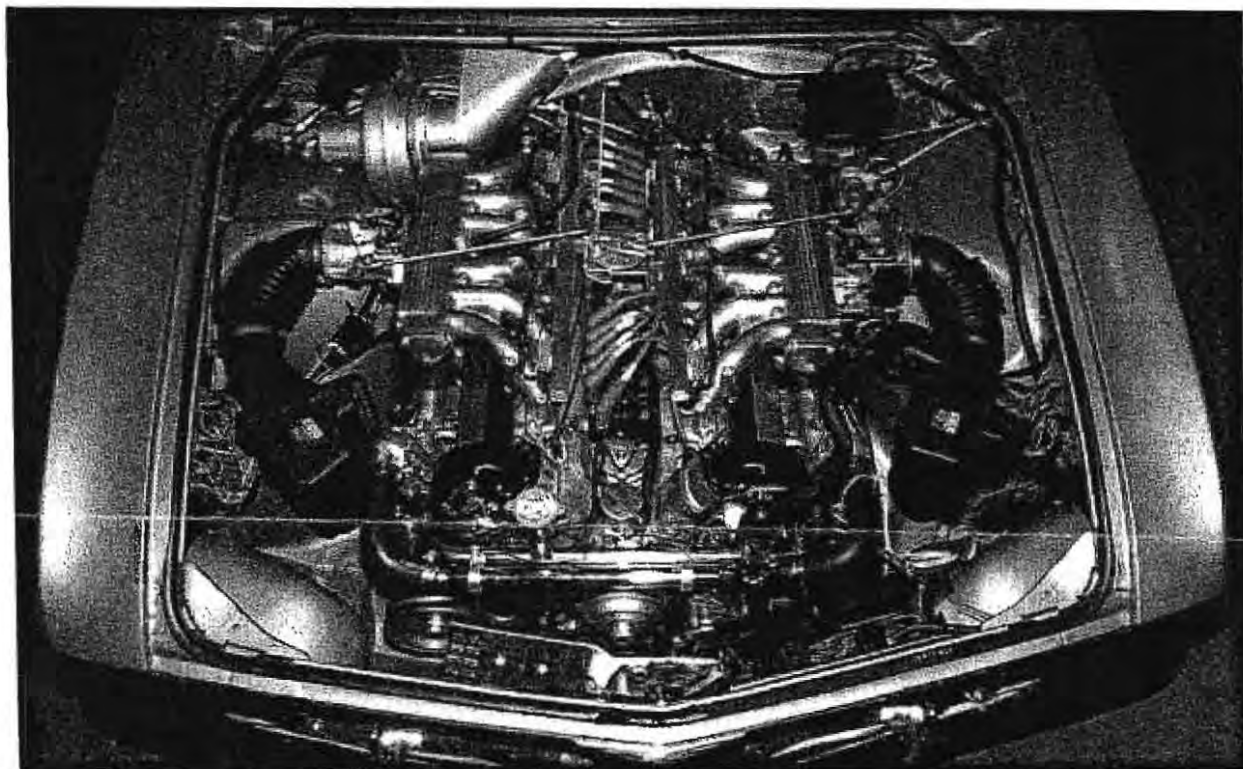


# Corvairsation

[www.corvairs.org](http://www.corvairs.org)

Tucson Corvair Association  
Volume 29, Number 12

Tucson, Arizona  
December 2001



The Twelve Days of Christmas: Just give me one cylinder for each day! This V-12 Jaguar engine installed in the front of a late model coupe ought to do the trick just fine!

## MEMBERSHIP ROSTER INSIDE

## DUES ARE DUE

January 2002

Tucson Corvair Association  
Established 1975

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 American (COSA), Chapter 857.

Monthly Meetings are held on the fourth Wednesday of each month, except December. One technical/social event is planned for each month except July and August.

Membership Dues are \$15 per year for singles and \$18 per year for families. Initial dues are \$15 for singles and \$22 for families (includes name tags). Make checks payable to 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 \$30 per year (\$70 for 26 months) and include a subscription to the COSA Communique, a monthly publication. COSA membership is not required for membership in the TCA, but is highly recommended. See any TCA officer for more information.

Classified Ads are free to members and \$3.00 per 4-line ad to all others.

Deadline for materials submitted for publication in the Corvairsation is the 10<sup>th</sup> of month to the Editor.

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# Tucson Corvair Association

## Denny's Restaurant on Broadway and Wilmot

Minutes of November 28th meeting

A pre-meeting function consisted of getting the members signed up for the Christmas dinner. Dec. 19<sup>th</sup> at the officers club, Davis Monthan AFB.

Barry Cunningham called the meeting to order at 8:pm. In attendance were Barry Cunningham, Chris Cunningham, Allen Elvick, Dave Baker, Gordon Cauble, Paul Dunn, Art Dunn, Lance Gillingham, Ed Segerstrom, Julius Berky, Jeremy Canterbury and his son Kincade and Amy, Emily and John Torpey

Allen Elvick reported on the Clubs finances, the month of November we started with \$1588.87 in the bank. Monies were taken in for the Christmas party, name tags, misc. total intake was \$70.20. Expenditures included pop for the Casa car show, dues for the Corvair Club. Total output of \$75.20 for an ending balance of \$1583.87

Our Nov mid-month activity will be held early in Dec, on the 8<sup>th</sup> at Little Anthony's, it's a bit late for Nov but there seem to be some minor "technical" difficulties

Dec 19<sup>th</sup>, our Christmas dinner will be held in the officers club at Davis Monthan base. There is a choice of Chicken Cordon blue or Prime Rib. Tickets are \$15 each, see Allen Elvick now to sign up. A reminder now to be sure and bring your photo ID.

A quick note, check out Clarks Corvair on the internet, a gentleman in Ohio is selling off part of his collection and there are some very nice Corvairs offered.

Raffle tickets were sold and we had the waitress draw the winning tickets for us. The results - Dave Baker received a new fan belt, Allen Elvick received a Terry LaBonte Race car (in miniture form), Barry Cunningham received an auto calendar and a sparkplug wrench, John Torpey received a window squeegee with the soap in the handle. Many thanks to those who donated the gifts.

Dave Baker had a good car story. Dave's '85 Buick was STOLEN!! The reports were made to the police and a short time later the police called stating they had found it. Gary's towing brought it to their yard. Dave went to claim the car and to drive it back home, much to his surprise the car was in great shape, it had a full tank of gas and it even had his cell phone still sitting on the seat. Minor repairs are all that were needed and that's it! The "AUTO GODS" were definitely in Dave's favor. At the meeting we also learned one other thing . . . Don't interrupt Dave when he's talking!!

The motion for adjournment came from Paul Dunn and was seconded by Chris Cunningham at 9:22pm

## TCA OFFICERS

Barry Cunningham - pres., Chris Cunningham - v.p., Allen Elvick - tres., John Torpey - Sec.,  
Paul Dunn - membership chairman, Dave Baker - lib.

Prez Sez

Ho! Ho! Ho! Come one! Come all! Our Annual Christmas Dinner party is upon us. The evening of December 19<sup>th</sup> is sure to be full of merry good times. All club members' names will be on the invite list at the D.M. main gate. Be sure to have your picture ID ready to present there and head on in if only to stop in and say 'hi' briefly; all are welcome.

Things are a changing! We will have new meeting place in January 2002. The new meeting place is the Mountain View Restaurant 1220 E. Prince Road. We will still meet on the fourth Wednesday of each month: parking lot bull session 6:00pm, dinner 6:30pm and meeting starts at 7:30pm. They have great food and we have a private meeting room.

Little Anthony's car show was a huge success. Congratulations to Herb Berkman on winning that special trophy. We have another car show to attend in January as participants or spectators. That's the Annual Collector Car Show at Tubac Golf Resort on the 26<sup>th</sup>. We in TCA will have our annual great breakfast at the rustic Tubac Cow Palace. What fun!!

Happy Holidays, Barry

from the editor.....



I'm excited about our new meeting place and I'm looking forward to many more members attending meetings at this location. I will miss all the windshield time I got in a Corvair driving across town. Our first meeting at the Mountain View will be January 23.

The Christmas party check list: A picture ID for each adult, a gift for each adult and a can or two of food for the Food Bank. That was easy. See you on the 19<sup>th</sup> at the DM Officers Club; ask for directions at the gate if you need them.

On the following page is an application for the the collector car show at Tubac Golf Resort. This is a beautiful setting for a car show, so plan now to attend. Hope you can attend the breakfast the morning of the show, too. More detail on this day in the January Corvairsation.

On the cover is a Jagair? Primer-Camshaft 101 inside. Enjoy!



# Santa Cruz Valley Car Nuts, Inc. 8th Annual Collector Car Show

Proceeds benefit the Sahuarita High School Youth Programs

**Tubac Golf Resort, Tubac, AZ**

**January 26, 2002**

(RAIN DATE - FEBRUARY 2, 2002)

**PLEASE PRINT**

**NAME:** \_\_\_\_\_

**ADDRESS:** \_\_\_\_\_

**CITY:** \_\_\_\_\_ **STATE:** \_\_\_\_\_ **ZIP:** \_\_\_\_\_

**PHONE:** \_\_\_\_\_ **CLUB AFFILIATION:** \_\_\_\_\_

Pre-registration Entry Fee-\$12.00/ car. Pre-registration entries must be in by January 22, 2002  
Show day registration Entry Fee-\$15.00/car.

Leave Blank  
For Club Use

# \_\_\_\_\_ Car 1 - Make \_\_\_\_\_ Year \_\_\_\_\_ Class # \_\_\_\_\_

# \_\_\_\_\_ Car 2 - Make \_\_\_\_\_ Year \_\_\_\_\_ Class # \_\_\_\_\_

# \_\_\_\_\_ Car 3 - Make \_\_\_\_\_ Year \_\_\_\_\_ Class # \_\_\_\_\_

# \_\_\_\_\_ Car 4 - Make \_\_\_\_\_ Year \_\_\_\_\_ Class # \_\_\_\_\_

Total Entry Fee \$ \_\_\_\_\_

**Please make your check payable to: Santa Cruz Valley Car Nuts, Inc.**

**Mail to: Santa Cruz Valley Car Nuts, P0 Box 943, Sahuarita, AZ 85629.**

The undersigned does hereby release the Santa Cruz Valley Car Nuts, Inc., its officers, directors, and members, the Tubac Golf Resort, its owners, officers, and members, the S.T.O.P. Program, its officers, the Village of Tubac, Santa Cruz Co., Pima County, and anyone else connected with this Event of and from any known and unknown damages, injuries, losses, judgments, and/or claims whatsoever that may be suffered by anyone participating in this event or by any spectator.

Signature: \_\_\_\_\_ Date \_\_\_\_\_

All entry forms MUST be signed and dated.

**PLEASE - NO DOGS - NO ALCOHOL/DRUGS - NO MUSIC**

# CAMSHAFTS 101

This article by Ray Sedman was originally posted to Virtual Vairs.

There have been some good posts on VV regarding camshafts, grinds and profiles. I have received private posts from many people on this thread, so I thought I would post some general responses to the list. The following is a very brief overview of camshafts. There are many liberties that are taken here so this note is best read with a grain of salt.

Corvairs respond very well to head work and performance camshafts. It is helpful to think about the heads and the camshaft as a single item, 'a set', not two separate items. Leave the heads and camshaft out of the mix and most stock rebuilt and performance engines will look pretty much the same. It is the camshaft and the heads that will have the major effect of determining the operating character of your engine. This post is about camshafts, but since we are thinking along the lines of the heads and the camshaft as a single item, lets talk about heads.

Corvair cylinder heads can be broken down into two groups; small valve heads and 140 HP heads. All small valve heads, from all engines will share the same valve size, port configuration, valve angles, intake plenum cross section and a single carb mounting pad on each head, etc. The differences between years and applications are basically limited to valve spring diameters and chamber shapes. 140 HP heads have larger valve size, different and larger port configuration, different valve angles, larger intake plenum cross section and two carb mounting pads on each head. All turbo heads are small valve heads. As a general rule, 140s will show larger percentage gains (flow bench CFM) on the exhaust vs. the intake for the same amount of port work. This is because the 140 intake side is actually too large for most street engines. Small valve heads will show comparable gains on both the intake and the exhaust ports based on invested port work. [Note: the above are our observations based on our port and flow bench work. These findings may vary based on port work and testing of other people and their experiences.]

Corvairs have unique camshaft requirements based on the head design. In the stock form, the exhaust port is fairly restrictive and the intake plenum is not a great help in making the intake side flow well. Most cam grinders have profiles developed for more common engines and their requirements. In this manner, you would not expect a camshaft profile which was developed for a 327 inch Chevy V-8 to be an ideal match for your Corvair. I am not going to list specific grinders or suppliers of camshafts, as things always change and even a camshaft with a specific grind number may have many different incarnations along it's development line. It is safe to state that if you look at the grinder's/supplier's camshaft list and a '270 Hydraulic' cam which is listed for Corvair has the same specifications as the same 270 cam for a 327 Chevy, then you can pretty safely assume that that profile was not designed specifically for your Corvair.

Camshafts are advertised with certain numbers that help describe their operating characteristics. Most common are the camshaft lift and the duration. Most people are familiar with a cam description of 270, 260, etc. What does all this mean? A 260 camshaft will have an advertised duration of 260 degrees. The key word here is 'advertised' and we will discuss this later. You will also see a number which is described as lift. Lift is a measured distance that the valve will lift off it's seat at full lift. A typical number for a 260 cam will be around .420". Another important number is overlap. Overlap is the amount of time, in degrees, that both the intake and exhaust valve are open. Overlap is important as more overlap generally causes loss of low end torque and poor fuel economy. Camshafts with higher overlap will tend develop more power in the higher RPM range. If a cam has the same advertised numbers for both the intake and exhaust valves, this is considered to be a single pattern cam. A dual pattern cam will have different advertised numbers for the intake and the exhaust valve. For example, a '260' single pattern cam will have 260 degrees of duration and .420" lift for both the intake and the exhaust valve. A dual pattern '260' cam may have 260 degrees of duration and .430" lift for the intake and 268 degrees of duration and .420" lift for the exhaust valve. Lift, duration, single and dual pattern are all important things to consider, but all of this is solely dependant on the actual shape of the camshaft lobe, commonly described as the lobe profile.

It is the lobe profile that heavily determines the actual camshaft operating characteristics. You may have three cams with very similar advertised lift and duration numbers, but they will behave markedly differently as it is the lobe

profile differences between the cams that make them different. Lobes can be symmetrical and asymmetrical. A symmetrical lobe will have the same shape (mathematical curve) on both sides of the lobe. An asymmetrical lobe will have a different shape (mathematical curve) on one side of the lobe as compared to the other side. Asymmetrical lobes can have many advantages to symmetrical lobes. For example, an asymmetrical lobe can lift the valve quickly off it's seat to help establish valve flow earlier, but on the back side of the lobe have a more moderate lobe profile to gently place the valve on it's seat to prevent seat and valve damage. A symmetrical lobe will lift the valve off the seat, bring it to full lift and place it back on it's seat in the manner.

The advertised lift and duration of the cam are the common specifications published for the cam. A more accurate way of describing the actual working lift and duration of the cam is measured when the tappet is off the base circle by a prescribed amount. The base circle is the round part of the cam which does not move the tappet to lift the valve. The lift and duration numbers when stated in this case would be called the 'checking clearance' or the effective duration of the cam. The checking clearance is important since it not only makes a more precise way to degree the camshaft, but it gives a more accurate 'yardstick' to compare different grind profiles of specific cams. Most camshafts use a checking clearance of .050", but some use a .020" checking clearance. Others may use a different clearance or will not give any checking clearance. A checking clearance, or when the tappet has moved (risen) .050" off the base circle will tell you more about the camshaft lobe profile than the advertised lift and duration. This is because it takes time, in crankshaft degrees, to lift the valve off the valve seat to establish flow. The valve does not magically pop to full lift and then back it it's seat, but must be gently raised off it's seat and then gently placed back down. All these gymnastics are call the 'ramp' of the lobe.

A camshaft with long ramps will take more time to raise the valve to full lift and place it back down to it's seat. In this case the camshaft will have less effective duration than a camshaft with faster ramps. Two camshafts may have similar advertised list and duration figures, but when the effective lift and duration numbers are viewed you may find a difference in effective duration between the two camshafts. The advertised lift should be the same as the effective lift since lift is the gross mechanical amount that the camshaft will lift the valve. This is a set number that is not affected by ramps or checking clearance, assuming the cam is ground correctly to it's published figures.

With the information lightly discussed in this note, you may have a better understanding of how to select a replacement camshaft for your engine. How much camshaft do you need for your engine? Well, this really comes down to how much head work has been done to your heads. Remember, we want to view the cam and heads as a set, not two separate items. The other factor is how much of the engine's stock character do you willingly agree to give up?

Generally speaking, Corvairs will benefit from a dual pattern, camshaft based on our prior discussion on Corvair head design. Turbos show gains with asymmetrical lobe designs. Just keep in mind that the most important factors when installing your new cam are: 1) degree it, 2) make sure your rocker arm geometry is correct. Even the most fancy, high tech, new camshaft will not perform properly if you gloss over these two very important steps. If you are not sure of what cam to get and you have narrowed your cam selection to two grinds of the same cam grinder, pick the smaller of the two. This assumes that you will drive your car on the street. If you are in serious doubt, stick with a factory camshaft. They are very well designed and are good performers. I wonder how many people will understand and follow this recommendation? :-)

We have invested a fair amount of time slicing, dicing and understanding Corvair head and port work. With this understanding we developed camshaft profiles for our solid tappet roller cams. We have also used this understanding and developed specific camshaft profiles for flat tappet hydraulic Corvair cams.

Cheers!



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## *Spares & Vairs*

*For Sale: 1962 700, 4-door, completely original, good paint, very clean, 50K original miles. Extra original seat fabric. Asking \$1,500. Call Mike at (520) 749-4451, pager 703-1758 or e-mail hotntucsonaz@yahoo.com*

*For Sale: 1963 Corvair Deluxe, 2 door, 102 HP, AT, Soft Ray Glass, 68K original miles. Bought new at O'Rielly's Chevrolet in Tucson. Needs nothing! \$3400 OBO Don or Betty (520) 886-1076.*

*For Sale: 1962 4-Door Monza, automatic, factory air conditioning, 85K original miles. \$3250. Call Dick (520) 299-4723.*

*For Sale: Corvair parts - Large outdoor yard full of Corvairs and parts, Call Barry Cunningham at (520) 747-9028.*

*For Sale: 1963 Monza Coupe, Red, 4speed, completely restored in and out. Brand new interior and tires. A beauty. \$11,000 invested. Also, 1964 Monza coupe, White, automatic, factory air conditioning, very original, perfect paint, near new tires. Lots of spares. Sell all for \$5,000. Call Don at (520) 743-3346.*

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**722-9445**

*Ads are free to TCA members. \$3.00 for up to four lines to non-members*

7:30 pm: Meeting starts

Jan. 23 NEW MEETING PLACE MOUNTIAN VIEW RESTAURANT 1220 E. PRINCE ROAD  
Jan. 26 Car Show at Tubac Golf Resort

Regular Monthly Meeting, Wednesday Jan. 23, 2002  
TCA Executive Board Meeting, to be scheduled

A Tucson, Arizona 85704

FIRST CLASS MAIL

VAN AND VICKIE PERSHING  
4842 W. PASEO DE LOS COLINAS  
TUCSON AZ 85745



XX