



Corvairsation

www.corvairs.org

Tucson Corvair Association
Volume 28, Number 16

Tucson, Arizona
September 2004



Sunday September 26 is the date and Rose Canyon Lake is the place for Tucson Corvair Association's Fall Picnic 2004.

Corvairs and Anglers Gather at Scenic Arizona Alpine Lake

Rose Canyon Lake is the only lake in the Santa Catalina District that is managed for recreational fishing. It is relatively small (7 acres), and is tucked away in a picturesque stand of matureponderosa pines high on the slopes of the Santa Catalina Mountains. A paved road through Rose Canyon Campground leads to a small parking area a short walk from the water.

Anglers fish in the lake throughout the summer, though rainbow trout are stocked only during the cooler months of the season. Fish large enough to catch and take home generally are released in the lake about once a month from early May through the end of June, when water temperatures become a little

too warm for these cold water fish. In mid-September, stocking resumes after water temperatures moderate a bit and continues for another couple of months.

This is a beautiful place, and many people come here to enjoy the other features that it offers in addition to fishing. Tall trees and rocky slopes line the shore and are reflected in the lake's sheltered waters. Rose Canyon Lake Trail #37 leads around the water's edge and provides good opportunities for photography, bird watching, and just

plain strolling. A few downed logs close to the water provide good places to sit and enjoy a snack or a bit of quiet meditation.

INSIDE:

- How to Get There*
- Important Information About Rose Canyon Lake*
- What Makes A Good Filter?*
- 1966 Corvair Helped Control the Urge to Speed*
- Events at a Glance*
- Spares and Vairs*

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 America (CORSA) chapter 857.

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

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

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

CORSA Membership Dues are \$30 per year (\$70 for 26 months) and include subscription to the CORSA Communique, a monthly publication. CORSA 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 per 4-line ad to non members. Deadline for materials submitted for publication in the Corvairsation is the 10th of the month.

Business Mail Address: 1026 South 7th Avenue, Tucson, AZ, 85701-3010.

Web Site Address: www.corvairs.org

Alternative Late Model Wheel Trim

Although the wheel opening trim used on 1965-69 Corvair Monza's and Corsa's is currently unavailable in a reproduction, there is a good substitute.

The wheel opening trim on a Chevrolet Cavalier is nearly identical to that used on the late model Corvairs. It is so close a match that only close inspection will tell the difference.

The GM part numbers are: Front: #14086941 & #14086942 at about \$23.00 per side and Rear: #20495536 & #20495537 at about \$31.00 per side.

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AUGUST 2004 GENERAL MEMBERSHIP MEETING

August 25, 2004

Members Present: John and Amy Young, Lance Gillingham, Allen Elvick, Don Robinson, Art Dunn, Paul Dunn, Dave Baker, Nancy Goodman, Barry and Cassidy Cunningham, Chris Cunningham, Dave Lynch, Fred Zimmerman, Bruce and Tanya Robinson, Van Pershing, and Dave Martin.

Vice President Barry Cunningham called the meeting to order at 7:30pm. Bill Maynard was on vacation.

Approval of the Minutes for July 28, 2004:

Don Robinson made a motion to approve the minutes, seconded by Barry Cunningham and the motion passed unanimously.

Financial Report: Allen reported that the Club started the month of August with \$3916.66. The Club took in \$13 for merchandise sold and \$162 for Corvair parts sold from the inventory. The Club spent \$121.72 for postage and copying for June and July newsletters. The Club ended the month with \$3987.94.

Committee Reports: : The Fan Belt Toss and Swap Meet Committee reported that the Club has two spaces reserved for selling parts. The Youngs will furnish a table and a money box in addition to the use of their enclosed trailer for transporting the parts to Palm Springs. There is a need for tarps for displaying the parts. Herb Berkman will bring his creepers for a creeper race.

Presidents Report: Bill Maynard is on vacation at this time.

Vice-President's Report: Barry Cunningham and Dave Lynch detailed the upcoming venture to Rose Canyon Lake on Mt. Lemmon on September 26. The lake is full; there's lots of shade. There is no fee for traveling to the lake or Summerhaven. The lake area provides ramadas with tables on a first come, first served basis. Be advised that the road up Mt. Lemmon is still under construction.

Barry polled the members that were present for interest in driving to Bisbee for the October mid-month activity. Many hands went up. Details will be discussed at the September meeting.

Merchandise: Don reported that he still has a lot of hats and coffee mugs. Shirts that were ordered were delivered to the meeting by Van Pershing. If you do not have yours yet, contact Van at 743-9185.

Library: Lance reported that the Club has on file every Corvairsation and CORSA Communique since day one.

Raffle: Lance Gillingham, Chris Cunningham, Dave Lynch, and Van Pershing won raffle prizes.

Old Business: Dave Lynch posited new reasons as to the cancellation of the annual Casa de los Ninos Car Show. He

reported that new large crowd requirements resulting from the Homeland Security Act forced the non profit organization to pull out.

Barry Cunningham indicated that the Club's new canopy is done and ready for use (as soon as the ink is dry). It will be officially unveiled at the picnic on Mt. Lemmon.

New Business: October mid-month TBA. A trip to Bisbee including a tour of the Copper Queen Mine and Brewery Gulch is coming together. Discussion of this exciting adventure will take place at the next regular membership meeting on September 22. The event may occur on a Saturday or Sunday in October.

Corvair Talk: Paul Dunn's car repair shop in Bisbee took in its first Corvair for repairs. The Car Guys will convert a 1964 convertible from an automatic to a 4-speed plus some incidental engine work.

Van pershing found a two-door donor body for the rebuilding of his Corsa that was wrecked in a collision recently.

Our beloved Merchandise Chairperson Don Robinson is sheduled for quadruple bypass heart surgery on August 31. We wish him the best and a speedy recovery.

Nancy Goodman is doing well and recovering from an operation that fused some vertabrae together so that she could keep up with Dave Baker.

Next Meeting: The next meeting will be September 22, 2004.

Adjournment: Barry Cunningham made a motion to adjourn at 8:40pm. Chris Cunningham seconded this motion and the meeting was adjourned at 8:40pm.

Respectfully submitted,

Chris

substituting for Lynn Marrs, Secretary



Richard W. Ridinger '61 Corvair "Split Window" Coupe

1966 Corvair Helped Control the Urge to Speed

by Vern Parker

The company that insured young Norman Raddatz in the 1960s looked at his driving record and saw that it spelled S-P-E-E-D. He was advised to replace his high-powered Super Sport Chevrolet with a car that was rated at less than 300 horsepower. He abided by the request. "Five months after I got married," he says, "I bought a used Corvair. It was in my price range."

During that spring of 1969 Raddatz knew the end was near for the air-cooled, rear-engine Corvair and told his bride, Mary, that Corvairs might be worth something down the line.

He located an upscale, 3-year-old, 1966 Corsa coupe, which had a base price of \$2,519 when new. He bought it for \$1,595 and drove it home to Baraboo, Wis., on its 108-inch wheelbase supported by 13-inch tires. Raddatz says the sporty Corsa models were manufactured only two years: 1965 and 1966. A total of 3,142 convertible 1966 Corsas were built, while 7,330 coupes were manufactured.

From the beginning, Raddatz babied the Corvair and did his best to protect it from the harsh Wisconsin winters and accompanying road salt by storing the automobile during the winter months. He followed that practice for 10 years.



During that decade he took action. "Little by little I started to collect trim pieces," Raddatz says. In 1979 he began the lengthy process of restoring his Corvair.

Raddatz made improvements when and where he could without compromising the integrity of the original. He installed a transistorized ignition system. "No more replacing points and condensers," he says with a smile.

He has pulled the 164-cubic-inch flat six-cylinder air-cooled engine for a general physical and detailing. "I had to pull the engine twice," he says, "but it was my fault. I didn't torque the flywheel the first time." With four Rochester carburetors feeding fuel to the engine in the rear of the Corvair, the output remains 140 horsepower, just as in 1969.

The Corvair delivers about 25 to 28 mpg in highway

mileage, according to Raddatz. Power from the engine is transferred to the rear wheels through a floor-mounted four-speed manual transmission. The speedometer is prepared to indicate speeds up to 140 mph.

Raddatz reports that he rebuilt all four carburetors and upon reinstalling them faced the daunting task of synchronizing them. "It took me 17 times to get all four carburetors synchronized," he says.

After all the glass was removed, a typical Corvair malady was discovered: a rusty windshield cowling. He removed the cancerous metal and replaced it with healthy steel. The rest of the car proved to be in solid condition with only minor dings to be ironed out.

A scratch and blemish-free windshield was installed. The aztec bronze interior is original with the exception of the driver's seat. Fortunately, the new material matches the original perfectly.

Raddatz explains that an interior color matching the exterior color is rare. "Usually," he says, "the interior is a contrasting color."

As for the exterior of the 2,485-pound car, the owner says, "The color is original but the paint is new, eight coats of base aztec bronze and three clear coats."

Lady Luck smiled on Raddatz at a flea market when he found a vendor with a pristine set of four wire wheel covers. The vendor had not a clue as to what they were or their true value. Raddatz got a real

bargain that day and now proudly displays the optional wheel covers on his Corvair.

A dozen years after he began the restoration effort, it was concluded. "I had to do it little by little," Raddatz says. Family obligations and finances kept getting in the way, but his perseverance was rewarded.

He has every confidence in the reliability of his restored Corvair. When good weather is guaranteed he doesn't hesitate to drive to various antique car shows or club cruises.

He does, however, adhere to a bit of advice he received years ago from an old Chevrolet mechanic; "Make sure the fan belt is tight enough." Because of that advice, Raddatz says, "I always carry a spare belt."

Picturesque Lake Awaits Converging Corvairs

The Club will embark as a group from the McDonald's located near the intersection of Tanque Verde Road and Catalina Highway at 10am on Sunday, September 26. The Club has reserved, for a charge, the Lizard Rock Ramada for use all day until 10pm. This area of the Santa Catalinas has only been open since April of this year due to the Aspen Fires. Members are encouraged to meet at the designated location, however, if for some reason you can't, please use the map on the right. The Club will supply sodas and meats for grilling.

Location:

Northeast of Tucson, between mile posts 17 and 18 on the Catalina Highway. Elevation is 7,000 feet.

Access:

From Tucson drive northeast on Tanque Verde Road to the Catalina Highway. Continue 17 miles into the Santa Catalina Mountains to the Rose Canyon Campground turnoff. Follow the access road through the campground to the parking lot at the turnaround. From the parking lot, hike a quarter mile down to the lake.

Season:

Open approximately April 2 through October 31. Call the District Office for exact opening and closing date information before you make the drive.

Attractions:

- Stocked rainbow trout
- Scenic alpine lake
- Cool, forested setting
- Lakeshore trail
- Nearby campground/picnic area
- Interpretive programs

Facilities:

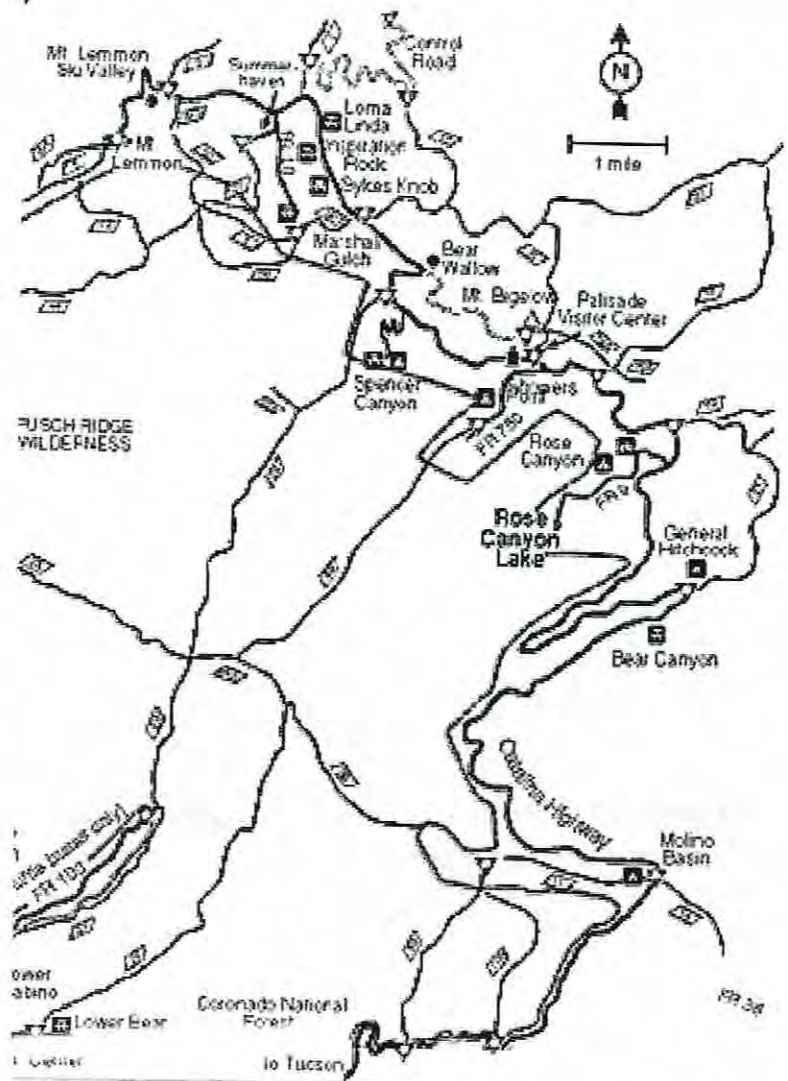
- Nearby campground and picnic area with picnic tables and fire grills
- Group day use areas
- Amphitheater nearby
- Restrooms and drinking water
- Barrier-free parking available
- Barrier-free trail along part of lake shore

Notes:

- No boats.
- No swimming.
- No camping at the lake.
- No fires.
- Pets must be leashed at all times. Please watch your pets carefully as there are fishing lines and hooks around the shorelines.
- Arizona Game and Fish regulations apply. A valid fishing license and trout stamp are required.
- There is no fee for fishing, but users must have a valid Catalina Mountain Pass to park on National Forest land.

For further information contact: Santa Catalina Ranger District, 5700 N. Sabino Canyon Road, Tucson, Arizona 85750. Phone: (520) 749-8700.

Location Map:



What Makes A Good Filter?

(part one) by Russ W. Knize

Engine oil filters have one purpose in life: to filter out the particles that enter the oil so that they don't act as abrasives when the oil recirculates. The filter is a cellulose (paper) or synthetic media that is usually contained in a steel can. The front of the can typically has a threaded center with surrounding holes. Oil enters through the surrounding holes, passes through the filter media, and exits through the threaded center. The filters usually screw right onto the engine block using an o-ring gasket to prevent leakage. Many filters have an anti-drainback valve to prevent dirty oil from backwashing back into the oil pan. They also have a pressure relief or bypass valve that will allow oil to bypass the filter element in the event that it becomes too plugged to pass enough oil. This prevents engine oil starvation and the possibility of destroying the element, allowing pieces of it and the junk it filtered to enter the engine. Also, when the oil is cold and very

thick, it will tend to bypass the filter through the pressure relief valve because it cannot pass through the element until it thins out somewhat. If it did not do this, the filter element media would tear open.

A good filter has a strong steel can to withstand the high oil pressure (60-80psi when cold), an anti-drainback valve that actually works without creating too much backpressure, a pressure relief valve that doesn't leak, and a strong paper element and cap that can withstand the pressure and flow of oil without falling apart. The element media has to be able to trap small particles, but without restricting the flow too much. Cellulose (paper) media is used on economy filters and works OK. The fibers in the paper acts as a mesh to block particles down to a certain average size, while allowing the oil to pass through. Some manufacturers add other media, such as cotton, to the cellulose to improve its performance. There is synthetic fiber media for the high-end filters that has smaller passages to trap smaller particles, but can pass more fluid through it because it has more of them. There is also media that is a blend of these two. There are also "depth" filters that are usually made of synthetic material that has a passage size gradient to it. In other words, the deeper into the element the oil goes, the smaller the passages get. This way, large particles are trapped in a different spot than small particles, which allows the filter to hold more particles before it "blocks" (becomes too restrictive).



All filters have to undergo SAE (Society of Automotive Engineers) tests to prove that they meet the engine manufacturer's requirements. The SAE J806 test uses a single-pass test, checking for contaminant holding capacity, size of contaminant particles trapped, and ability to maintain clean oil. As an amendment of the J806 test, the multi-pass test also looks for filter life in hours, contaminant capacity in grams, and efficiency based on weight. The efficiency of the filter is determined only by weight through gravimetric measurement of the filtered test liquid. Typical numbers for paper filter elements are 85% (single pass) and 80% (multi-pass). A new test, the SAE J1858, provides both particle counting and gravimetric measurement to measure filter capacity and efficiency. Actual counts of contaminant particles by size are obtained every 10 minutes, both upstream (before the filter) and downstream (after the filter), for evaluation. From this data filtration ratio and efficiency for each contaminant particle size can be determined as well as dust capacity and pressure loss as a function of time. Typical numbers for paper element filters are 40% at 10 microns, 60% at 20 microns, 93% at 30 microns, and 97% at 40 microns.

(Part two will appear in the October 2004 *Corvairsation*.)

TCA 2004 Events at a Glance

SEPT

22 WED Regular Monthly Meeting - 6pm.
Optional dinner at 6:20, meeting
starts at 7pm. Mountain View
Restaurant 1220 E. Prince Road.

26 SUN Rose Canyon Lake Picnic 10am - meet
at McDonald's at Tanque Verde and
Catalina Hwy.

OCT

13 WED TCA Board Mtg. Chances at Stone
Carolina BBQ, 375 S. Stone, 798-2345
6:30pm.

17 SUN Caravan to Bisbee Details TBA

27 WED Regular Monthly Meeting - 6pm.
Optional dinner at 6:20, meeting
starts at 7pm. Mountain View
Restaurant 1220 E. Prince Road.

NOV

10 WED TCA Board Mtg. Famous Dave's BBQ
4565 N. Oracle Road, 888-1512, 6:30pm

11-14
TH-SUN Great Western Fan Belt Toss &
Swap Meet, Palm Springs, CA

17 WED Regular Monthly Meeting - 6pm.
Optional dinner at 6:20, meeting
starts at 7pm. Mountain View
Restaurant 1220 E. Prince Road.

25 THUR Thanksgiving Holiday

DEC

Annual Hoilday Party TBA

25 Christmas Day

Spares and Vairs

FOR SALE: Corvair Parts - new and used, late and early, rare and not so rare. Taillight lenses, carb parts, hubcap inserts, arms, trim, misc., and much more. Chris, 670-9676.

FOR SALE: 1960 Corvair 4-dr parts car. O'Reilly Chevrolet/Tucson car. Rough but complete. Call Allen 883-4337 or Chris at 670-9676.

FOR SALE: 1963 Corvair 2-dr 80hp. 33yrs same owner. Complete; needing restoration. 1965 Corsa 140 Coupe, manual trans. Engine out and partially assembled w/ new pistons, jugs, heads, lifters, pushrods. Ground crank, cam. Body-work started. Elliott: 742-3055.



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Tucson Corvair Association Corvair Society of America Chapter 857

Regular Monthly Meetings are held on the fourth Wednesday of each month.
November meeting is on the third Wednesday.
The December meeting is an annual Holiday Party.

Meeting Place: Mountain View Restaurant, 1220 East Prince Road, 293-0375
Parking Lot Bull Session: 6pm - Dinner: 6:20pm (optional)
Meeting: 7pm.

The raffle gifts for the September meeting will be provided by
Bill Maynard, Chris Cunningham, and Barry Cunningham.

Upcoming Events:

September 26 SUN - Rose Canyon Lake Picnic/BBQ on Mt. Lemmon
Caravan to Bisbee? Call Barry for information on this exciting October event.
November 12-14 FRI-SUN - Great Western Fan Belt Toss in Palm Springs, CA



Tucson Corvair Association
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What Makes a Good Filter? Find out inside in part one of the Oil Filter Study



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