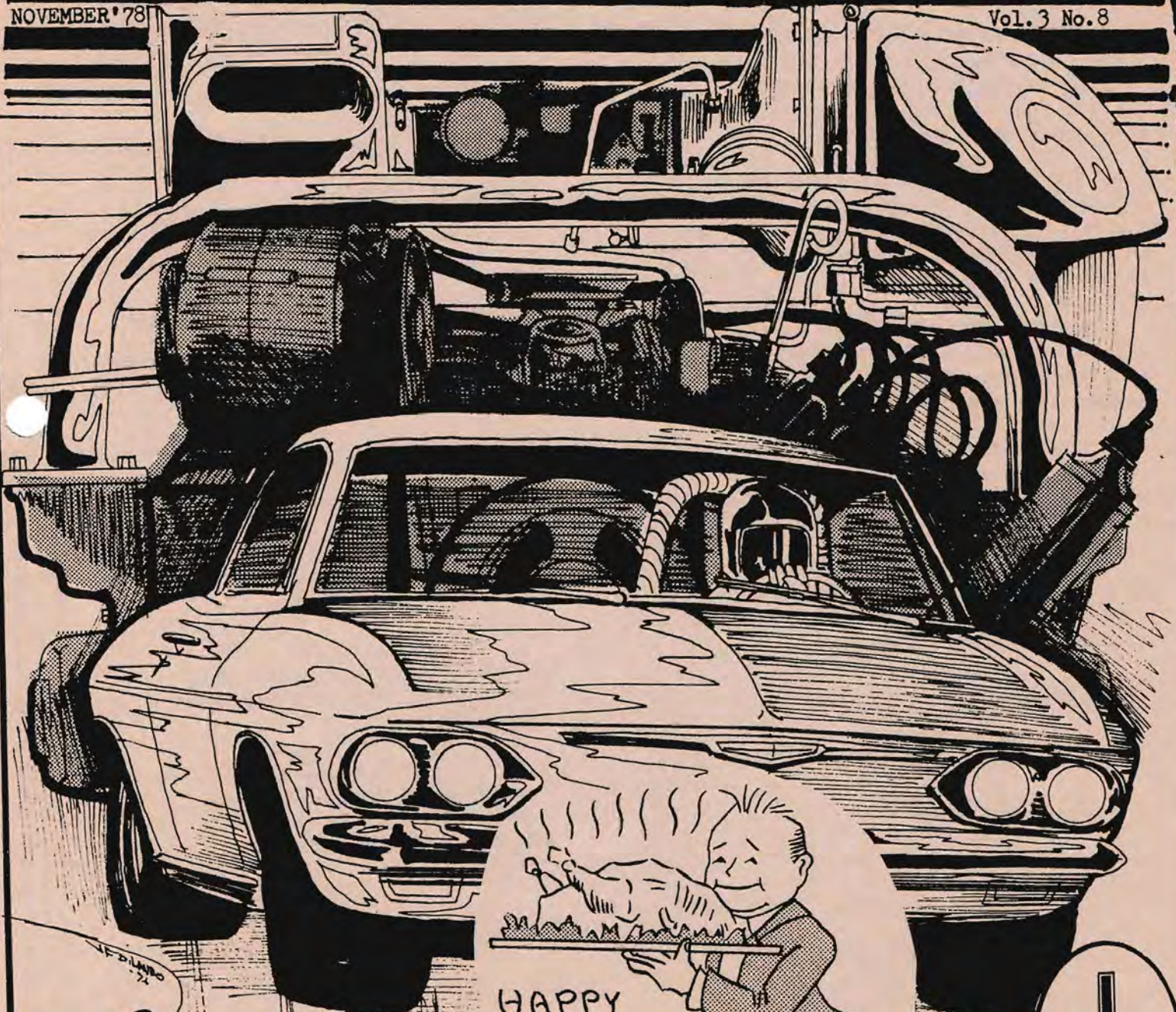


Conversation

NOVEMBER '78

Vol. 3 No. 8



HAPPY
THANKSGIVING

TUCSON
Cougar
ASSOCIATION



CORVAIRSATION is the monthly newsletter of the TUCSON CORVAIR ASSOCIATION. Copies are free to members of the Association. Members may also submit Want Ads or For Sale items, which will be published as space allows. Prospective members may receive two issues of CORVAIRSATION. Information concerning advertisements, ads, articles for publication or extra copies may be obtained by contacting the editor: GORDON CAUBLE.

TUCSON CORVAIR ASSOCIATION is a chartered chapter of CORSA, Corvair Society of America, and members of TCA are required to join and maintain membership in CORSA.

TCA holds regular monthly meetings on the 4th Wednesday of each month, and has additional social or technical activities related to the Corvair automobile each month.

Annual dues of TCA are \$9.00, and on initial joining, there is an additional fee of \$2.50. For family membership, add \$1.00.

CORSA membership is \$12 per year, and is accomplished directly between individuals and CORSA, INC., P.O. Box 2488, Pensacola, FL, 32503.

Further information about meetings, rallies and applications for membership may be obtained by contacting any of the following officers:

President:

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1025 E Windsor
Tucson, AZ 85719 888-2224

Vice-President:

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7602 Placita de los
Amigos
Tucson, AZ 85704 297-0987

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Tucson, Az 85710 298-4166

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747-1692

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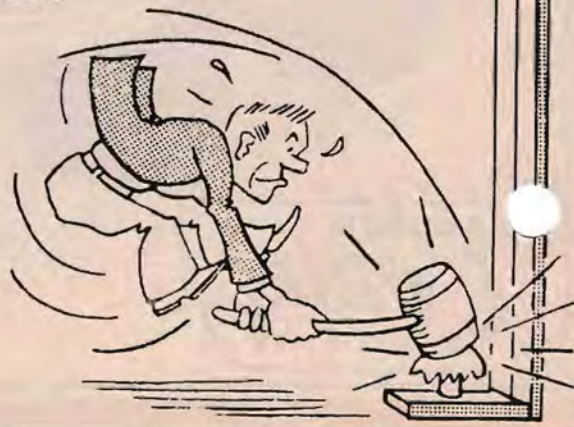
ALAN ATWOOD
3636 No Cambell Av #F-24
Tucson, AZ 85719 795-6095

TUCSON CORVAIR CLUB has the best darn volunteers of any organization...

Here are two ways you can help this month:

1) Sign up for a time slot to man our display at Heavy Metal '78, Thanksgiving Weekend

2) Make a donation of canned food for the Channel 13 drive by Saturday, the 18th. More information? Call Pat at 888-2224.



AN ADVANCE LOOK AT OUR MID-MONTH ACTIVITY CALENDAR

NOV. Car Show, "HEAVY METAL '78" will be held THANKSGIVING WEEKEND. Pictures have been taken, cars are being prepped... displays fabricated..... Details elsewhere in this issue.

+ + +

DEC. CHRISTMAS PARTY takes place of our regular monthly meeting....Full party details elsewhere in CORVAIRSATTON. We'll look for you at the Elks Club... the party is the 15th... before the rush sets in.

+ + +

JAN. CCC CHUCKWAGON SUPPER, brought back by popular demand! One of our best outings last year..on a working ranch...good supper served at picnic tables... plus a western show by the Chuckwagon gang. Wear your boots and cowboy duds and enjoy an evening in the Old West.

+ + +

FEB. PARK MALL CAR DISPLAY. Not a concours competition... just a display of nice looking cars that are driven daily...

+ + +



MAR. SPRING TUNE-UP CLINIC. Come out and have our doctors give your baby a physical. Our automotive technicians will let you know how your Corvair is standing up to the everyday hustle and bustle.....

+ + +

APRIL PICACHO PEAK.. just 35 miles up I-10 affords a fine picnic area...the place we've enjoyed along with the Phoenix Cactus Corvair Club for several years now...

+ + +

MAY. CHIRICAUHUA NTL. MONUMENT trip...just 45 miles past Wilcox.. a fun time along with rock formations that are unbelievable.....

+ + +

JUNE A run up to ROSE CANYON --a gem of a location at the 7,000 foot elevation. We'll be ready by June for this cool look at Tucson from this high and pretty place...

(EDITOR'S NOTE: Procedures described in the following tip are not theoretical, but were used to restore actual Corvairs to concours condition. Patience and care must be exercised from beginning to end; but the results will give your Corvair an unbelievably satisfying appearance. Your door panels will no longer be the weak point in your otherwise concours car!)

DOOR PANEL REPAIR FOR EARLY MODEL CORVAIRS

TECH TIPS-



As the years pass, your Corvair has begun to show its age. This process is mainly from exposure to the elements. It has no geographical limits, although causes vary. For instance:

In areas where rain is more prevalent, shrinking waterproof paper lets water warp and buckle interior door panels. Excessive washdowns and careless flooding of windows can cause it as well. In desert climates, the sun can shrivel plastics into flakes. On early models, the supply of "junk yard supplies" has nearly become exhausted. Fret not--there are at least two ways to go on the early models.

In the case of warped panels which will no longer respond to nail replacement, strip the covering from the warped panel and reglue them to new panels cut to size and shape. Be very careful in removing the metal edges as the sharp tangs to which the edging is secured must be used again. Also, repair nails are frequently required.

Yes, there will be instances where the metal edges will be rusted out and of no use. That is where you must go to the junk pile. In the case of front door panels, front and rear edges are interchangeable between 2 door and 4 door panels. Top and bottom edges are longer on the 2 dr panels, but in a pinch they can be made up of 2 sections.

In preparing for the job, select some dense paperboard (some trim shops have the correct type--but be sure that it is at least 3/32"-5/64" thick, and with a waterproofed surface). Some art board is usable. Varnish, shellac or wax the surface (outside) to prepare it.

Cut very slightly larger than original to allow for shrinkage. Prepare the metal edges by carefully prying open each of the channels and pry the sharp tangs up to about 45 degrees.

If you intend to re-use the original panel (plastic or fabric), be sure to include any embossing strips which back the covering or make new ones to glue in place.

In most cases, the edges are made with a non-fabric backed plastic which fades or disintegrates with ages. Match it the best you can, preferably with backed material.

In preparing to assemble the panel, check the fit of the new board by loosely attaching the metal edges without the plastic edge wrapped over or in place. Trim any areas which are needed to permit the nails to enter the plastic retainers.

The next operation requires an industrial sewing machine. Be sure your replacement edging is long enough to completely surround the panel. Sew the new edging (backside up) to the edge of the board with about 3/16" seam allowance. If you are splicing the edge, lay the second piece over the sewn-on piece and continue stitching. I suggest 2" width for a replacement or new edge. Position the metal edges, being sure the nails line up with the plastic retainers, and crimp the metal over the edge of the new panel. Check the fit again and make a final crimping by tapping lightly with a hammer on a flat surface. Next, pull the newly sewn edge over the sharp tangs. On corners, a little heat from a hair drier will soften the material to help easing the fabric. On inside curves, a slit or two will be required for fit. At the point where splices are made, some rubber glue will make a neat joining.

(con't)

(con't. from previous page)

When the edging has been hooked all the way around, crimp the tangs to hold everything in place. A slit at each nail is required to make a fit. Just before the final crimping of the metal edge, insert the repair nails. At some corners, the repair nail clips will have to be trimmed to fit. This consists of cutting corners until fully positioned.

In addition to the fabric, repair nails and new plastic retainers are needed. It is suggested that these be ordered before you start the project. Clark's Corvair Parts has them.

If the panel is not worth restoring or a new interior is being installed, the original appearance can be duplicated with the sewing machine stitching where the heat welds were made in the original panel. Some crimped metal buttons can be used to simulate the original. Some buttons were heat welded, as on the '63 Monzas. Personally, this has not been my bag, but a hot iron on the metal might do the job. Give it a try on a scrap piece before proceeding.

In making a new panel, select a material to match the original, or be prepared to do the whole interior in matching material. Make a pattern from the old panel. Spray glue plastic urethane foam, not more than 1/8" thick, to the material. Mark out the stitch pattern you want, or that most closely simulates the original. Stitch along these lines. The foam will create or recreate the original "puffyness" that came from the heat welded seam or the raised insets on the panel board.

If you intend to use carpet material as a kick panel at the bottom, it is not advisable to make the kick panel area double thick.

At this point, you have the choice of glueing the material to the panel or not. If you do not glue it to the panel, sew the wrap-over edging to panel in the same manner as previously described in the restoration process.

I would suggest that the new material be glued to the panel to avoid drooping. On though door handles, window cranks and arm rests will hold it in place. All of these attaching holes must be made prior to any attaching or fitting operations to assure proper placement.

The reason for the 1/8" foam backing

rather than a thicker foam is simply that anything thicker will make the pattern too puffy, and not allow sufficient space for window cranks, door handles and grab space on the arm rests. It's personal, but a puffy look, to the extreme, takes some class out of the finished appearance.

Be sure to use new waterproof paper to seal the door opening. Install it per workshop manual.

These tips and suggestions are from personal experience, and not intended to be a step-by-step work sheet. If you are inclined, it will help you do a job that is often avoided because of the complexities.

--GEORGE TILLOTSON

ENGINE FAN BELT TIP

If you have been having trouble recently, as we have, in finding a suitable replacement fan belt for your Corvair this tip may have the answer.

I've run a Gates belt #8331 for years with some very hard and very high R.P.M. use with no problems. Gates No. 8331, however is no longer available and is replaced by their No. N8562. It's a serrated belt that looks very similar to 8331 and is what their catalog recommends for Corvairs. However in the last several months I've gone through four of them, experiencing rollover problems the same as Jim described with the Dayco belt.

I'm now running a Gates No. 7560 with satisfactory results. The 7560 is 1/16" narrower and seems to ride in the pulley grooves with better support than the fatter 8562 belt. This, I think tends to prevent the rollover problem. Also, No. 7560 is a non-serrated belt.

The specs on the Gates belts are as follows:

Gates Belt No.
(Preferred) 7560 56" x 3/8" x 38°
(Catalogued) N8562 56 1/4" x 7/16" x 38°

It should be noted that the recommended G. M. belt #3780981 is a 3/8" wide belt. The G.M. belt is still available through Chevrolet dealers.

Other belts for Corvairs can be gotten through your local NAPA parts dealer, Part No. 14283 (standard) or Part No. 14284 (optional). We have not tried these belts, however.

(con't. next page)

(TECH TIPS con't.)

A wise Corvair owner always carries a spare new fanbelt. It's just as important as a spare tire, weighs a lot less, and if the one you're using breaks, you're stranded without a spare. Be sure to carry a 9/16" box/open-end wrench to change the belt with too.

--CORBY SOMERVILLE & JIM CRAIG
from SDCC's "Vairmail"

PURGING HYDRAULIC BRAKE LINES

Most of us treat our lives to less than perfect braking systems. If your Corvair has had six to eight years of service since the last complete brake system overhaul, check for discoloration of the fluid in the master cylinder reservoir. If possible, try to get a sample from the bottom of the reservoir with a medicine dropper. If this fluid is considerably darker and especially if it contains flecks of decomposed rubber, you need an overhaul of the master brake cylinder. If you find this condition, bleed enough fluid from all four wheel cylinders to check them too. If the fluid runs clear after the first few pumps of the pedal, it may not be necessary to purge the entire system. If the brake cylinders show no evidence of leakage on the backing plate and only minor accumulation of fluid in the rubber end cups the wheel cylinders are probably in good shape too. On the other hand, if you discover a considerable volume of contaminated fluid and one or more bad wheel cylinders, the master cylinder and all wheel cylinders should be rebuilt and the entire system purged. To avoid contaminating the new parts, it is suggested that you rebuild the master cylinder first then purge the entire brake system with clean fluid before rebuilding the wheel cylinders.

The Corvair shop manual adequately covers all these operations except for using the brake pedal to purge the system; this is a long slow process requiring two people. One person pumps the brake pedal as the other opens and closes the bleed port at each wheel cylinder using the sequence shown in the shop manual. You will find it necessary to frequently refill the reservoir unless you have a larger volume adapter connected to the system. I suggest you buy fluid in quart size for purging and you may need another quart if you use it for cleaning.

DICK BROWN, SDCC
from "Vairmail"



HEY, EVERYBODY! GET YOURSELF together and be at the ELKS CLUB at 7 p.m. on Friday, December 15th, for our big Christmas Party!

Replacing our regular monthly meeting (as decided by the club) the party will feature the following dinners--take your choice:

PRIME RIB.....	\$6.00
CHICKEN.....	\$4.50
STEAK.....	\$5.95
FISH.....	\$4.00

A price to fit every palate and every pocket-book. Everything's included--salad bar, beverage and gratuity.

For planning purposes, would you please:

- 1) Make your reservation as soon as possible with Don Bortle, 298-4166. Cut-off for reservations is December 10th.
- 2) Please INCLUDE YOUR ENTREE CHOICE with your reservation for our planning purposes.

Everyone is welcome. Bring your interested friends!

Elks Club is easy to find, too--right next to Handyman on Wilmot--and there's plen of free parking.

character building experiences

Have you ever spent three days assembling an engine, two days installing it, and then found the rear main seal sitting on the workbench under a shop rag? Have you ever watched a 7/16-inch socket carom off the firewall, bank off the ignition coil and disappear down the distributor hole? Have you ever broken off a bolt in a brand-new block? And then broken off the E-Z-Out trying to get the broken bolt out?

These are just a sampling of the thousands of character building experiences offered by automobiles. Loosely defined, a character building experience is an opportunity to display the virtues of reason and restraint. It is the mark of cool maturity for a person to dispassionately appraise a snapped stud or shattered valvespring and calmly reassure himself, "All things must pass." Such a saintly acceptance of reality is rare among mechanics. I prefer the time-honored technique of dealing with setbacks: clutch the closest hammer and beat on the offending piece until it submits, disintegrates, or your arm gives out.

Building a car, is an exercise in overcoming obstacles. If creating unique automobiles was easy, anyone could do it. This is sorry little consolation when you're lying on a garage floor sometime making carburetor gaskets from old shoeboxes because that was the one thing you forgot to pick up before the parts house closed.

If character is built through adversity, automobiles are a leading instrument of personality development. It requires Buddhist patience, Christian forgiveness and atheistic abandon to construct a car. There's more improvisation in the average hot rod than in a whole streetful of off-Broadway theaters. Like most automotive enthusiasts, my ambitions easily outdistance my resources. This explains why there's a 50-foot extension cord running from the laundry room out to the garage—putting in new wiring is one of those projects that has a perennially sliding place on the list of priorities. There is a set of pistons baking in the oven, undergoing a home heat treatment and looking for all the world like eight aluminum Hungry Jack biscuits through the window in the oven door. The family turkey baster long ago was converted to a battery filler, the measuring cups pressed into service cooling combustion chambers and the bathroom scale shanghaied to the garage.

As youngsters, we are constantly admonished by indulgent relatives, solicitous counselors and paternal parole officers to "learn a trade." Get hooked on cars and your skills will flower beyond their greatest expectations. It doesn't take too many years for a member of the car culture to learn his way around a paint sprayer, a vertical mill or an airfreight terminal—whatever it takes to get a part painted, machined or shipped, you do it. It's somehow difficult to fathom exactly how this makes one a better person, but surely there must be some reward for all the hours that a car can consume. If there wasn't, we'd have to invent one.

Rick Voegelin

(EDITOR'S NOTE: This amusing article is borrowed from North Texas Corvair Assn's "Transaxle Telegraph", who borrowed it from Cincinnati CC "Negative Camber" who picked it up from Car Craft.)

THANKSGIVING

For a bountiful table....for
a home to share.....

For kindred to love....for
friends to cherish;

For healthy exercise and
simple pleasures....

For unexpected joys....and
sorrows as well;

For a place to fill...and
work to do...

For hobbies...and the strength
to pursue them.....

In our busy-ness we forget--but

FATHER, WE THANK THEE!

Amen.



DUES ARE DUE FROM THE FOLLOWING MEMBERS--

OCTOBER

Joe Enright

Georgia Lewis

William Nichols



NOVEMBER

Bobby Riggs

Barry Cunningham

Linda Badger

DECEMBER

Pat Bender

--DON BORTLE
Treasurer

HEAVY METAL '78

The TCA has nine members entering cars in the HEAVY METAL '78 car show to be held at Pima County Fair Grounds November 24-26.

The list of entrees is headed by Bryan Lynch's and John North's first place winners (at the Corsa National Convention held in July at San Diego). The other TCA members entering cars are: Gordon Cauble, John Downing, Joel Gemberling, Pat Hayhurst, Frank McKenna and Fred Zimmerman. John North is also entering his Greenbrier.

Frank McKenna is heading up the car show committee, which has held two meetings. The majority of the advanced planning has been accomplished. All entry forms have been submitted with the required photos. This was accomplished with a big assist from Pat and Eric Bender, who took care of the photography and processing of the entry forms.

The club display will consist of a Corvair engine and assembling Corvair parts.

The manning of the club display during the three days of the show still has to be resolved. This will require the cooperation of all club members to do an adequate job. We have broken the schedule into 4 increments, and we would like to have 4 people for each. We encourage husband and wife teams. Duties will be to provide security for the display, answer questions on the Corvair and the Club, pass out literature that is available, and to promote the TCA. If you will be at the November 15 meeting, please let me know what days you can work; otherwise call me at 298-4166. We need the information by Sunday, November 19.

Take your pick:

<u>Friday 11/24</u>	<u>Sat. 11/25</u>	<u>Sun. 11/26</u>
10 - 2	10 - 2	10 - 2
2 - 6	2 - 6	2 - 6
6 - 10	6 - 10	

ANYWAY, COME SEE THE SHOW! Give us your criticism so we can do even better next time!

---DON BORTLE

TUCSON CORVAIR ASSOCIATION
Regular Meeting - October 25, 1978

Meeting was called to order by the President, Pat Bender, Wednesday, October 25, 1978 at 7:40 p.m. at Shakey's Pizza Parlor, 106 West Drachman. Present: 40.

Eight guests introduced themselves. Pat Bender introduced Roger Hamilton who is in charge of Heavy Metal '78 (formerly Wheelorama). Mr. Hamilton reported that Heavy Metal '78 (succeeds Wheelorama) will be held November 24-26 at the Pima County Fairgrounds. Set-up date is November 23.

Pat Bender announced that there would be a meeting of the auto show committee immediately following the regular meeting. He advised that anyone interested in manning a booth at the show may volunteer to do so at the next regular meeting.

The Minutes of the September regular meeting were approved as they appeared in the October Corvairsation.

Don Bortle, Treasurer, reported that there was \$304.33 currently in the treasury.

Don Chastain, new Can Chairman, reported that \$81.57 has been collected from the project.

Pat Bender commended the Telephone Committee for their efficient operation.

Pat Bender presented \$10.00 gift certificates (for Corvair parts) to Kitt Peak economy run winners. They were: owner Betty Chastain (driver & mechanic Don Chastain) in Automatics category and owner Nancy North (driver & mechanic John North) in Stick Shift category.

Pat Bender presented awards to outgoing Treasurer Bill Fournier and John North for Corvairsation. Past Recording Secretary Jeanne Royer was not present to accept her award.

Pat Bender announced he had a petition to repeal the 55 mph speed limit law for anyone wishing to sign it.

Don Bortle reported that a list of committees will be announced at the next regular meeting and members will be asked to volunteer to serve on committees of their choice.

Pat Bender announced that the next regular meeting will be held on the third Wednesday so as to not conflict with Thanksgiving.

Intermission, grab bag and raffles followed. Jay's Da-Nite donated spark plugs for one raffle. Last meeting Barney contributed.

John North gave the Technical Tips (Show 'n Tell). He brought in a harness which he referred to as the "life line behind the panel."

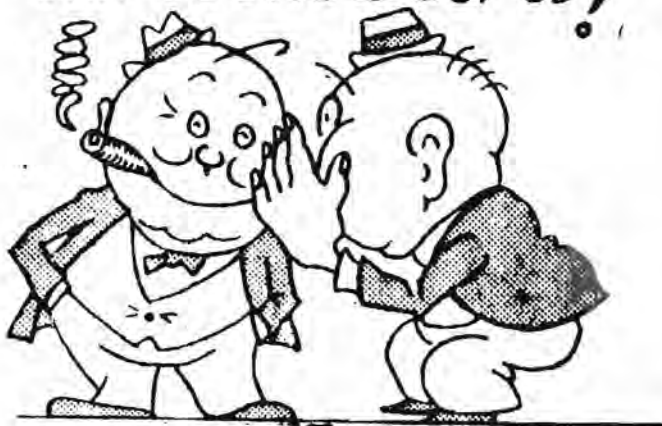
Meeting adjourned at 9:45 p.m.



Respectfully submitted,
Georgia Lewis
Georgia Lewis
Recording Secretary



Here's The Secret!



CORVAIR CLUB MEMBERS!

- * Tune-ups
- * Engine Resealing
- * Engines Rebuilt
- * Air Conditioning
- * 15% off parts

Barney's Auto Service
3029 North Alvernon Way
881-1315

TCA MEMBERS KNOW.....IT'S THE PLACE TO GO!

2 '66 Bucket Seats, Black, in good condition. \$50.
Call Ace, 882-4483.

'65 Corsa. Heads and carburetors with linkage.
Call Barney Goodwin. 881-1315.

VITON "O" RINGS, GM Oil & air filters, spark plugs and carb shaft seals. Many new and used hard-to-find Corvair parts. Corvair Consultant Gordon. Call 299-1122.

'64 Monza conv, auto red/black interior. \$1500. Jerry. Call 748-1444.

'64 Rr A-FRAME for 4 speed, & manual top for '64 convertible. \$50 each. 299-1122.

HYDRAULIC TOP MOTOR, lines & actuator. \$40. Frank. 885-8571.

PAINTING, repairs, parts '60-69. Sat. & Sunday, weekdays after 3. Ace. 882-4483.

-Classified Ads-

(Classified ads are published free for members of TCA as space allows. Commercial advertising is invited; \$7.50 per quarter page, \$15 per half page, \$26 full page. Submit to CORVAIRSACTION editor by 2nd Tuesday of each month).

'68 MONZA 2 dr, 110 HP, AUTO, Nice paint and interior. Good tires, & wire covers. 57,000 miles. Asking \$1,800. Jiggs Cooper, 795-8794.

'65 DIFF 3:55 STD. \$50.00. Call Ace, 882-4483.

'61 RAMPSIDE TRUCK, new Spyder engine. See at Jerry Bishop's. Ted Lloyd left behind when he moved to Calif. Asking \$950. Jerry, 748-1444.

'62 HEADS. Recent valve job. Frank. 885-8571.

'63 BUCKET SEAT, black. Seat back, blue. Panels good, but tears in sides. Offer or trade. Gordon, 299-1122.

1964 TRUCK CRANKCASE with reground crankshaft and new camshaft installed. Also have rods and bearings. Corvair Parts Locator, Frank. 885-8571.

EARLY MODEL HEAD with valve job & new guides. Like new. \$75 or trade. 299-1122.

EXTRA!

CORVAIRS BOUGHT & SOLD... Cars and Parts

WRECKING OUT 40 CORVAIRS

JERRY BISHOP'S Towing & Salvage

4260 E Illinois
748-1444

Member: Tucson Corvair Assn.

**AGAIN—IT ALL
BOILS DOWN TO**

O'RIELLY CHEVROLET

**6100 E. Broadway
747-8000**

**FOR
ALL
YOUR
NEEDS**



SALES

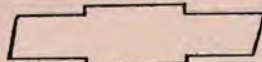


PARTS

SERVICE



EMPLOYMENT



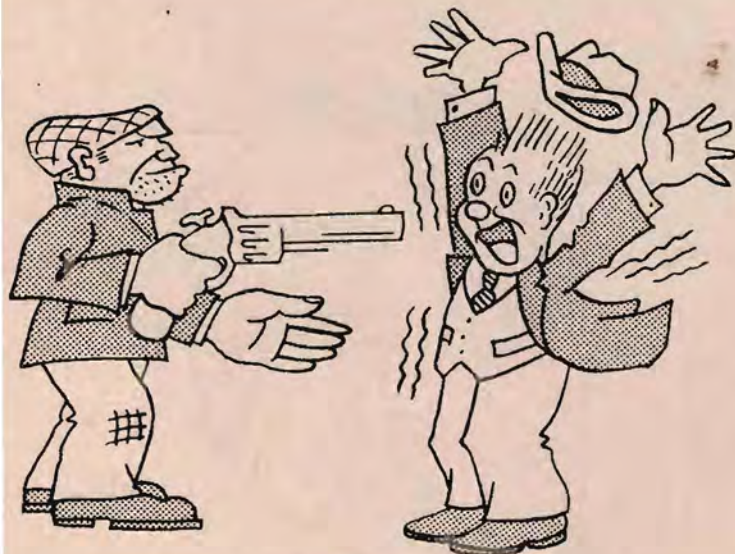
FIRST CLASS MAIL

Gordon & Verne Canble, Editors
5950 N Camino Arizpe
Tucson, Az. 85718



-- COMING UP --

- NOVEMBER 24-26 "Heavy Metal '78" car show at
Pima County Fairgrounds. Details inside
- DECEMBER 15 CHRISTMAS PARTY AT THE ELKS CLUB
Details inside
- Mid JANUARY Triple "C" Chuckwagon Dinner
(More on this later)
- JANUARY 24 Our regular monthly meeting
We'll be back on our 4th Wednesday
schedule



.....and now is the season to say THANKS to:

BARNEY --for prizes for our meetings,
and ads in our paper

JERRY BISHOP --for ads in Corvairsation and
for retaining a fleet of early and
late model parts cars

MATTHEWS CHEVROLET --for a very helpful parts
dept., and continued advertizing
support

O'REILLY CHEVROLET -- for a willing and helpf
parts dept. and regular ads in our
paper

JACK SHERLOCK OF JAY'S DANITE --for prize dona-
tions and a promise of future ads in
our paper

PATRONIZE OUR ADVERTIZERS --
THEY NEVER HOLD YOU UP.....