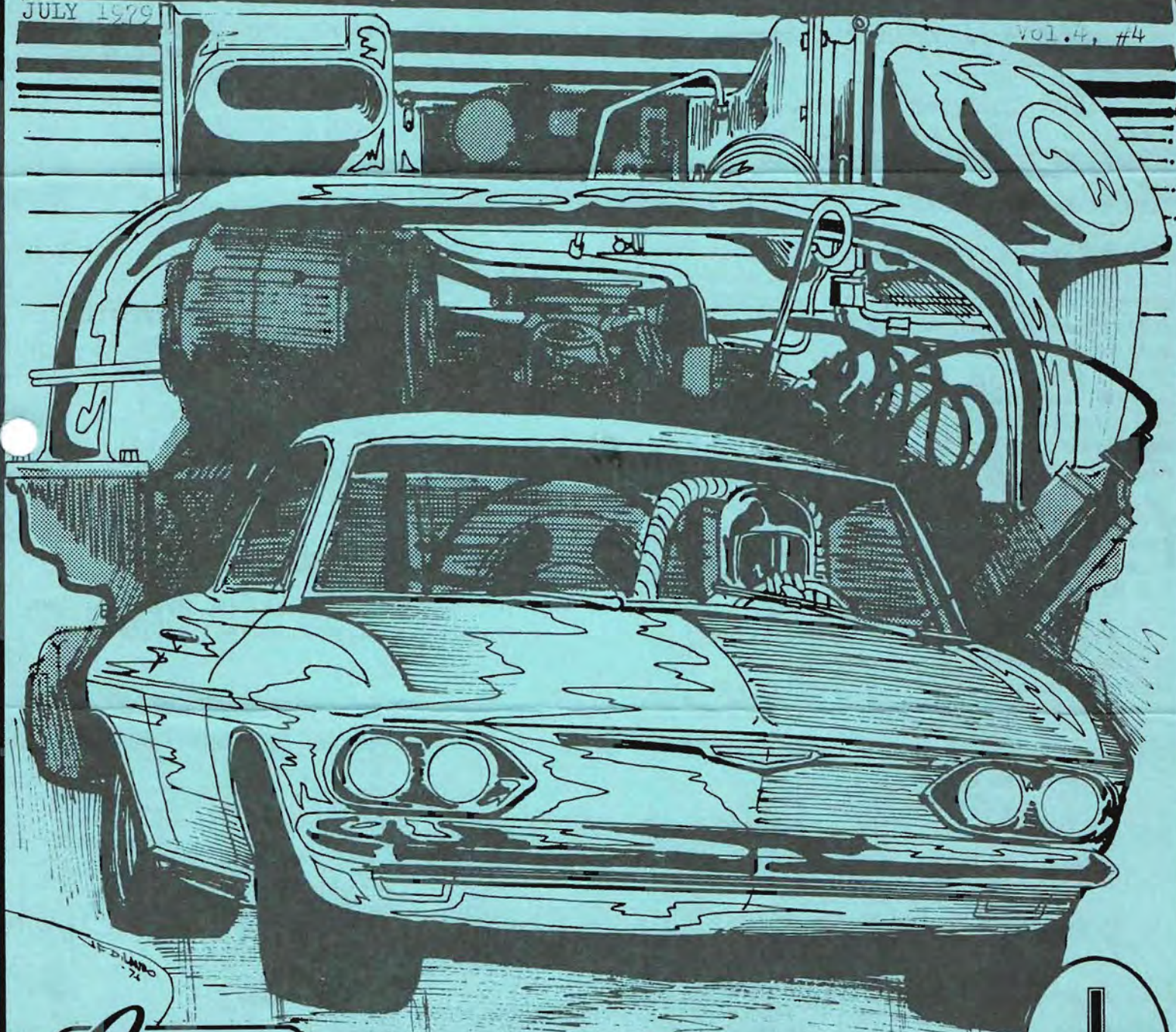


# Corvairsation

JULY 1979

VOL. 4, #4



TUCSON  
*Corvair*  
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 upon 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:

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WELCOME TO OUR NEW MEMBERS!

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# From the Prez

I want to thank everyone who turned out for our monthly meeting in June. That was the largest display of Corvairs I have ever seen. I believe the count was over 30 cars and 60 people attended our regular meeting and dinner. Let's make our July meeting just as big a success as our June one was. Turn out early, show off your car, visit with the members, enjoy a good meal and have a good time!

If you have a problem with your Corvair tell us during the tech time at the regular meeting. If you have an immediate problem come up in between meetings, call you Prez; he can steer you to the right people to talk over your problem. We have several of the best Corvair parts locaters and tech men in CORSA right here in Tucson. Don't go a day without an answer to your problem. That's what Tucson Corvair Association is all about.

We don't have many more \$50 cars in Tucson so we must look out of the area. I found one in Clifton, AZ. What a junker! Marilyn told me I must have felt sorry for the car. It should have gone to the junk yard rather than in my garage. No clutch, needs re-sealing, interior shot, paint job. I guess the only thing I could see was the mag wheels and bald tires. Oh well!

Pat Bender has set up a trip to Rose Canyon for our August event. This is a great time to visit Mt. Lemon to get away from the Tucson heat for a few hours. If we turn out like we did for our monthly meeting, we will have a line of Corvairs a mile long up the hill. That would be great. Hope to see you and your Corvair August 5th.

Your Prez  
BRYAN

- - - - -

- - - - -

## LOOK FOR YOUR NAME

Dues are due for:

MAY -	Maurice Cooper Jack Martin
JUNE -	Gary Lewis
JULY -	Pierre Lijon Randy Nelson
AUGUST -	Bryan Lynch Barney Goodwin E.A. Carey Louis W. Lage



# What's Doin' on Cars . . . By John North

The latter part of June and early July certainly hasn't been so bitable to the Corvair lover who has to work out under the wild blue yonder. It has been hot. . . up to 111 degree.

One of those who has had his share is Gordon Cauble. He tried so desperately to get a convertible finished for his daughter so they could

Frank McKenna is about to take his Spyder to Jack Lafave for body massage. The parlor no longer does the painting. Just too much for a MASTER with the laquer and spray gun. I hope that Frank can get the kind of finish he wants. But it sure is hard to beat Jack. Per the examples of Pat Mayhurst's Black Widow and Nancy North's Convert.

It's true that the past few weeks have been busy ones and the author isn't up on all the "Doin's" but. . . Don Chastain has his convertible roadworthy and has turned it over to wife Betty. If there is something wrong, she will find it.

Ernie Alloy, puzzled over shocks, finally got a pair from Grant Rd. Auto Parts. . . Gabriels. . for his '64. He found one of the rear shocks frozen and the rubber bushings all chewed up.

JonCo, the Author, has been busy getting the Lakewood ready to take to the Detroit National. It has been an uphill battle deciding how far to go with what was basically a good looking car.

through first gear and hung it up. Out it came and the first gear box had a thorough going over with the eagle eye of Dean Moon. The ring and pinion got a good going over. It was found to have no pre-load on the pinion shaft bearings. . in fact . . . loose. Now, the power train is back in and running fine at last report.

If you had been around the operation you might have heard some whistling. Yup! that engine and power train jump when you whistle. Both out and in. One, two, three, four, hup, two, three, four. Hup, two, three, four. By the left flank. . March!

all anyway, buckets are going in, new carpeting, and door panels, new trim panels and other interior panels on the wagon are to be replaced. Fuzzies too. The only mechanics yet to do, since the new "95" engine, will be new bushings for the front strut rods. . . a Clark reproduction for "61's". That new engine is Tight. . .but already up to 23 MPG.

A couple of boys were whooping it up around some ice tea the other day and the conversation got around to what if. . . .Well, what if - you put a good turbo in back of a good automatic. They have done it in California but no reports on driveability or performance. What rear axle ratio would be best. A 3.27 would load the turbo with lots of hot gasses at low RPM but might be too low to let the engine wind out. But who can wind it out today anyway. A 3.55 would give a great mid-range; but it still takes lots of hot gasses to make that turbine spin. What if?

What is the effect of a larger orifice on the crank case breather. 1/8" sure picks up the idle RPM. Would it be too lean? A 3/32" is still good and it sucks in the blowby pretty good. What if?

What if you hooked up a water injector to handle the hard chores on a 110 with regular gas?

Back to the turbo with an automatic. .

How would you control the vacuum modulator with a turbo blowing instead of sucking in the manifold? Which would be the order of control? TV valve? Modulator? Governor? Now listen here! We're not talking about racing or dragging; just driving around town.

If this wasn't such a balky typewriter this author would be rattling on more. Let's shut her down until next month.

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

- A CINCH FOR LYNCH -

Summer's here at the Lynch's. My 1966 coupe doesn't look too bad from 30 ft, and the inside is just a little faded--that is, the carpet front and rear, and the top of front and back seats. Dash is in to be recovered, and if it comes out good, I'll tell you where.

To start off with, I have another car to drive. That does help for this type of project.

I started from the ground up; out comes the seats, off comes the dash and out with the carpet. The carpet went to the cleaners. This is just to get up all the old dirt that you cannot get out yourself. I scrubbed the seats with Fantastic to remove all the dirt; then let them dry well and sprayed them with TRW vinyl paint. Let me say they looked like new! I really liked that product--sometimes hard to find. I sprayed the carpet with the same paint, and patched some holes with extra from under the seat. Of course I scrubbed the door and other panels and also sprayed red the back of the rear seat area. With a piece of hall runner I covered the rear seat fold-down area. With the seat out I removed the metal housing and glue down the edges of carpet and replaced the framing. The carpet gives added color and a much improved back seat area.

I recovered the door arm rests and painted the plastic bands that hold them to the door. New ones are around \$16 apiece.

While the seats are out, a good vacuuming under the dash and in the floor area, followed by spraying to freshen the color makes a real difference in appearance.

Remove seat belts and scrub with soapy water. Try a little spray of your vinyl paint on them if necessary. My red turned out great.

I'm slow....so it took me a little over a week for this project, but it was fun, and low budget--and easy enough for anyone to tackle. With covering of the dash, paint and carpet for back of the fold down area, the cost came to under \$50.

--BRYAN

A reprint from Reader's Digest -

Returning from Sunday school one day, where the Ten Commandments had been the topic, our young son asked his father, "Daddy, what does it mean when they say, 'Thou shalt not commit agriculture?'"


There was hardly a beat between the question and my husband's smooth reply: "Son, that just means that your're not supposed to plow the other man's field," an answer perfectly satisfactory to them both.

Put all your eggs in one basket--and watch that basket.

Mark Twain

- T.C.A. MEYERS -

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Late differentials only had axle ratios of 3.55 or 3.27 available. If for some reason you want a 3.89 ratio in a late differential, you will find it expensive to buy the parts. Early ring gears have six bolts while late have nine, so you would have to buy special parts. If you can get an early ring gear for the 3.89 ratio, you can easily modify the gear and the carrier by drilling holes for "blind" bolts to hold the two together. Three of the six bolts on the gear will match three of the nine on the carrier. Drill and countersink six holes in the ring gear and from the opposite direction drill and countersink three holes in the carrier. Use short, hardened bolts to assemble the parts. Three of the bolts are allen-head, and three holes for the allen wrench are drilled all the way through. When the parts are assembled and all the bolts are tightened up, the differential should be stronger than the original. The method is a lot cheaper than special parts if you have access to the required tools.

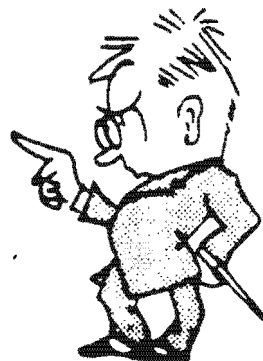
## TECH TIP - CARB BALANCE

(Courtesy Jim Pittman - Enchanted Corvairs Newsletter)

Take a look at the sketch below. See the spring fastened to the throttle linkage near the idle-screw tang? Francis Boydston has been installing lightweight springs in this manner for years. The reason is to keep carbs synchronized at idle even though your crossover shaft and linkage is excessively worn. The left carb level is held closed by the throttle return spring, but the right carb lever is held closed by the crossover shaft linkage; the internal accelerator pump spring also helps to close the throttle. With wear in the crossover linkage and the usual accumulation of wear and oily dirt on the carb's moving parts, the right carb often won't close completely which results in an imbalance. The spring is not an ideal cure. It needs to be just the right strength to avoid an increase in the rate of wear on the throttle shaft, yet pull the throttle plate fully closed. Anybody have any ideas about increasing the pressure exerted by the accelerator spring to accomplish the same result? Not only would this be completely stock, it should also cause less wear.

By the way, it seems that too few owners realize the importance of keeping the two carburetors carefully synchronized. This is true both for idle settings and full part- or full-throttle operation. If one carb opens a bit more than the other, one bank of cylinders will run rich while the other will run lean. Idling at a series of stoplights on a hot afternoon and presto! you have a bunch of burned valves. Lesser problems include poor gas mileage, fouled plugs and sluggish performance. So get your carbs synchronized.

# TECH TIPS-



TECH TIP: Save those clutch disks you are having to remove due to slipping or chatter. Champion Parts Rebuilders are no longer requiring a "Core" or "Core Charge" for a rebuilt disk. This means they won't be rebuilding any more Corvair clutch disks. That could mean the day is coming when a suitable substitute will have to be found or we have to go to some place and have them relined much in the same way brakes used to have to be relined. Save the spline hubs particularly for there are several 9 inch clutch applications around so linings should be available for the foreseeable future.

TECH TIP: Oil dripping from the bell housing drain is a sure sign of future clutch troubles on manual transmission cars. There are two sources of oil to drip out this small hole in the bottom of the bell housing. One is the transmission input shaft seal failing allowing heavy black hypoid gear oil escape from the transaxle. The other is failure of the rear main seal in the center of the bell housing allowing engine oil to flow into the bell housing. Either of these can destroy a clutch. The transaxle seal is the easier one to replace. The main seal requires removal of the pan and bell housing that is inside the engine. It is unwise to reuse an oil soaked clutch disk - it can come apart at any time and then you do have a mess!

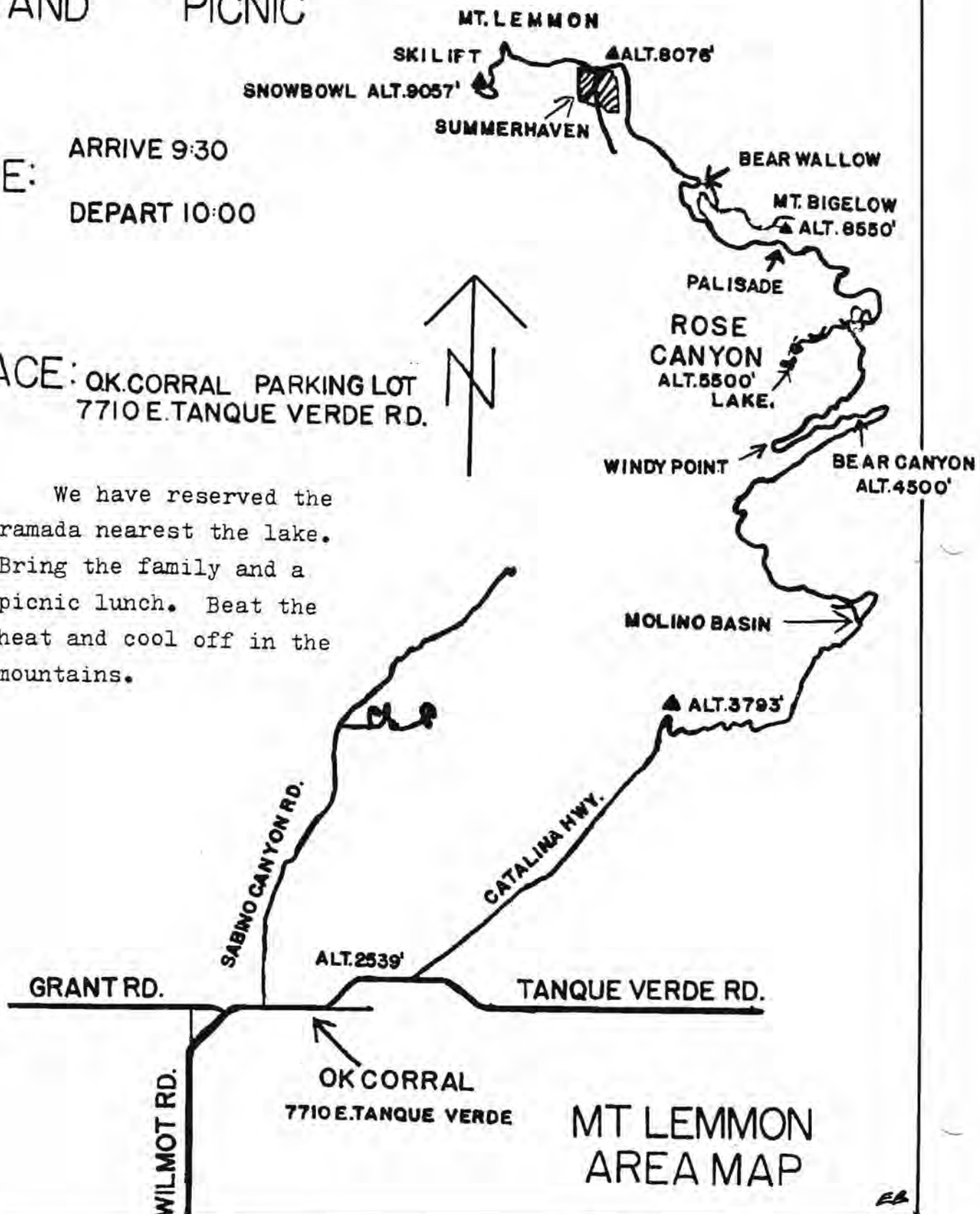
Jim Reviere  
Courtesy Corvair Houston

# ROSE CANYON RALLY AND PICNIC

TIME: ARRIVE 9:30  
DEPART 10:00

PLACE: OK CORRAL PARKING LOT  
7710 E. TANQUE VERDE RD.

We have reserved the  
ramada nearest the lake.  
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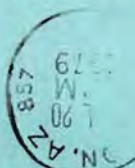
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Bryan Lynch

7602 Placito de

Gordon & Verne Gauble  
5950 North Camino Arizpe  
Tucson, Arizona 85718

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REGULAR MONTHLY MEETING...WEDNESDAY, JULY 25th, 6:30 P.M.

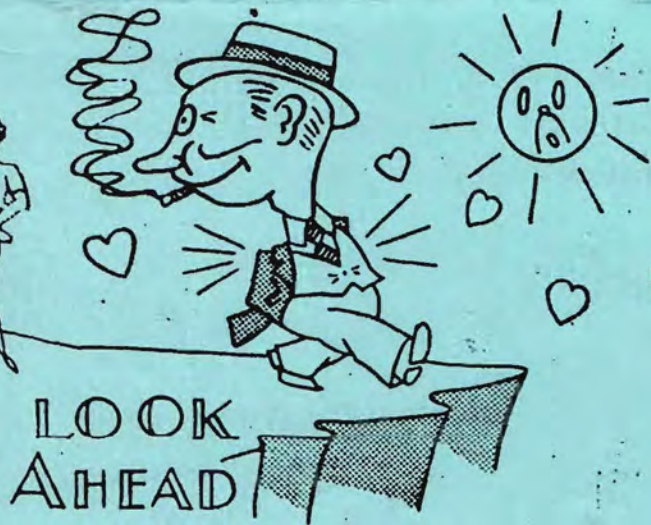
22nd STREET VILLAGE INN PIZZA PARLOR

5133 EAST 22nd St

With these longer daylight hours, there's time to show your Corvair, discuss your problems if any, and see the latest in sharp, clean cars! We'll have a room all to ourselves, with a buffet menu of spaghetti, pizza, ravioli, soup, salad and garlic toast.

All you can eat for \$2.40 for adults, \$1.89 for children under 12.

Bring the whole family.....have a fun night out!



- August 5th - Rose Canyon Picnic
- August 22nd - Regular Monthly Meeting
- September 9th - Wienie Roast and Pot Luck
- September 26th - Regular Monthly Meeting
- October 7th - Kitt Peak Economy Run
- October 24th - Regular Monthly Meeting
- November 11th - Tune Up Clinic and Picnic
- November 28th - Regular Monthly Meeting