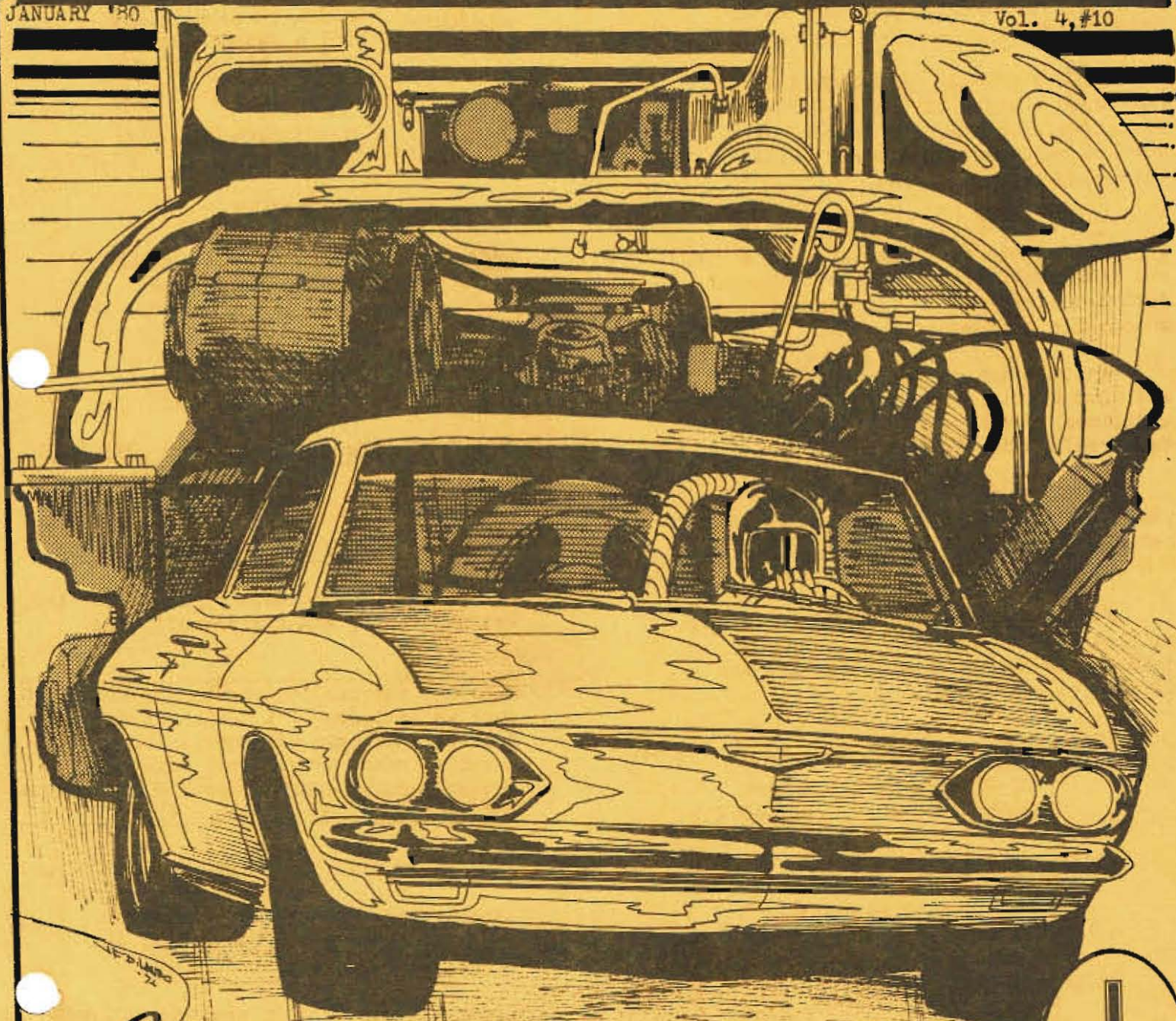


Corvairsation

JANUARY '80

Vol. 4, #10



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

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Pat Bender, Gordon Cauble, Bill Fournier, Frank McKenna, and current officers.

Material for publication in CORVAIRSATION such as articles of a technical nature, tech tips or news of general interest to Corvair owners is welcome. Submit to either GORDON CAUBLE or JOHN NORTH by the 2nd Tuesday of each month. ED.

THE FIRST LIAR DIDN'T HAVE A CHANCE.....

Ernie Alloy: "I'll bet you never bought a Corvair as cheap as I did-- I got a '63 coupe for \$2.00."

John North: "That's pretty good, but I bought one for a dollar."

Must have been the good old days...
--ED.



A FEW WORDS FROM OUR PREZ:

Park Mall is not only a show of the finest Corvairs; it is a membership drive for our Club as well.

Let Joel Gemberling know what hours you can spend giving interested people information about your club.

Remember--elections are coming up! All you new people--how about volunteering? Let one of the officers know if you would be interested in an office next year, so we can pass it on to the Nominating Committee.

Just a few words on the mini-convention being put on by the Cactus Corvair Club of Phoenix. It will be held April 18 to 20 in good old Phoenix, only 120 miles away and a ton of fun on a weekend away from home--with friends all interested in just one thing--Corvairs. This will be the third I have attended--that is, Marilyn and I--she told me don't count her out on this one. People will come from all over the Southwest--Texas, California, Colorado... to visit with old friends. We could show up at the Convention with the largest attendance.

BRYAN

P.S.: Your Prez has had the engine in his Soyder out twice in 30 days and the clutch still chatters. Guess I will go for three and replace everything this time. Any ideas?

B.

HOME AT LAST.....it's good to hang up our hats once more after 2 months and 6,800 miles on the road.

Our travels took us cross-country with a side jaunt to the Bahamas, then up and down the East Coast to see our family and friends, then



back to Tucson. With suitcases still packed, we took off again for Salinas, California for the birth of our first grandchild to Mark and Nancy Terrill, our daughter and her husband. They now drive a '62 Monza convertible--which was delivered after only a six months' wait!

Here's a packing tip valuable to every Corvair enthusiast: After your toothbrush and nightgown, the third most important item to pack is your Corvair national roster.

We'll tell you in the next issue about Ron Myers, Red Jackson, and the Valley Corsa Club of San Jose.

Many thanks to Frank McKenna, who took over the CORVAIRSATION for November and December while we were gone.

--Gordon and Verne Cauble

P L A N N O W

for the

PHOENIX CORVAIR MINI-CONVENTION

April 18th, 19th & 20th

Want to Help?

Call Joel Gemberling

745-5086

885-8517

What's Doin' on Cars.... by John North

The winter in Tucson produces a variety of reactions from visitors as well as a series of surprises when it comes to working around the weather vagaries.

To wit: Frank McKenna dodging around the rains to get his Spyder painted...Ken Fadal and Chris Crowfoot scrounging for parts for a '63 convertible...JonCo and DonCo snaking a '63 convertible out of an industrial storage yard. Aside from Frank's paint job, the weather has nothing to do with any of the other gossip items.

The above paragraph is an indication of the dearth of information available to the writer. So this column rapidly deteriorates into some observations from personal experience.

The engine in the JonCo convert. (called the Orange Crate...painted highway equipment orange) had the right head off and the engine dragging on the ground; only one wheel, with a flat tire...the top down, filled with sundry Corvair parts, and a couple of doors off a Ford. The car had been in this state for 6 years. The interior exposed to the elements, and the carpeting getting soaked with each rain.....Perched on each of the bucket seats were a pair of heads that had imparted their imprint deeply.

Disassembly of the engine indicated fairly low mileage on a .030" overbore. The crank well within tolerances, and the bearings good. However, when assembled, there was some carelessness as the crank had been nicked by the rod bolts. These were easily dressed down with a stone, and it was decided to re-use the bearings.

Pistons were cleaned and then...the reason for the nicked crank came to light. The piston pins were fitted too tight, and the mechanic had difficulty aligning the rods as they were installed.

The left head (high compression -62,84 to 102 HP) was in good condition despite being open to the elements. However, the

rocker arm had been unmercifully pounded into the valve stems. Either the valves had been unadjusted at one time, or the lifters had collapsed. Further examination indicated that the cam was worn, and had a pattern of no constant lifter contact and probably was running with flat lifters--getting no benefit from the opening or closing ramps on the cam. Lifters were not pounded out but probably would have been in a few more miles.

One other problem came to light when the engine was reassembled. Number 5 piston had been installed backwards. The notch to the rear instead of toward the flywheel. This is known by the fact that all the rod numbers were up when the engine was torn down. The pistons were so carboned up that the notch was not noticed in the wrong direction until they had been cleaned, re-ringed and ready for installation.

Now some thoughts on prices of parts. Intake valves are fairly reasonable (a little over \$4); valve guides still an inexpensive \$1.25; exhaust valves for a Spyder at \$8.25, and standard valves \$8.07. Now the last item is the one that kills. Turbo and standard exhaust valves the same price. Oversize rings up to nearly \$30; undersize bearings 25% above standard size. Individual gaskets and seals about 50% above prices when bought in a kit. Now, these are all the good guy prices. So, if you can--plan ahead and get parts well in advance and make a single purchase.

Incidentally, blower bearings are available for about \$5, and it costs \$5 to have it pressed. The assembled part from Chevy runs \$15. Our hobby is getting expensive..but enjoyable. Hasta la vista.

--JOHN

WINDSHIELD GLASS

Windshield glass is removed with an L-shaped knife on late models and by removing a filler molding from the gasket on early models. You can take out a late windshield with piano wire also, but you need two people. You also need a molding removal clip to remove the moldings so you can use the knife or wire. Side glass can be aligned by moving the regulator and/or channels. Usually the best places are marked by the washer prints (i.e., where it was originally.) A "Pete trick" for window mechanisms is lubrication. You'd be surprised how dry they get in 10 years. You can use light oil even on the felt channels, and it really helps a lot.

--Pete Theisen in AIR COOLER
Detroit Area CC

DON'T CROSS-THREAD YOUR SPARK PLUGS

For ease in starting spark plugs in their holes, a short piece of 7/32" vacuum line slipped over the end of the plug is a good idea. This greatly reduces chances of cross-threading.

--John Dowsell in DRIP
LINE, Pikes Peak CC

TURBOCHARGER LONGEVITY--Tip 12-2-79

Turbocharged engines require replacement of engine oil more often than the basic aspirated engine. Reason? Heat--Heat that degrades the oil plus contamination from gases as the result of cylinder blow-by. Yes, the Turbo engines do have more blow by than the regular engine because of the high pressures existed during turbo boost times..

Close tolerance of the turbo bearings and seals require good clean oil for longevity. When you consider what it cost to rebuild or replace a turbo unit, it's worth "Playing It Safe--For Long Life"--change the oil!

--JIM CRAIG in
VAIRMAIL, SDCC

'64 HOODS

While working on our '64 Monza project car, we discovered that the hood was hopelessly rusted away around the "Corvair" letters at the front, a common

TECH TIPS-



problem created by Fisher Body but thankfully corrected in a mid-1964 change. The second design hood has letters fastened by rubber washer equipped nuts that are readily seen on the underside of the hood.

Check to see if your '64 has the early design, and if so, try to obtain the relatively rare second design in a wrecking yard while they are still available. A good used trunk lid will probably cost you less than having the old rusted one fixed.

-- TIM SHEVLIN in
Vintage CORSA

RADIO TUNER REPAIR TECH TIP 12-3-79

If your radio is driving you nuts because your dial/tuner will not move or is slipping slightly, all is not lost. On the early ('64 Delco) radios, there is this little bolt head protruding out of the left side of the radio metal case that will solve your problem.

A 5/16 wrench is required to rotate (tighten) that bolt. Tighten only enough so that tuner does not slip. Test by rotating the manual tuning knob. The push buttons are not usually affected by the slippage problem.

--JIM CRAIG
from VAIRMAIL, SDCC

TECH TIPS, (cont.)

61-63 102, 98

65-66 140

(The following is a continuation of the KNOCK TECH TIP, the first portion of which was published in CORVAIRSATION. Both last month's and this month's article are courtesy of VAIRMAIL):

KNOCK TECH TIP NO. 12-1-79:

Continued from TIP NO. 11-5-79, 8-1-79

Which head do you have (from the inside).

Type A - Lowest compression ratio heads - Late Turbos only.

Type B - Smog head combustion chamber identical in appearance to late Turbo heads (Note these were used with high crown pistons on 63-69 110 H.P. engines).

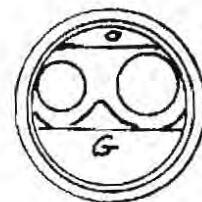
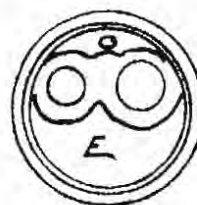
Type C - Early low compression heads.

Type D - Late low compression heads.

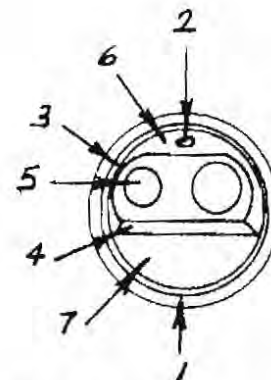
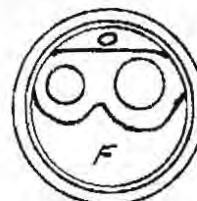
Type E - Early high performance head also highest C.R. (Note extra bosses beside spark plug).

Type F - Late high performance head.

Type G - 140 H.P. head (Large valves and two carbs per).



64-67 110



--JERRY BECKER in
VAIRMAIL, SDCC

EARLY MODEL RADIO SPEAKER REPLACEMENT - Tech Tip No. 12-4-79

If you are having difficulty finding a replacement radio speaker for your 1960-1964, consider using a '65-'69 style speaker.

The late style fits very tight between the dash ash tray and forward edge of the dash/windshield area. Your ash tray will be incapacitated, but perhaps you don't need it anyway.

Your local radio supply shop or your GM dealer can supply the new speaker.

--JIM CRAIG, SDCC
in VAIRMAIL

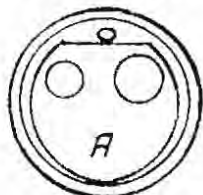
SEAT BUMPERS

For replacement of the black hard rubber bumpers on the bucket type seats 1960-1969, order part number 7712536 from your favorite G M dealer.

--Courtesy North Central
Corvair Assn of Minnesota
Newsletter, Nov. '79

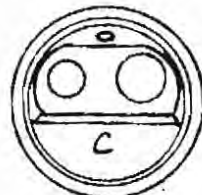
64-150

65-66 180



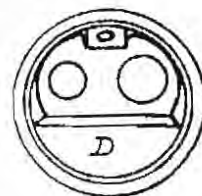
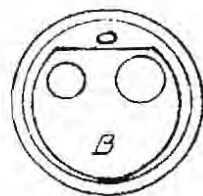
60-63 80, 9

62-63 150



68-69 SMDG

64-67 95



NEW RETAINERS

Try replacing those plastic or metal retainers on your '65-'69 engine lid fiberglass sound deadener with punch-in retainers from Chevy (P/N397775). They won't fall out into the fan like your old ones did, and they're only 13¢ each.

ECONOMICAL JETTING

Achieve improved economy by jetting your carbs richer. That's right, richer. Corvairs normally have #50 or #51 main jets. By going from #51 jets in all carbs (140 hp in this example) to #54 jets, the results were cooler running engine, approximately 5 degrees additional spark advance, and 1 to 2 miles more per gallon. Be sure to use the Rochester jets with the 60 degree chamber.

--The above tips courtesy
NO. CENTRAL CORVAIR ASSN
OF MINNESOTA

OIL COOLER

Harrison folded fin cooler off of running U.S. helicopters. These units are six times the Corvair size, and have a built in thermostat. A current Harrison stock car cooler can cost \$150, with thermostat. These units are available for \$27.50 from Airborne Supply in Culver City, Calif.

--JOHN HEERAN, "Vintage
Times", Vintage Corsa of
Orange County

SUPPORT YOUR CLUB



NOVEMBER

Barry Cunningham
Linda Badger-Freesh
Bobbi Riggs-Henderson

JANUARY

Phil McGill
W. D. Berkey
John Thomas
Jack Harris
Ernie Alloy
Floyd McKiearman
Jim Wright

FEBRUARY

Bill Sears
Frank McKenna
Don Notter
Gordon Cauble
Ron Carey
Pat Hayhurst
Don Chastain
Chris Cunningham
Alan Atwood
Knud Swensen
Clarence Elkins

FINANCIAL STATEMENT

| | |
|-----------------------|----------|
| Balance (30 Nov)..... | \$653.69 |
| Income (Dec)..... | 69.00 |
| Exoenses (Dec)..... | 86.48 |
| BALANCE (31 Dec)..... | 636.21 |

DON BORTLE, Treasurer

- T.C.A. MEMBERS -

10% discount



THE
SCREEN PRINTING
EXPERTS

PARTS FOR '60 CORVAIR 4 dr:
Front suspension and steering
box, brake drums, right
side doors, front and rear
bench seats, and wiper
motor. For '63 Std Trans
car: instrument cluster.
Call Jeff. 325-8289.

WANTED: Windshield, right
front window for late model
coupe. Also will pay \$2
for your old harmonic bal-
ancer. Eric. 888-2224.

EMPTY '64 STICK DIFFER-
ENTIAL CASE. Call John.
328-2086.

- Classified Ads -

FOR SALE -- 4 x 7 UTILITY TRAILER, enclosed with
lights. \$200. Call Pierre, 881-0580.

\$38.00 FLYWHEEL SPECIAL. If you take it out,
we will rebuild it for you. Barney's Auto.
881-1315.


VITON "O" RINGS, GM oil and air filters, carb
shaft seals. Many hard-to-find parts. Corvair
Consultant Gordon. 299-1122.

WANTED -- Brokdown, early 4 sp with good
mainshaft. 326-2086.

'63 '63 NEW REAR WHEEL BEARINGS on '61 rear
axles, mounted and ready for installation. \$70
a pair. Less than cost of new bearings.
Gordon. 299-1122.

EARLY THREE SPEED BOXES FOR SALE -- OK for '65
too. Can we work out a trade for an early
3.55 differential? John North. 326-2086.

RIGHT SIDE GLASS AND BOTH QUARTER WINDOWS for
sale for early convert. Also vent glass and
frames. JOHN. 326-2086.



Jerry Bishop

is wreckin' 'em out --
40 plus Corvairs!!

JERRY BISHOP'S
Towing and Salvage

4260 E Illinois
748-1444

NOTE

SPACE ON THIS PAGE IS FREE TO
MEMBERS, (EXCEPT FOR DISPLAY
ADS). CLEANING OUT YOUR STORAGE
SHED? REMEMBER--YOUR JUNK IS
SOMEONE ELSE'S TREASURE.



FROM THE GLOVE BOX

By Glen Herring



CORVAIR PRODUCTION BY MODEL AND YEAR

| | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | TOTAL |
|-----------------------|---------|---------|---------|---------|---------|---------|---------|--------|--------|-------|-----------|
| COUPE: | 63,116 | 151,588 | 186,457 | 158,602 | 117,888 | 145,992 | 68,980 | 19,028 | 14,013 | 5,479 | 931,143 |
| 500 | 14,628 | 16,857 | 16,245 | 16,680 | 22,968 | 36,747 | 24,045 | 9,257 | 7,206 | 2,762 | 167,345 |
| 700 | 36,562 | 24,786 | 18,474 | 12,378 | | | | | | | 92,200 |
| Monza | 11,926 | 109,945 | 144,844 | 117,917 | 88,440 | 88,954 | 37,605 | 9,771 | 6,807 | 2,717 | 618,926 |
| Spyder | | | 6,894 | 11,627 | 6,480 | | | | | | 25,001 |
| Corsa | | | | | | 20,291 | 7,330 | | | | 27,621 |
| SEDAN: | 186,891 | 104,445 | 83,427 | 51,804 | 38,221 | 54,717 | 21,276 | 6,116 | | | 546,897 |
| 500 | 47,683 | 18,752 | | | | 17,560 | 8,779 | 2,959 | | | 95,733 |
| 700 | 139,208 | 51,948 | 35,368 | 20,684 | 16,295 | | | | | | 263,503 |
| Monza | | 33,745 | 48,059 | 31,120 | 21,926 | 37,157 | 12,497 | 3,157 | | | 187,661 |
| STATION WAGON: | | 26,042 | 6,078 | | | | | | | | 32,120 |
| 500 | | 5,591 | | | | | | | | | 5,591 |
| 700 | | 20,451 | 3,716 | | | | | | | | 24,167 |
| Monza | | | 2,362 | | | | | | | | 2,362 |
| CONVERTIBLE: | | | 16,569 | 44,165 | 35,806 | 34,819 | 13,487 | 2,109 | 1,386 | 521 | 148,862 |
| Monza | | | 13,995 | 36,693 | 31,045 | 26,466 | 10,345 | 2,109 | 1,386 | 521 | 122,560 |
| Spyder | | | 2,574 | 7,472 | 4,761 | | | | | | 14,807 |
| Corsa | | | | | | 8,353 | 3,142 | | | | 11,495 |
| PICK UP: | | 13,262 | 4,471 | 2,046 | 851 | | | | | | 20,630 |
| Side Ramp | | 10,787 | 4,102 | 2,046 | 851 | | | | | | 17,786 |
| No Side Ramp | | 2,475 | 369 | | | | | | | | 2,844 |
| CORVAN: | | 15,806 | 13,491 | 11,161 | 8,147 | | | | | | 48,605 |
| GREENBRIER: | | 18,489 | 18,007 | 13,761 | 6,201 | 1,528 | | | | | 57,986 |
| ANNUAL TOTAL: | 250,007 | 329,632 | 328,500 | 281,539 | 207,114 | 237,056 | 103,743 | 27,253 | 15,399 | 6,000 | 1,786,243 |

Spyder had a unique body number only in '64, being a Monza coupe or convertible option in '62 and '63. This chart, however, lists all Spyders as a model — therefore, Monza totals include no Spyders.

Gordon and Verne Gable
5950 North Camino Arizona
Tucson, Arizona 85718

FIRST CLASS MAIL



REGULAR MONTHLY MEETING - WEDNESDAY, JANUARY 23rd, 6:30 p.m.

VILLAGE INN PIZZA PARLOR
5133 East 22nd Street

The menu--ALL YOU CAN EAT--\$2.40 for adults, \$1.89 for children under 12. The kids are welcome. Make it a family night out!

Many interesting events are scheduled for 1980. Several will occur early in the year. Come on out and get involved!

Technical and information sessions are scheduled at each meeting, and are designed for you--the Corvair owner. If you have a problem with your car, need parts, or want to sell parts, you can probably get help or suggestions from other Corvair owners who regularly attend our meetings.

SHOW YOUR CORVAIR AT 6:30!

WE EAT PROMPTLY AT 7:00!

LOOKING

DOWNSTREAM

| | |
|---|---|
| Wed., 23 January..... | Regular Monthly Meeting |
| Sat. and Sun, 2-3 February..... | Corvairs on the Mall (Park Mall) |
| Wednesday, 27 February..... | Regular Monthly Meeting |
| Sunday, 9 March..... | All-Chevy Day in Phoenix |
| Wednesday, 26 March..... | Regular Monthly Meeting and Election of Officers |
| Fri, Sat. & Sun., April 18, 19, 20..... | Corvair Mini-Convention in Phoenix |