

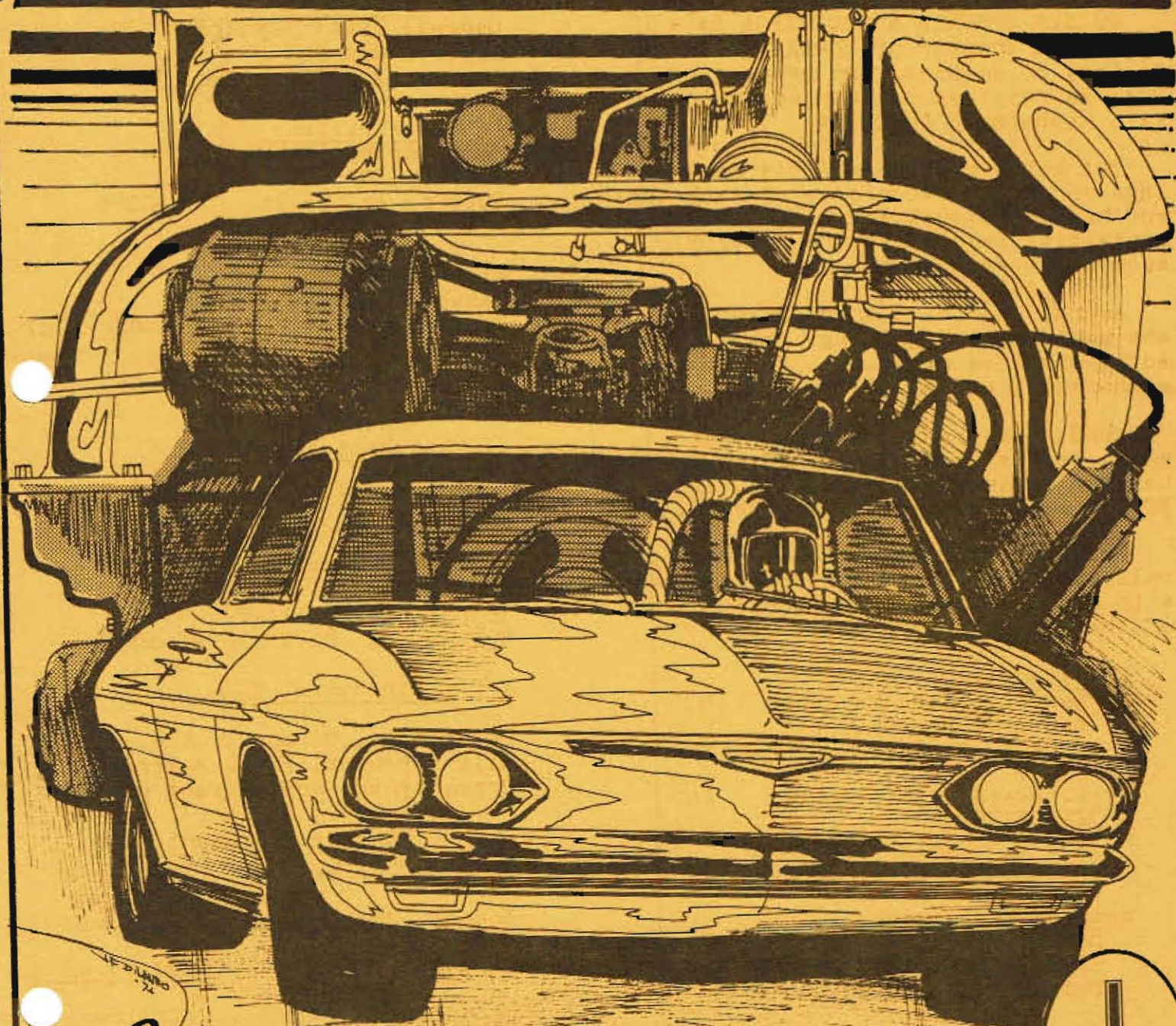
July, 1980

TUCSON CORVAIR ASSOCIATION

Vol. 5

#4

# Corvairsation



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:

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 \$14.00 per year, and is accomplished directly between individuals and CORSA, INC., PO 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:

Darrell (Pat) Hayhurst  
Route 8, Box 549  
Tucson, Az 85710 298-6328

Vice-President:

John North  
3002 E. 20th.  
Tucson, Az 85716 326-2086

Secretary-Treasure:

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9202 E. Roberto St.  
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Recording Secretary:  
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Committee chairmen

Parts:

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Tucson, Az 85710 885-8571

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Tucson Az 85710 298-6328

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Directors, TCA

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

Monthly Statement, TCA

Balance, 31 May 80.....\$607.92

Income, June 80.....\$290.17

Expenses, June 80.....\$185.42

Balance, 30 June 80.....\$712.67

--Don Bortle  
Treas, TCA



by  
Pat Hayhurst

July is usually a slow month for my household, the heat along with the thought of a vacation leave much to be desired. Vacations are a funny thing to me, they are to long in coming and way to short in the passing, but I'm sure everyone feels that way.

The turnout we had at the last regular meeting was such a suprise to me. The summer months are a bit trying at the Village Inn but they have told me the temp. is as cool as they can get it. On confronting the manager, he said that the cooling is turned down all the way before we get there and the temp. that we endure is just due to large crowd. I asked and that was the answer.

A special thanks goes out to Mary White for her service as pro-tem secretary in May.

TCA has a new sales chairman, Minta Schnur, she has taken the chore of selling the t-shirts, hats, and other items that we have in the club inventory. At future meetings we will have a special table for her to do all the sales before and at the mid-intermission of each regular meeting.

Coming up in November will be a hands on technical mid-month activity. To make this go we need volunteers to get the job done. I received a number of complaints on the last tech outing - it was more picnic and swap meet less on the tech. This time a call is going out early in hopes of getting a solid committe together. Without volunteers a technical activity simply can't be put on.

I hope to see all of you this Wednesday, a good time is planned.

P.S. - D.A. in Phoenix - check out the Sept. 14th activity...



T.C.A. is still looking for a Corvair-sation Editor. If you would like to know more about this position contact one of your officers.

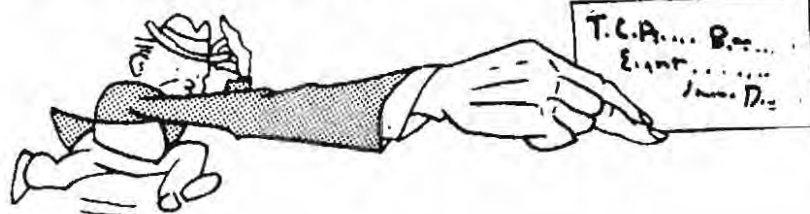
#### CHECK LIST FOR T.C.A. CLUB DUES COMING UP

According to our records, these members are coming up for renewal now, or in the near future.

Check the expiration date on YOUR membership card. are you due for renewal? Remember, if your dues are unpaid, you'll be dropped from membership and CORVAIR-SATION mailing if two months have elapsed since your card expiration date.

April --	Evelyn Thatcher, John Parkinson Robert Kirkpatrick
May --	Bill Fournier, Ted Lloyd Will Ray, Howard White
June --	John North, Fred Johnson
July --	Pierre Lijon, Linda Coon Fred Zimmerman, Jim Shea Jeff Eppley, Sam Angus

WHAT TO DO? See the treasurer at the next meeting, or put your renewal check in the mail.



DON BORTLE  
Secy-Treas.

# What's Doin' on Cars...

The insufferable heat of the 1980 summer has most of us down if not out. Be that as it may there is still enough air to cool our Corvairs. To wit: Orville Little is moving along in the resurrection of his CORSA which suffered a parking lot tragedy on both ends. Orville decided on a IMRON paint job which provides a finish that can stand up to old sol in Arizona.

Ernie Alloy got his latest '63 convert back from the upholstery shop and it has a fresh coat of white acrylic enamel by his own hand.

Frank McKenna brought his '64 Spyder to the June club meeting and it drew all the Ooo's and Ahhhs it deserves. It is a beauty! Frank, it has to be the very best restoration of any car in the club. "In my opinion" as DonCo would say.

Don Chastain has acquired a 1961 four door which once belonged to Evelyn Thatcher. It suffered in the engine department but ran well. The usual DonCo diagnosis determined that the offending #5 cylinder was the major fault and the engine was pulled in favor of a later 164 engine and all is well once again. Yes, if the oil drips the exhaust port when the manifold is off and the engine running, major work is indicated. As DonCo would put it; "There is no reason to pull an engine until you know why you are pulling it."

Bryan Lynch must be playing Santa. He finally sold his Toco Barge (a late model Coup) to his boss. It had to be the red pin-striping that balanced the scales. At least it makes both parties satisfied. What next, Bryan??

Heard from member Floyd McKiearnan, who spends the summers in Pinetop. Furnished him with shims to correct a bad rear end alignment problem on his daughter's early coupe. Yup, it cost much rubber to learn it was out of line.

Bob Thompson's blue-on-blue late model coupe is still under the surgeon's scalpel. Things are coming along on the repair to this little jewel after and intersection alteration.

After seeing this, the author is inclined to tell Ernie Alloy he should go ahead with repairs on his daughter's late convert.

The day after the June TCA monthly meeting the author got a phone call that sent chills up his spine. Details may be reported elsewhere in this issue but to tell you the truth... I'm just happy that wife, Nancy, did not get injured seriously. The 1963 "concours" convertible was caught between a Ford pickup and a '69 Ford station wagon. Both ends got it and much of the side sheetmetal was wiped out.

Well, on to the next one. No, there will never be another like it.

Keep 'em rolling, Corvair "nuts".  
Adios for now.

--- John North



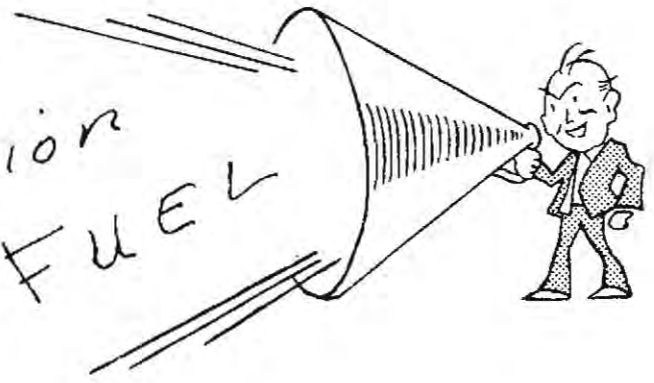
Welcome  
new  
members

Lewis Singleterry  
5191 N. Sabino Foothills Dr.  
Tucson, Az 85715 749-9789

Elaine Grasham  
1847 W. Merlin Rd.  
Tucson Az. 85713 624-0754

Zack & Dorothy Wittway  
2323 E. Water St. #13  
Tucson, Az. 85719 327-4306

# A FRANK DISCUSSION ON FUEL



## OCTANE RATINGS - UNLEADED FUEL - GASOHOL

With all the recent discussion concerning the future availability of leaded premium gasoline and the impact a shortage will have on the Corvair engine, I thought a discussion about octane ratings, leaded Vs. unleaded, and gasahol was in order. The easiest way to do this was to extract some charts from a excellent article titled "The Octane Game" written by Jerry Heasley in the July issue of Hot Rod.

A discussion of octane ratings is a good place to start. The Corvair engines designated High Performance (102,110,140,150,180 hp) were designed to operate on premium leaded gasoline. During the decade of the 60's the octane rating of premium was quite a bit higher than it is at present. We now have to search for 94 octane whereas I can remember in the mid-60's you could drive into a SUNOCO station and mix up all kinds of octanes. So at the outset octanes are lower than those originally intended for Corvair use. How is it affecting your car? Well, only you would know. Does the engine detonate ( ping ) when you step on it in low gear? If it does, try a tankfull of leaded premium from one of the major stations. If it stops pingin~~g~~, stick with the higher octane. If it continues to ping, maybe detuning is the answer. By detuning, I mean retarding the spark. Nothing mysterious about it. Retard the spark two degrees and try it out, if the detonation has disappeared you have solved the problem. If it still pings try another two degrees. There is a limit to how far you can retard the spark, so use a little common sense. After retarding the spark you will notice decrease in performance but it sure beats the resultant damage caused by extended detonation. Under stand, this is a simple solution to detonation caused by low octane fuel in an average engine. Increasing the octane or retarding the spark may not cure the "stump puller's" problems. If you want performance at factory specs the answer may be in Blending or Boosting as outlined below.

### Blends

Regular leaded (87-octane) + Regular unleaded (87-octane) = Blend (87.5-90-octane)  
 Premium leaded (93-octane) + Premium unleaded (93-octane) = Blend (93.5-96-octane)  
 Regular leaded (87-octane) + Gasohol unleaded (89-octane) = Blend (89.5-91-octane)

Here are three blends you would expect a boost from. The boost varies with the amount of lead in the original stock and the percentages of the two stocks that are used. The idea is to start with gasoline with as much lead as possible, then dilute this lead with a highly refined "virgin" fuel like unleaded gasoline or unleaded gasohol. If you have a 1970 or older V8 that needs lead for lubrication, you might start with about 30-percent unleaded to 70-percent leaded and increase the ratio as high as 50-50 if your engine is still pingin~~g~~.

Octane numbers are R + M/2.

HOT ROD JULY 1980

### Octane Boosts

		BEFORE LEAD	AFTER LEAD	AFTER ETHANOL
Regular	leaded	81-84	86-89	89-92*
	Premium	88-90	93-95	95-97**
Regular	unleaded	86-88		89-91
	Premium	91-93		93-95**

The numbers in this chart are rough estimates to give an idea of the effects of lead and ethanol additives on today's gasolines. Refiners add about 1 gram to about 3 grams of lead per gallon to leaded stocks. Ethanol is mixed at 10 percent.

Octane numbers are R + M/2.

\*Leaded regular gasohol is sometimes called "regohol."

\*\*Leaded or unleaded premium gasohol is sometimes called "superhol."

(more next page)



In discussing Leaded vs. Unleaded we should understand that the Corvair engine was designed to use leaded fuel. The lead additive is necessary to provide lubrication to the valves and valve seats. The continued use of unleaded fuel in a Corvair engine will greatly reduce valve and valve seat life.

Gasohol appeals to me, I like the idea of anything mixed with alcohol. Remember, using gasohol is patriotic and mixing it with leaded regular or premium you can end up with octane ratings that are much higher than the mathematical average. The following discussion from HOT ROD will answer most of your questions.

## **—————Ethanol and Methanol—————**

The two alcohols scrutinized today for motor fuel are methanol (methyl alcohol) and ethanol (ethyl alcohol). Either of these alcohols can blend with gasoline to make gasohol, although ethanol is the one now used in the United States.

Both look about the same, but they differ in important ways. Methanol (commonly called wood alcohol) is very poisonous, and is made from corncoobs, sawdust, cornstalks, etc. In a national emergency, it could be synthesized in massive quantities from coal. Ethanol, much less toxic, is made by fermentation or by synthesis. It is fermented from such crops as rice, rye, beets, potatoes—anything with sugar or starch.

At about a 10-percent blend with gasoline, these alcohols burn fine in your V8, with few problems; but at higher concentrations, definite problems crop up. Alcohols need lower air-to-fuel ratios for burning, which would mean recalibrating your carb if you mix over 10-12 percent of either of these alcohols in your tank. Also, the net heat of combustion of ethanol and methanol is lower (energy per gallon) than gasoline. And ethanol needs more than 2.5 times the heat to fire compared to gasoline! That means alcohol-rich fuel would make a car hard to start in cold weather. Methanol follows the same pattern as ethanol, but carries the problems to a greater extreme.

Unlike gasoline, which has a wide range of boiling points, alcohols have a single distillation temperature. Refiners blend gasoline with a mix of boiling points for flexible, efficient operation. In cold weather, for example, gasoline starts your engine because it has the "front-end," volatile molecules that readily vaporize and fire. After warmup, these lower-boiling-point molecules are secondary, and other higher-boiling-point molecules take over. Meanwhile, both alcohols have a single boiling point. Think what would happen with straight ethanol or methanol if the temperature of your carburetor or fuel pump rose above the boiling point of the alcohol. Vapor lock!

The water solubility of gasoline is zero, while both ethanol and methanol are rated at infinity. That means alcohols readily soak up water, and that can cause plenty of fuel tank/carburetor problems.

With these numbers, it's easy to understand why alcohols are now used in about a 10-12-percent blend. Their function is to boost octane and stretch fuel supplies. If you're going to buy ethanol or methanol and mix it in percentages above 10-12 percent, these are the problems you will face.

I think it was interesting to note the limits on the maximum blend restrictions. It contradicts the old adage "If a little is good, a lot is better". Gasohol is manufactured in both leaded and unleaded fuel, so if you are inclined to experiment with one of the blends mentioned in above discussion - check the pumps carefully.

----- Frank McKenna -----

THIS MONTHS TIP IS THE  
SECOND PART OF A TWO  
PART TECH TIP, THE FIRST  
PART WAS IN THE JUNE  
CORVAIRSATION. THESE  
ARTICALS ARE FROM CIRCLE  
CITY CORVAIRS --by Ken

# TECH TIPS-



WATER INJECTION FOR THE CORVAIR PT.II In last month's newsletter we discussed the water-injection setup and how they work, along with benefits. I have been in contact with the manufacturers, and have quite a bit of info, and I plan on passing this info on to you.

As of this writing there are three manufacturers I have corresponded with:

1. Edelbrock, 411 Coral Circle, El Segundo, CA. 90245. Edelbrock offers their "Vara-Jection" system #9356 for \$96.80 retail, and a #3981 turbo-charger nozzle for an additional \$5.00
2. Geraghty MPG-Performance Products, 9614C Cozycroft Avenue, Chatsworth, CA. 91311. Geraghty offers his "Vari-Flow" system for \$99.50 retail, along with a motorhome conversion kit for \$19.95. His system differs from the others by having a oil-pressure switch operating the water pump, so unit will not operate until the engine is running.
3. Spearco Performance Products Inc., 10936 South La Cienega Inglewood, CA. 90304. Spearco offers their "Injectronic" system. Part #650 would be the one to utilize on Corvairs. Retail price is \$96.00 (I have seen this unit for sale in "Hot Rod" magazine for \$65.00 mail order) Spearco sent me the most information, including a copy of the installation instructions, and they responded quickly to all correspondence

All of the systems above are basically the same except for minor differences. I suggest that if you are interested in more info, write them, for the literature is free.

In all applications the injector nozzles have to be DIRECTLY above the venturis of the carburetor, either installed in the air cleaner or the carburetor itself. Since the Corvair has either 2 or 4 carbs a T-fitting will be used. In the case of my '60 700, I don't feel like drilling my carbs up, and mounting the nozzle/s in the air filter will not work due to the nature of the weird setup on the early model, so I will "splice" a piece of tubing in the hoses which attach the carbs to the air filter, and the nozzles will be mounted in the tubing.

# calendar OF events

## August 10th 10AM.-6 P.M. JUSTIN'S WATER WORLD

-----Here's the deal-----

If 10 or more people are ready to go swimming and sliding through a 250 ft. slide or going through the ring of death - or what ever it is called ----- this is the activity for you.

we get group rates of \$2.25 per person, under 5 are free. They will provide picnic area with a ramada plus a 6 ft. pit to cook in. Also a parking area away from the others.

WE WILL LEAVE REED PARK AT THE 19th st. ENTRANCE AT 10:30 A.M. AND GO AS A GROUP -- see you there.

Sept. 14 --- Visit to see Tom Hubbard's Vintage Car Collection. Firm date -- picnic possible -- details tentative.

October: --- Toss-up-Kitt Peak economy run with picnic or Bisbee combined with mine tour and visit on return to Tombstone and home. Aprox. 200 miles.

November: Full blown technical session. Combining a "hands-on" demonstration of setting valves and a thorough inspection of engine compartment for essential sealing to keep dirt out and air going where it does the most good. Recommendations for the needed work will be offered. Volunteers are needed to put this show on -- no help no show.

December: Christmas party at Davis-Monahan Officers Club: Turn in your aluminum cans for up to \$5.00 credit per person toward the cost of the party.

January: Visit to the Pima Air Museum. A lot of new improvements since we were there three years ago. Group rates there, as well.

February: Park Mall Show. Some wish to have a concours judging event. We have the teams and this would be a good way to keep in tune.

## = IMPORTANT =

### MAILING LIST UPDATE

Next month we will try to publish a new up to date list of all members in TCA. If you have moved or changed your phone let us know --- contact any officer or our great circulation mgr. our phone numbers are on the second page of the conversation-----



HAVE A  
SAFE  
SUMMER!



TUCSON CORVAIR ASSOCIATION

Regular Meeting- June 25, 1980

Meeting was called to order by the President, Pat Hayhurst, at Village Inn Pizza Parlor, 5133 East 33rd, Wednesday, June 25, 1980, at 7:45 p.m.  
Present: 51.

Minutes of the May 28, 1980 regular meeting were approved as they appeared in the June Corvairsation.

First time attendees introduced themselves.

Pat Hayhurst presented Ed Logan with an honorary TCA membership card in appreciation for his efforts in the Can Project.

Don Bortle reported a balance of \$607.92 in the treasury as of the end of May.

Can Chairman Dan Mattingly reported that the Can Project brought in \$22.38 in May.

Pat Hayhurst asked that volunteers for the following chairmanships contact him during intermission:

- 1) Technical Advisor
- 2) Corvairsation Editor
- 3) Merchandiser Representative

Intermission, door prize and raffles followed. During intermission Minta Schnur volunteered to assume the responsibilities of Merchandiser Representative.

Open forum and technical problem discussion followed.

Gordon Cauble volunteered to serve as Technical Advisor.

Meeting adjourned at 9:10 p.m.

Respectfully submitted,

*Georgia Lewis*

Georgia Lewis  
Recording Secretary

INCORPORATION ATTORNEY FOR  
TUCSON CORVAIR ASSOCIATION

STEVEN N. BOGARD  
ATTORNEY AT LAW

1104 TRANSAMERICA BLDG.  
177 N. CHURCH AVENUE  
TUCSON, ARIZONA 85701

(602) 792-2743

Report of Board Meeting

6/1/80

Present: Pat Hayhurst, John North  
Frank McKenna, Gordon Cauble  
Ken Hubbard, Don Schnur.

Items discussed:

- 1) Letter to be sent to CORSA addressed to Herb Berkman.
- 2) Change the address in the add for Steve Bogard.
- 3) A discussion in length on what to do with TCA constitution
- 4) A file of all meeting minutes to be put together and given to the recording secretary.
- 5) Decision was made to refer all appraisal requests to the President.
- 6) A table is to set up at for display and sales of club merchandis at all regular meetings.
- 7) Club to acquire a new supply of stationery and envelopes.
- 8) Moved and passed to purchase 4 dozen T-shirts.
- 9) A discussion of future activities
- 10) Moved and passed to allocate \$10.00 for promotion of club.

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623-6606

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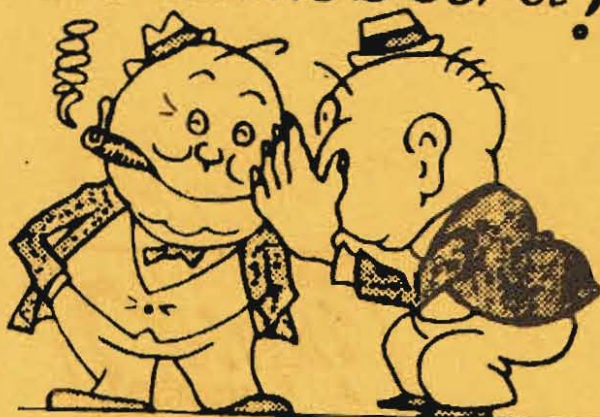
1476 W. PRINCE  
887-8063

1818 S. GRAYCROFT  
790-2801

4227 E. 9th AVENUE  
889-5771



# Here's The Secret!



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

# Classified

1962 CORVAIR VAN for sale. 4 speed, good engine and transmission. \$250

1960 CORVAIR CLASSIC..4dr. automatic, new tires, paint and velour seats. economical. Very nice. \$1200. Call Jeff, 325-8289.

Wanted--Windshield, right front, for late model coupe. Also will pay \$2.00 for your old harmonic balancer. Eric. 888-2224.

EARLY 3SPEED BOXES FOR SALE-- OK for '65 too. Can we work a trade for an early 3.55 differential? John 326-2086

BRAKE DRUMS FOR LATE MODEL, Front and rear. Turned, and ready for instalation. \$13.00 each. Frank. 885-8571.

FRONT SPRINGS-- Two 66 Monza front springs. \$30.00 for the pair. Call Frank 885-8571.

WANTED--'64 front bumper and the front grill bar (BO TIE) contact Bryan 297-0987.

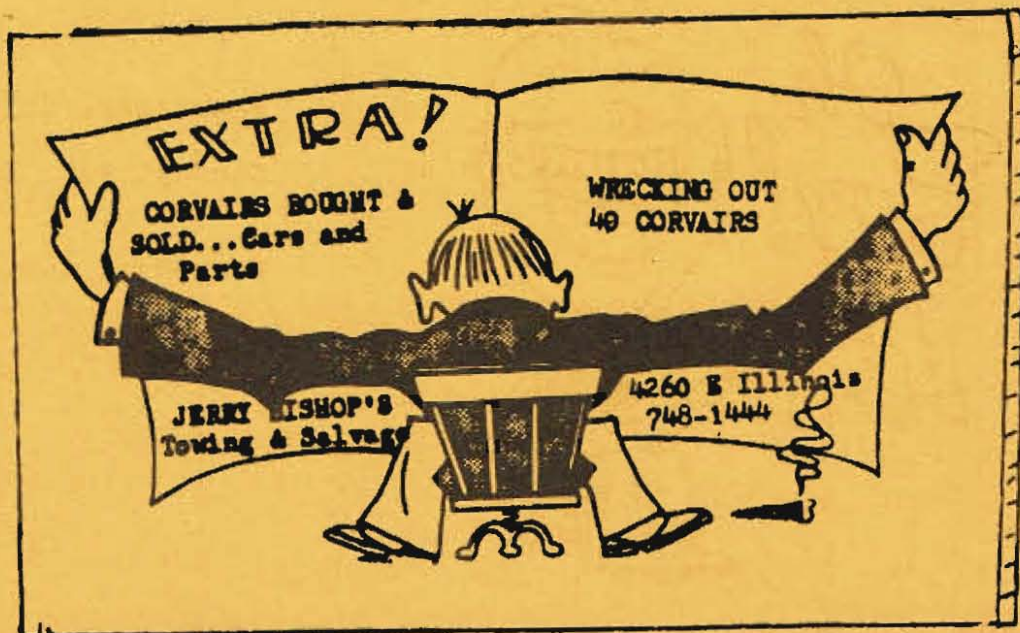
- T.C.A. MEMBERS -

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D. Hayhurst  
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## VILLAGE INN PIZZA **22<sup>nd</sup>** Street

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790-6732

### TUCSON CORVAIR ASSN. REGULAR MONTHLY MEETING

- \* TIME: July 23, - 6:30 p.m. SUPPER SERVED AT 7:00 p.m.
- \* PLACE: VILLAGE INN PIZZA, 5133 East 22nd Street
- \* MENU: BUFFET STYLE: Spaghetti, Pizza & Ravioli, Soup, Salad, Garlic Toast
- \* PRICE: Adults, \$2.40, all you can eat; Children under 12, \$1.89.

COME EARLY!

SHOW YOUR CORVAIR!



Wednesday, July 23 -- Regular meeting

Sunday, Aug. 10 -- mid-month activity  
to Justin's water world.

Wenesday, Aug. 27 -- Regular Meeting