

Corvairsation

DUST OFF THOSE COWBOY BOOTS....

DRAG OUT THOSE TEN GALLON HATS....

GET READY FOR A GOLDEN WEST GOOD TIME!

Cactus Corvair Club of Phoenix
invites us to a

MINI-CONVENTION APRIL 18,19 & 20

at

TIME INN.....SCOTTSDALE

INCLUDES:

- + Concours d'Elegance
- + Slalom
- + Gymkhana
- + Scenic tours to points of interest
in the Valley of the Sun
- + Swap meet
- + Banquet at Pinnacle Peak
- + Display areas
- + Drawings and Door Prizes

REGISTRATION: Open to all Corvair lovers!
Two dollars, to defray the cost of postage
and handling, brings you an information
packet and registration forms. Quick!
Write Linda Casey, Convention Registrar,
3229 East Yale, Phoenix 85008.



The nominating committee appointed
by President Bryan Lynch has recommended
the following slate of officers for
TCA for the next 12 months:

PRESIDENT: Pat Hayhurst

VICE PRES: John North

SEC-TREAS: Don Bortle

REC. SECY: Georgia Lewis

Nominations may be made from the
floor, but consent must first be
received from the nominee.

The above nominees have been
contacted, and have agreed to serve
if elected.

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:

President:

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

Vice-President:

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1881 N Sabino Canyon Rd
Tucson, AZ 85715 298-6328

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Tucson, AZ 85719

DIRECTORS, TCA

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.

MONTHLY FINANCIAL STATEMENT

Balance, 31 Jan.....\$504.88
INCOME, February..... 273.31
EXPENSES, February..... 303.33
Balance, 29 Feb., 1980 \$474.86

--Don Bortle
Treas., TCA



Larry Claypool, Chicagoland Corvair Club, had the opportunity to talk to the Shell Answerman of a few years ago about Corvairs:

Q. While pulling my 30 ft. house trailer through the mountains with my '62 102 hp air conditioned Monza, the "Temp-Press" light occasionally came on. How can I stop this?

A. Remove the light bulb.

Q. After about 250,000 miles, my '60 Corvair developed a slight oil leak. I replaced the pan gasket, O rings, valve cover, blower cover, oil cooler, oil filter, front and rear main seals, generator bracket gasket and rear housing gasket. The leak still persists. Is this possible?

A. Yes.

Q. The owners booklet that came with my '63 Corvan says that the body should be washed occasionally. What does this mean?

A. Owners Manuals sometimes, as in your case, contain information helpful only to trained factory personnel. If you write to your Chevy zone office, they may be able to help, but I doubt it.

Q. I want to put a 4 speed trans. in my Rampside, but Chevy says they don't make the support bracket anymore. Is there any other similar part?

A. You're in luck. The left rear bracket for the overdrive actuating servo piston pump for a '36 Hillman needs only one 3/8" hole drilled in it to fit the Corvair truck perfectly. Any junk yard would be able to supply the part.

(Reprinted from Nov., 1978 The Flat Six, published by Prairie Capital Corvair Assn of Illinois..courtesy Corvair Houston)



SOMETHING FOR NOTHING!!!

Well, half of something for nothing. Are you still interested? Well, read on. In the past, many members have been faithfully collecting aluminum cans and donating them to our club. The treasury has been bolstered by these donations and they are appreciated. However, the number of donors versus the number of members is way out of proportion. Therefore, we would like to get more members involved in a mutual benefit approach. Here's how it works. Each member that contributes aluminum or other scrap to the club will receive credit for half the monetary amount:

Example: I donate \$5 worth of cans. I receive \$2.50 worth of credit. The credit will be used to offset my cost for our Christmas party. I continue to build up my credit until I have paid for my prorated cost of the Christmas Party.

Does this make sense? I think so. We accomplish two things--(1) We get more people involved in the can program; (2), Pay for your Christmas Party at the same time. (Note: After you have received the maximum amount of credit towards the party, the entire amount of your donations will go to the club). We hope by that time, saving cans will be a habit.

Now the bad news: we need a volunteer to chair this program. I hope I haven't scared everyone off--let's talk about it at the March regular meeting.

--FRANK McKENNA

TCA BOARD MEETING MARCH 5

Directors of the Tucson Corvair Assn. met at Village Inn Pizza Parlor on Wednesday, March 5, 1980. Directors present were: Bryan Lynch, Don Bortle, Georgia Lewis, Gordon Cauble, Pat Bender, and Frank McKenna. Absent: Pat Hayhurst and Bill Fournier.

Members present were: Marilyn Lynch, John North, Joel Gemberling, Ken Hubbard, and Don Chastain.

The following subjects were discussed or actions initiated:

- 1) Report of the nominating committee will appear in the March CORVAIRSATION.
- 2) Vice President, TCA should act as the Program/Events chairman.
- 3) Additional license plate frames are to be ordered.
- 4) No new regular T-shirts are to be ordered.
- 5) 8 CAPS ON HAND--no need to reorder now.
- 6) Discussed the need for a two part "Tech Session". During the regular meeting, limit the discussions to general tech subjects. An "Expert Technical Session" to be conducted after the regular meeting is adjourned. Idea to be considered.
- 7) Air conditioning in the meeting room will be turned lower at the next meeting.
- 8) We need an individual to serve as liaison with CORSA for the purpose of getting articles or pictures in the Communique. It was suggested that person should be an officer or director of TCA.
- 9) Reimbursement was approved for \$45, which Pat Bender had authorized in December for the CORVAIRSATION.
- 10) Credit toward the cost of the Christmas party is to be given to can contributors based on 1/2 the value of aluminum cans contributed.
- 11) Blower Bearing Lubrication Tool is to be purchased by TCA and made available on

rental basis to club members.

- 12) Next Diagnostic Clinic is to be scheduled as the May mid-month activity.

Meeting adjourned at 9:20 p.m.

Respectfully submitted,

GEORGIA LEWIS



DUES ARE DUE

JANUARY -- W. D. Berkey, John Thomas and Jack Harris

FEBRUARY -- Bill Sears, Don Notter, Ron Carey, Chris Cunningham, Alan Atwood, and Knud Swensen

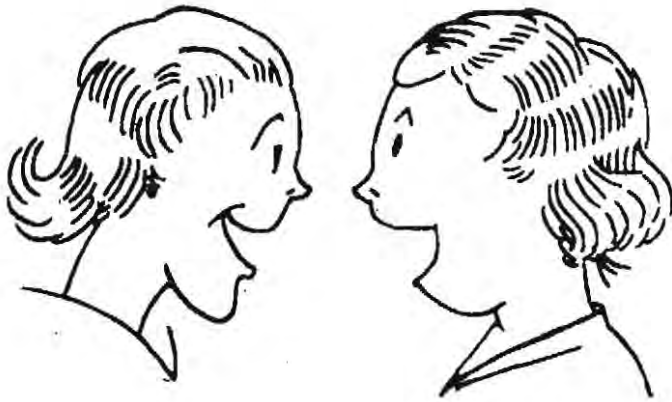
MARCH -- Henry Lannoo, Chuck Pettis, Chris Crowfoot, Arnold Oggier, Don Schnur, Bob Thompson, Glenn Urschel, and Tom Moore

APRIL -- Mack Post, Jerry Bishop, Russ Crossman, Rubin Crossman, Don Hillman, Evelyn Thatcher, Robert Kirkpatrick, Chester Bockstedt, John Parkinson, Ed Dryden, Dan Davis and John Sherlock

--DON BORTLE
Treas, TCC

The Vair Sex

HAS ANYONE SEEN RAMADA #3?



This month's VAIR SEX features a recipe submitted by Alice Carey--who says it's one of Don Chastain's favorites. She also makes them for her diabetic friends:

APPLESAUCE COOKIES

- 1/2 c. flour
- 1/2 t. baking soda
- 1/4 t. salt
- 1/4 t. nutmeg
- 1/2 t. cinnamon
- 1/2 c. quick cooking rolled oats
- 2/3 c. raisins nuts (opt)
- 1/2 c. unsweetened applesauce
- 1/4 c. polyunsaturated oil
- 1 egg
- 1 t. vanilla
- 1 t. liquid sweetener

Mix flour, salt, nutmeg and cinnamon in a bowl. Add oats, raisins and nuts.

Mix together applesauce, oil, egg, vanilla and sweetener and beat lightly. Add to dry ingredients and mix well until moistened.

Drop by teaspoonful on a greased cookie sheet. Bake in a preheated oven at 375 for 10 minutes.

--ALICE CAREY

For awhile, Don Bortle and I thought it was "Corvairs on Parade" at Reid Park the 9th of March. We passed Linda Coons, Pat Hayhurst and Ken Hubbard, all going in opposite directions. We also observed a dog show, a meeting of the Tucson Van Club, and found out where the jogging track was located. We stopped at ballpark #3, but were run off by a group of little DiMaggios. Finally, we found old #3 decorated with balloons and streamers reading "Happy Birthday" and guarded by two young ladies. We stared them down and commandeered the Ramada. Soon after, the Corvairs started to gather.

The purpose of this get-together was to enjoy each others' company, have a picnic, and polish our concours judging techniques. Ron Richmond and his team got right to the task. One of the first cars they looked at was Gertrude King's. Gertrude was so upset by the results of their judging that she just had to have a beer. A true concours entrant's reaction. I had to join her. The other teams reviewed their areas and improved their judging procedures. It was obvious that several people who made a firm commitment to work on a team were not present. This was disappointing. We have stressed from the initial announcement of this project that we were depending on you. The teams are small because you can only have so many people around a car without getting in each other's way. However, one person missing from a two man team makes the task extremely difficult. Therefore, if you have lost interest, contact your team leader or Joel Gemberling and tell him so. We will try to find a replacement, but we must know your intentions.

We have contacted the Time Inn, the convention headquarters in Phoenix (Scottsdale) and secured a block of rooms for our club. The \$25 per night rate is for 1-4 people (one queen size, couch, rollaway). Therefore, when you make reservations, specify that you would like to be with the Tucson group. The registration packet is now available from the Cactus Corvair Club, and details can be found elsewhere in this newsletter.

--FRANK MCKENNA

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--Compiled by ERIC BENDER

TRUT ROD BUSHINGS

Having trouble with lower control arm bushings? Possible repairs are: 1) replace the lower control arms (very expensive), 2) order nylon replacement bushings from Clarks, or 3) use a GM part #3762012 to replace the existing rubber bushings. The GM bushing has a slightly longer center steel bushing that must be shortened to about where the rubber begins. You can check the proper length on the old one you must remove from your strut. To remove the old bushing, a torch or press must be used and the new bushing must be pressed onto your strut. Normally, only the two center bushings must be replaced (the ones on the differential); it seems the heat and/or oil tends to destroy these bushings. The bushings list for less than \$3 from Chevrolet and are readily available.

--Dave Albani, Cactus
Corvair Club, Phoenix

REAR AXLE BEARING LUBRICATION

Ever repacked the rear bearings on your 60-62 Corvair or 61-65 95 series? It's very easy. There are two bearings in the bearing housing that can be lubricated. These bearings are inside a two piece stamped housing held together with two small rivets. To lube these bearings, you must first remove the axle shaft from the differential housing. To do this, first remove the rear wheel, remove the ~~brakedrum~~ by just pulling straight out (be sure the emergency brake is off or you won't be able to pull the drum off), next remove the 4 nuts that hold the axle on the rear suspension, then pull the axle assembly out. It will not be necessary to remove the yoke. Now back the inside dust cover off, using a screw driver and hammer to slide it back. Be careful not to damage this cover because it must be used again. Next separate the next larger dust cover by prying with a screwdriver to remove it from the bearing. Now drill the two rivets that hold the bearing assembly together and pry apart. I lubricated the outer bearing with a needle grease injector and packed the inner bearing with wheel bearing grease. I also added a liberal amount of grease between the bearing to serve as a source of lubrication.

TECH TIPS-



Now reverse the above procedure to reassemble, except it is not necessary to reinstall the rivets because the assembly is held together by the nuts that retain the axle to the suspension arm. By the way, new Van axles and bearings are still available from Chevy. If you would like further information, please call.

--Dave Albani, Cactus
Corvair Club, Phoenix
(Courtesy Corvair
Houston)

VEGA CLUTCH FOR CORVAIRS

In the December issue of CORVAIRSATION, a tip described a replacement clutch disc which will give improved operation. The part number has been changed to Chevy #465907. Also, Cal Clark of Clark's Corvair Parts recommends the Vega Clutch for only late model clutch installations--i.e., '64-69. Check the price first!

--Gordon Cauble

PILOT SHAFT BUSHING LUBRICATION

Before you install a new pilot shaft bushing in the end of your crankshaft, be sure that it is lubricated. Soak it in motor oil for at least a half hour. Longer won't hurt, of course. Thanks to Bob Reed who has had years of experience in building all kinds of engines and transaxles.

--Gordon Cauble

General Attorney-at-Law

STEPHEN N. BOGARD
Home Federal Savings Towers
32 N. Stone Ave
882-9677

Incorporation Attorney for
Tucson Corvair Association

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

Maintenance of our Corvairs seems to have become more important to us. Part of it comes from a new consciousness of what are real problems and what to do about them. For instance:

Sam Sharp has a nice looking and pretty good running '62 Monza. Sam made the little Monza good looking by having a repaint in near original color by Quality. Sam, not really a mechanical "nut", heard noises on the rear drive and decided "to have a go at it". "U" joint? Rear axle bearing? Now comes one of the most intelligent decisions that a Corvair owner can make... "What can I do and what can't I do"... Sam made the right decision for him.

A call to JohnCo tried to get around the problem of how to get the rear axle out for lubrication of the bearing, but--as is often the case--the phone conversation leaves something to be desired because of nomenclature problems.

Well, the end result was a "house call". The bearing was dry and the "U" joint was filled with rusty dust. Less than an hour later, everything was back in place and Sam had his decision reinforced by success. Why can't we all keep this in mind if we are to keep our cars on the road?

Pat Hayhurst, with the help of the "boys from Dover" went through Danny's '63 convert. Symptom? Burned valve seen by a proctoscope through the sparkplug hole. The top overhaul included a re-ring, valve job (two burned valves), a washout of the block and a cleanup of everything connected with the powertrain.

DonJonCo, Frank McKenna and Pat made the job look easy, and Danny, the primary driver was impressed and very pleased with the results. The car runs just fine.

DonCo (Don Chastain) has that lemon yellow '69 Monza running real good. Part of the problem of sluggishness was an un-synched carb that had coked up one bank. A readjustment and a test hop put another 200 RPM on the tach. Another trouble spot.. a sharp pull to the left was cured by bleeding the right front brake.

Frank McKenna seems to have the painting job well in hand on the '64

Spyder. The sanding has been completed after more than 2½ gallons of laquer had been sprayed. It looks like porcelain.

Jim Freeh got a \$50 special (65-66) and is looking for a complete transaxle. Automatic, that is.

Gordon Cauble has the engine and turbo in that '62 Spyder. Small problems, but it's running and shifting. Now on to the cosmetics, Gordon.

JonCo doing body work on the '63 convert and getting rid of the color which gave the "Orange Crate" its name. Also underway by JonCo is an engine rebuild on a '63 Monza for daughter Cindy. The car was acquired from Orlin Wilsey. The color again responsible for a name. "The Green Cinder". The eventual owner's name is Cindy. Thanks to Orville Little for the cylinders that are to be re-ringed.

How could the author forget... the quest for a turbo ended with the acquisition of a "B" flow from Orville Little. JonCo is now looking for an "F" flow compressor section to mate with the turbine.

--JOHN NORTH

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THANK YOU.....

To Doris and Frank McKenna, Phyllis and Ron Richmond, Marty Bortle, Mac and Lucy Post, Georgia, and to all of you who honored me with gifts, cards, plants and phone calls during my recent "visit" to El Dorado Hospital. It meant so much to know so many cared. It's amazing what some people will do for attention! Pat, you really didn't have to cut off your finger to get into the El Dorado.

--Betty Chastain

TUCSON CORVAIR ASSOCIATION

Regular Meeting- February 27, 1980

Meeting was called to order by the President, Bryan Lynch at Village Inn Pizza Parlor, 6133 East 22nd, Wednesday, February 27, 1980, at 7:45 p.m. 58 in attendance. 30 Corvairs in parking lot.

The Minutes of the 1/23/80 regular meeting were approved as they appeared in February's Corvairsation.

Don Bortle reported a balance of \$504.88 in the treasury. He asked those present whose memberships have expired, to make payment after the meeting. He further reported that license plates frames were available at \$2.50 each (or \$5.00 a pair) and Clark's Catalogs available at \$2.25 each. Both could be purchased at intermission.

Frank McKenna stressed the fact that the car judging at the Park Mall show was not intended to degrade any car, but was meant for the sole purpose of providing practice for the judges. He asked for the cooperation of members in making their Corvairs available for future such practice runs. Frank McKenna passed out judging guidelines to those present who will be participating in the judging at the Cactus Corvaire Corvette Club's Mini Convention April 18-20.

Bryan Lynch passed out register for first time attendees to sign. They later introduced themselves.

Bryan Lynch reported that he had a list of the Arizona House of Representatives in the event anyone wished to write legislators with regard to bills before the House relating to drivers, one of which had to do with the use of seat belts.

Pat Hayhurst asked that anyone interested in judging Corvairs to sign up with Frank McKenna.

Pat Bender asked that if anyone had a mid-month activity suggestion they are invited to pass it on to him.

It was announced that a Nominating Committee comprised of Bryan Lynch, Frank McKenna, Gordon Cauble and Pat Bender has been formed. Anyone having a suggestion should give the nominee's name to one of the committee members.

Bryan Lynch asked for cooperation in providing cans for the important fund raising Can Project.

Bryan Lynch reported that TCA received a letter from CORSA asking for assistance with the 1980 CORSA National Convention at Marietta, Georgia.

Intermission, raffles and door prizes followed. Donors were Barney's and TCA.

A slide presentation of the Park Mall Show followed, given by George Freeh.

Technical Tips and rap session included the subject of Unleaded vs. Leaded Gasoline, Gasohol, Use of STP, and Where to Go for Carpets and Upholstery work.

Meeting adjourned at 9:35 p.m.

Respectfully submitted,

Georgia Lewis

Georgia Lewis, Recording Secretary

A NEW DEAL!



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\$38 FLYWHEEL SPECIAL. If you take it out, we'll rebuild. Barney's Auto. 881-1315.

WANTED--Brokendown, early 4 so with good mainshaft. 326-2086.

IF YOU HAVE A '64 or '65 Greenbrier with automatic transmission for sale, please write Cyril Bogen, 2107 W. Okaloosa Av, Tampa, FL., 33604.

'62 - 63 TURBO HEAD - LEFT SIDE needs one new valve seat and all guides and valves. Will consider trade. Gordon, 299-1122.

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

140 HP ENGINE for rebuilding. Good used jugs or new cyl assy's. No shrouds or carbs. Gordon. 299-1122.

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

WANTED: Windshield, right front, for late model coupe. Also will pay \$2 for your old harmonic balancer. Eric. 883-2224.

FRONT BENCH SEAT for sale from '61 Lakewood. Cover fair to good. Salmon color. John. 326-2086.

- T.C.A. MEMBERS -

10% discount



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TOWING LATE MODEL CARS

The following is taken from the '66 Shop Manual Supplement. It describes how to tow a late model Corvair: "The '66 Corvair can be towed safely at speeds of up to 55 mph with a tow bar, using the sling principle. However, severe damage to the body rear sheet metal, the engine exhaust system, and the engine cooling air exhaust duct work will result if care is not exercised while placing the tow bar--or towing the vehicle with a tow bar not incorporating the sling and cross bar features. The rear of the vehicle can be raised without damaging the suspension components or the body using the following procedure: Attach the tow hooks of the lifting sling to the outer ends of the rear strut rods. If the strut rods cannot be used because of damage or failure, the tow hooks or chains can be attached through the bracket which attaches the forward end of the torque control arms to the body. It is extremely important to position a short piece of 4"x4" between the crossarm of the lifting sling and the engine skid plate, so that it lifts at the center of the engine below the skid plate. This is necessary to prevent above mentioned damage. Early models can be towed from the rear in the same way except attach the "J" hooks through the control arms ahead of the axles. The most important part is the short 4"x4". Carry one with you and keep this page in the glove box. Most tow trucks nowadays will have the slings. If they don't, use rags or floor mats to pad the chains if your body is so spiffy you don't want to scratch your bumpers.

--Pete Theisen, Detroit CC
from "The Air Cooler"

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DID YOU KNOW that the Clevite 77 bearing developed by the Cleveland Grafite Co. was introduced to the auto engine field by Studebaker. They had been used previously in aircraft engines by Allison division when they ran into bearing problems on the Liberty engine. The exact year that Studebaker began the use of Clevite 77 bearings is unclear, but the implication seems to be about 1926-28. The chief engineer at the time was Barney Roos. This little bit of information comes from Cars and Parts Magazine, March 1980 issue.

The same article, authored by Maurice Hendry, says that in 1927-28 a Studebaker President had a 24 hour average of 85.2 miles per hour at the Atlantic City Speedway, and over 20,000 miles, an average of 68.37 MPH.

--John North

Gordon & Verne Gable
9950 North Camino Arizpe
Tucson, Arizona 85718

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- * TIME: MARCH 26th, 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!

WED., MARCH 26 --Regular Monthly Meeting

FRIDAY, SATURDAY, AND SUNDAY, April 18, 19, 20--

Cactus Corvair Club MINI CONVENTION at Time Inn, Scottsdale. Registration begins Friday at 6:30.....Convention includes Concours d'Elegance judged by our Club, plus many other events....slalom....gymkhana.... swap meet.....displays.....door prizes..... scenic tours to points of interest.....and it's a WESTERN THEME....so bring your boots and 10 gallon hats...EVERYBODY COME.!!

MAY MIDMONTH ACTIVITY -- Diagnostic Clinic at a date to be announced.

