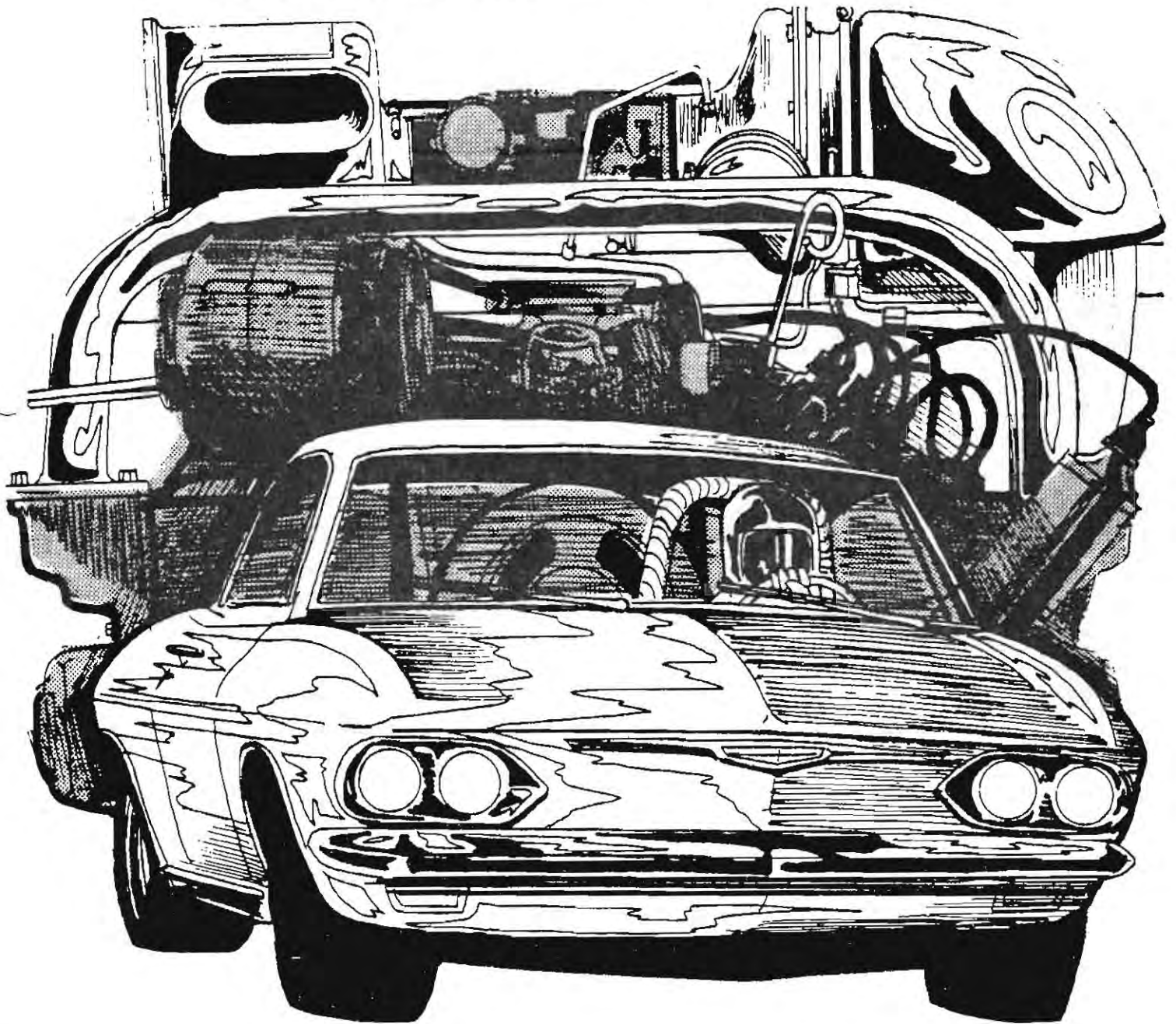


Corvairation

TUCSON CORVAIR ASSOCIATION

TUCSON, ARIZONA



May 1981



TUCSON CORVAIR ASSOCIATION

CORVAIRSATION IS A MONTHLY NEWSLETTER PRINTED FOR THE MEMBERS OF THE TUCSON CORVAIR ASSOCIATION AND OTHERS INTERESTED IN THE PRESERVATION AND RESTORATION OF THE CORVAIR AUTOMOBILE. THE TUCSON CORVAIR ASSOCIATION IS A CHARTERED CHAPTER OF CORSA, [CORVAIR SOCIETY OF AMERICA,] AND MEMBERS OF THE TUCSON CORVAIR ASSOCIATION ARE REQUIRED TO JOIN AND MAINTAIN MEMBERSHIP IN CORSA.

MONTHLY MEETINGS ARE HELD REGULARLY ON THE 4TH WEDNESDAY OF EACH MONTH. ONE ADDITIONAL SOCIAL AND/OR TECHNICAL EVENT IS HELD EACH MONTH. DETAILS PUBLISHED IN THE NEWSLETTER.

DUES FOR TUCSON CORVAIR ASSOCIATION MEMBERSHIP ARE \$9.00 PER YEAR PLUS AN ADDITIONAL FEE OF \$2.50 UPON INITIAL JOINING. FOR FAMILY MEMBERSHIPS ADD \$1.00 PER YEAR. CORVAIR SOCIETY OF AMERICA MEMBERSHIP IS \$14.00 PER YEAR AND IS ACCOMPLISHED DIRECTLY BETWEEN INDIVIDUALS AND CORSA AT P.O. BOX 2488, PENSACOLA, FL 32503.

DEADLINE FOR ALL ADS, TECH TIPS, ARTICLES, COLUMNS, ETC. IS THE 15TH OF EACH MONTH. CONTRIBUTIONS ARE SOLICITED AND SHOULD BE SENT TO: CORVAIRSATION EDITOR, 2355 MIRAVAL SEGUNDO, TUCSON, AZ. 85718. NO COPY CAN BE RETURNED.

CLASSIFIED ADVERTISING IS FREE TO MEMBERS, AND \$2.00 PER 4 LINE AD TO NON-MEMBERS. COPY SHOULD BE MAILED TO THE EDITOR AT ADDRESS ABOVE. COMMERCIAL ADVERTISING IS ARRANGED THRU GORDON CAUBLE, 5950 NORTH CAMINO ARIZPE, TUCSON, AZ 85718. PH: 602-299-1122.

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PAT BENDER, GORDON CAUBLE,
PAT HAYHURST, BRYAN LYNCH,
THE CORVAIRSATION EDITOR,
AND THE CURRENT OFFICERS.

TUCSON CORVAIR ASSOCIATION
Regular Meeting April 22, 1981

Meeting was called to order by President Don Bortle at 7:45 pm at the Village Inn Pizza Parlor.

Guests were introduced by Mr. Bortle.

Minutes were approved for the March 25th meeting as appeared in the Corvairsation with the correction of meeting date to read March 25th.

The President recommended we accept the financial report as appeared in the Corvairsation. So approved.

Don Bortle announced the National CORSA Convention July 29- Aug. 2. Anyone planning to attend should get their hotel reservation in early.

It was the consensus of those present that we should continue meeting at Village Inn until the crowd gets too big or we get complaints.

Don Bortle presented Frank McKenna with a check for \$10 from TCA for winning the People's Choice at the Park Mall Car Show. The following mid-month activities were suggested: Justin Water World, tour of IBM or Learjet, trip to Chiricahuas, Helldorado Days in Tombstone. May activity will be a Sunday, May 17th, tour of Cliff Matthews antique cars. We will be to Bryan & Marilyn Lynch's afterwards for a hot dog cookout. Ernie Allon suggested we could have swap meet and picnic.

Dave Martin is the new Library Chairman. 820 E. Adelaide Dr. 884-7785.

TCA is in need of a volunteer for the grab bag drawing at monthly meeting.

Mr. Rosy Rosenberger was introduced and gave a very interesting talk on his experience with the Corvair while at GM and the Ralph Nadar suit against the Corvairs. Don Bortle asked him to return again and speak some more to us.

Can report: \$32.50 turned in by Bryan Lunch last month.

Dick Lucht gave a demonstration of the fire extinguisher he is selling for \$5.00.

Break.

John North announced he is donating to our Library a complete set of Corsa Communique Quarterlys minus only one issue. Motion was made that the club purchase binders for the quarterly. Passed.

There are two Corsa membership rosters in the Library for anyone interested if going on a trip this summer.

Frank McKenna gave the Technical session from parts left by Sam Angus before his departure back home for the summer.

Grab bag drawing and license plate drawing were held.

Meeting adjourned.

Respectfully submitted,
Marilyn Lynch
Marilyn Lynch,
Recording Secretary Pro Tem

TCA Board Meeting

April 29, 1981

Present: Frank McKenna (Presiding President), Ed Carey, Georgia Lewis, Pat Hayhurst, Bryan Lynch, Pat Bender. Non-Board members - Don Chastain, Bob Thompson.

- 1) Can project to be played up: Article in Corvairsation and all Board members to bring cans to next Regular Meeting.
- 2) Mid-month activities: June - Picnic at Hayhurst home, July - Justin's Water Hole at night. Bob Thompson to check out IBM and Pay Hayhurst to check out Learjet. October - Helldorado (Frank McKenna to call Chamber of Commerce for dates), November - Tune-up Clinic, December - Christmas Party, January - Learjet or IBM, February - Park Mall.
- 3) Phoenix Mini-Convention: Bob Thompson volunteered to judge, Pat Hayhurst to think about it.
- 4) Corvairsation: Costs \$130/month, an annual loss of \$500. Gordon Cauble to be asked how responsive advertisers would be to a cost increase.
- 5) Ed Carey to research old subscription members.
- 6) Bryan Lynch & Ed Carey volunteered to serve on Bylaws Committee.
- 7) Lynches were authorized to purchase one case of pop and five cases of beer for the hot dog cookout.
- 8) Rick Bender to again show slides of Phoenix Convention.

Respectfully submitted,

FINANCIAL STATEMENT

Balance	04-01-81	\$913.47
Income		234.55
Outgo		264.39

Balance	05-01-81	901.63
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Georgia Lewis
Recording Secretary

Ed Carey

PRESIDENT'S MESSAGE

It's that time now that if you are thinking at all of going to the National Convention that you should get your reservations in. If the convention at Atlanta last year can be used as a guide, all the lower priced and conveniently located hotel rooms were all reserved well over a month prior to the start of the convention.

I'm afraid that it will be at least three years before we will see a convention as close as Denver. Since I've belonged to TCA, I have been to two National Conventions and have thoroughly enjoyed both of them. The friendliness of the members is amazing, although they are from all walks of life, they have one thing in common and that is the preservation of the Corvair.

I intended to make a pitch for everyone to vote in the upcoming election for Directors of Corsa but in that the Western Division has only one nominee, it becomes less important.

I'm looking forward to this month's mid-month activity and would like to thank Bryan Lynch for hosting the picnic and hope to see you all there.

Don Bortle

JUNE MID-MONTH

The Tucson Corvair Association will will have a swap-meet and picnic on Sunday, June 14th. Jesse Owens Park, site of our tune-up clinics, hours: 12:00 noon till 5:00 PM. Make plans to pack a lunch, and those old parts, and come out and join us.

VOLUNTEERS STILL NEEDED

The club needs your help and interest to keep it lively and fun. We still need volunteers to plan mid-month activities (Open months - September & October). If you would be willing to plan an outing, please call Frank McKenna, 885-8571.

We also need a volunteer for the grab bag raffle at monthly meetings.

You'll enjoy the club lots more if you participate!

MEMBERSHIP DUES

If your name appears here, take note! You need to re-new your membership by paying your dues.

Final Notice

Donald McCracken

February

Wm. R. Sears
Don Notter
Ron Carey
Chris Cunningham
Dave Comer

March

Ed Sanford
L. E. Vader

New Members

Terry Xelowski
5754 East 18th
Tucson, AZ 85711
602-748-9027

David Torrey
9701 Walnut Tree
Tucson, AZ 85715
602-749-9395

April

Mack Post
Jerry Bishop
Russ Crossman
Rubin Crossman
Don Hillman
Chester Bockstedt
Orval Little
Edwin Dryden
John Sherlock
B. J. Graves

May

Robert Eggers
W.C. Fournier
Gertrude King
Ted Lloyd Jr.
Sam Sharp
Howard White

Ken HUBBARD

FROM THE SALES CORNER

A very handy and convenient item for all members are our Tucson Corvair Association Name Tags. They are \$3.25 each, payable upon ordering and they usually are ready by the following meeting.

Also in the Sales Corner you will find TCA T shirts, Golf shirts, Caps and License plate frames. Clarks Catalogs and Cotrofeld Catalogs can be found there also.

Look over all the items in the Sales Corner at the next monthly meeting.

Mickie Schnur

MAY ---- ALREADY ???

During the first week in May I rebuilt a 66 110 HP engine for a friend of mine. It was disassembled over a year ago by someone other than my friend and the trail of missing parts and bolts is endless. There are a few lessons to be learned and I thought I would pass them on to you.

During disassembly, keep all hardware (nuts, bolts & brackets) with each subassembly i.e. rear housing, oil cooler, bell housing, etc.. Put the nuts and bolts in a zip-lock bag and either label it or attach it to the part. Obviously, if you are going to have your parts cleaned at your local machine shop labeling the bags is the best solution. Don't send the rear case to be cleaned without removing the oil pump gears and the oil pressure relief valve assembly. If they are left in the case during cleaning it seems all the compound and crud will end up in these two areas. If it is two weeks or longer before you put it back together you may have to replace your rusty oil pump or relief valve.

A word of caution about the bolt that attaches your harmonic balancer to the crankshaft. There are two bolts used, each a different length. The air-conditioned and smog vehicles used a bolt with a long shoulder, those without used a shorter bolt with threads cut all the way up to the bolt head. If you happen to remove the smog or a/c pulley (as many have) and use the same bolt (long shoulder), odds are that it will not tighten properly. That is, it will not press the harmonic balancer against the slinger ring against the distributor drive gear against the fuel pump cam even with the proper torque. You simply run out of threads and the shoulder of the bolt tightens against the end of the crankshaft. The result is a rattling slinger ring and the distributor drive gear being held in place by the distributor shaft gear.

I used the TECH TIP in the June 80 Communique to replace the blower bearing. Worked like a charm! The only change I would make to the procedure would be to measure the bearing shoulder height and compare it to specs. Then make the shim to fit under the old bearing. I did one other operation that I found in an additional TECH TIP and that was to place the new bearing in the freezer while I was removing the old one. Well the combination of heat and cold did the trick. When I put the new bearing in, it bottomed out with its own weight, lucky thing I had the shim on the shaft. More next month.

by Frank McKenna

"THE NORTH WIND"

Airplanes came in assorted shapes and sizes. Monoplanes appeared. The little Lockheeds were showing up. It was a fantastic ship which fitted the needs of low passenger densities on major city runs. The DC-3's were showing up by the end of the depression. There was one great last showing of the German Flag. The great Hindenberg was a sight by night as she droned across clear skies from Montreal to Lakehurst, New Jersey. That, of course, ended in 1937.

The great charge to improve aircraft came with accounts of ideas and designs that were to pay off in WW II still ahead. Engines for aircraft were the last of the Packard, the great rise of Pratt, Whitney and Wright air-cooled engines. The Curtiss liquid-cooled engines were passing into history. There was a small liquid engine plant in Indianapolis by the name of Allison which came at the end.

If the Auto dealers of the 1980's could only remember what it was like in the '30s, he would be happy not to have the plush showrooms and shops to support and the high interest rates to worry about. It was a slow time. Salesmen often button-holed prospects on the street or sent post cards if they even thought you were interested in a \$500 new car. They took you for a ride or loaned you one for a Sunday drive. Of course, it took a sizable down payment and you had better have a steady job. Used cars were the order of the day. Did you need transportation? Well, it was often possible to buy a Model T at \$5.00. Some could be had for the driving away. It was also a time when you could only save enough for a half-year license. Sure, gas was six gallons for a dollar and movies were 10¢, but the thumb was a reliable recourse to get to the movie house. The desire to learn about engines was tempered by the need to scrounge enough to fill the daily needs of this poor soul.

Parental design for a proper education kept the hands clean except for the good honest farm dirt under the fingernails. No machine shop or garage for me until Uncle Sam called. That is another story that began almost before I had a chance to slip behind the wheel of that 1926 Studebaker. That came prior to a trade-in for a \$50 1939 Chevy.

John North

CAN REPORT - CAN REPORT - CAN REPORT - CAN REPORT - CAN REPORT

Well gang, it's that picnicking, lawn mowing, car washing time of year again. All of these activities should be accompanied by the consumption of copious amounts of beer and soft drinks. Each of those refreshers should be served in an ALUM-INUM can and thus the purpose of this tirade. SAVE those cans! Don't throw them in the trash, bring em to the meeting. We don't care how many as long as you save em. So far this year, we have \$ 99.34 from recycling cans, far behind last years effort. I hope we don't have to get Ed Logan back into those trash cans at Reid Park to revitalize the program.

CONTRIBUTORS

Aldrich	\$ 3.90	Lage	\$.80
Allain	3.50	Little	3.00
Angus	1.20	Logan	7.20
Bortle	18.09	Lynch	26.25
Carey	7.00	McKenna	14.70
Dryden	2.10	Post	6.00
Gemberling	4.30	Zimmermann	1.30

by Frank McKenna

GLOVE BOX

by Frank McKenna

With the date of the annual ICE OUT on the SANTA CRUZ rapidly approaching, I thought it would be a good time to review the Owner's Manual instructions for actions to be taken when the TEMP-PRESS or GEN-FAN lights come on while the car is being driven.

1. Set heater FAN and HEAT controls to full "ON" positions. (If equipped with air conditioning, turn air conditioning COOL to OFF).

2. Stop the car as soon as driving conditions permit. Turn ignition key to OFF to stop the engine but turn the key back to ON or ACCESSORY so heater blower will continue to cool the engine.

3. Check for broken fan belt or fan off pulleys or engine oil level low. If only GEN-FAN indicator is lighted, but belt is not broken or off pulleys and

3. (cont'd) and engine oil level is satisfactory, car can be driven at slow speed; however, generator must be checked and serviced as soon as possible.

4. If trouble is found to be a broken fan belt or belt off pulleys, wait approximately five minutes, start engine and drive car at no more than 25 miles per hour until TEMP-PRESS indicator comes on, then repeat # 2.

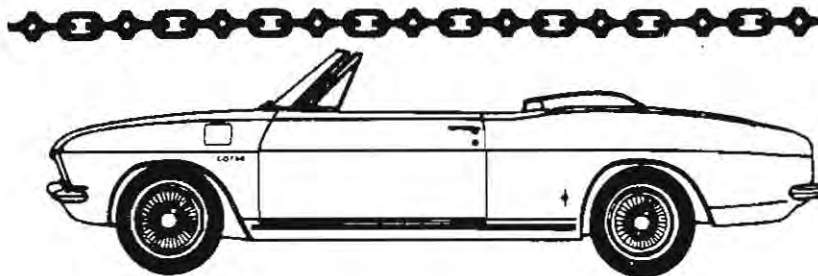
5. Repeat Step 4 as necessary until facility is reached where fan belt can be installed.

CORVAIR

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TUCSON CORVAIR ASSOCIATION REGULAR MONTHLY MEETING

- * TIME: MAY 27th 6:30 PM; MEAL SERVED @ 7:30 PM
- * PLACE: VILLAGE INN PIZZA, 5133 EAST 22ND STREET.
- * MENU: SPAGETTI, PIZZA, RAVIOLI, SALAD BAR, AND DESERT.
- * PRICE: ADULTS \$2.40, CHILDREN UNDER 12 \$1.89.

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COMING EVENTS:

Regular meeting on the 4th Wednesday of each month.

Board meeting on the Wednesday following the regular meeting.

June Mid-Month; Swap-meet and Picnic at JESSE OWENS PARK.
Sunday, June 14th, 1981, Noon til 5:00 PM.