

Dave Baker

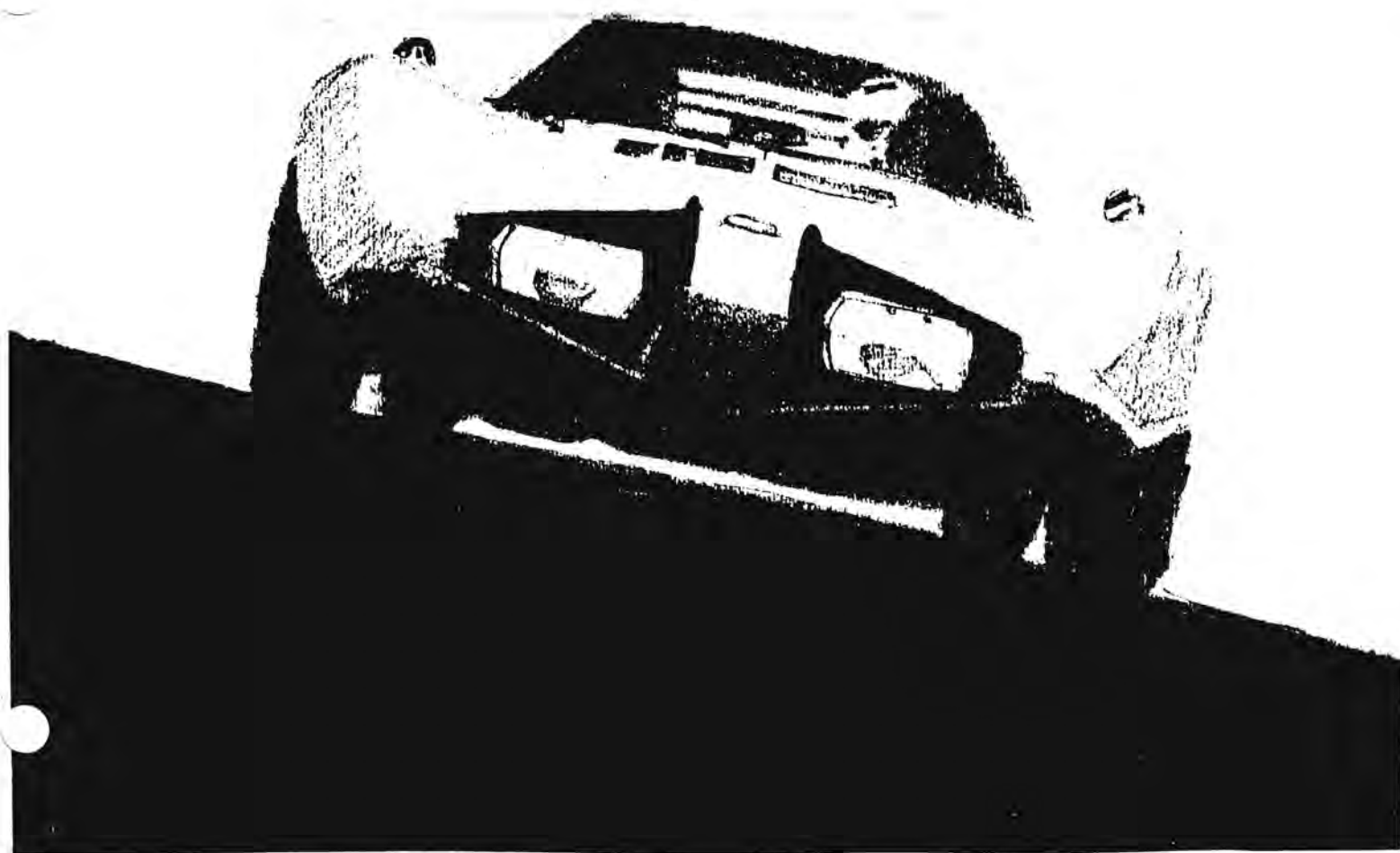
Corvairnation

TUCSON CORVAIR ASSOCIATION

TUCSON, ARIZONA

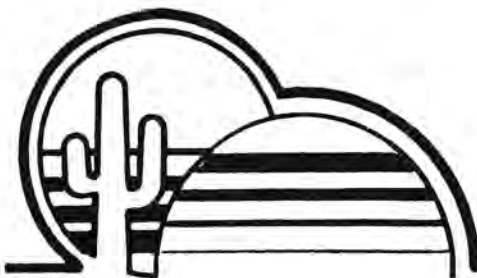
JULY 1984

VOLUME 10 NUMBER 4



Monza GT

Compliments of Corvair Houston



TUCSON CORVAIR ASSOCIATION

CORVAIRSATION is the monthly Newsletter of the TUCSON CORVAIR ASSN, and we are dedicated to the preservation thru restoration of the CORVAIR line of Chevrolet Automobiles and Trucks. The T.C.A. is a Chartered Chapter of the CORVAIR SOCIETY OF AMERICA (CORSA).

MONTHLY MEETINGS Are held on the 4th Wednesday of each month and one additional social/technical meeting is planned per month.

MEMBERSHIP DUES Are \$10.00 per year, payable to T.C.A. thru our membership chairman. Members receive a \$1.00 discount on their dues if they are also members of CORSA.

CORSA MEMBERSHIP DUES are \$22.00 per year and include subscription to CORSA COMMUNIQUE a fact filled magazine to help maintain your CORVAIR. (Write direct to)-P.O. Box 1014, Skokie Illinois, 60077

CLASSIFIED ADS are FREE to all T.C.A. members, and are \$1.00 per line to others. The "DEADLINE" for all submitted material is the 10th of the month. Mail or deliver all copy to the "Editor" listed.

COMMERCIAL TYPE ADS are welcomed as they help defray the expenses of printing and postage. RATES: \$3.75 for business cards.. \$7.50 @ 1/4 page..\$ 15.00 for 1/2 page..For display ads, contact G.Cauble 299-1122

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Dave Thompson
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Rally Point

TCA REGULAR MEETING - Wednesday, June 27, 1984. The meeting was called to order by Ed Sanford, (in absence of president Bob Gay) at 7:30 pm at the Filling Station restaurant, 6934 E. Tanque Verde Rd.

Present: 55 Corvairs: 20

The minutes of the May 23, 1984 regular meeting were approved as published in the Corvairsation.

Sherri Wilcox gave a report on the June picnic at Rose Canyon. Attending were 36, 9 Corvairs. No mid month activity will be held in July or August. A picnic trip to the Breakers was suggested for Sept.

Van Pershing reported that the copy machine has been purchased. The Club paid \$1000. plus a set up fee and supplies of \$ 175. By paying cash a savings of \$150. was realized. In using the copier to print the Corvairsation, the machine will pay for itself within a year and 6 mons. Al Atwood reported a balance of \$260. in the treasury.

Letters were received from two sources in California expressing concern over the way Corsa runs it's concours. A volunteer committee of Ed Sanford, Pat Bender, and Gordon Cauble will draft a letter of reply for the presidents' signature.

After the break, can contributors were announced and tickets were awarded. Door prizes were won by Dick Lucht, Bob Jones, Leon Mazza, Christine Howard, Pat Bender, and Fred Zimmerman.

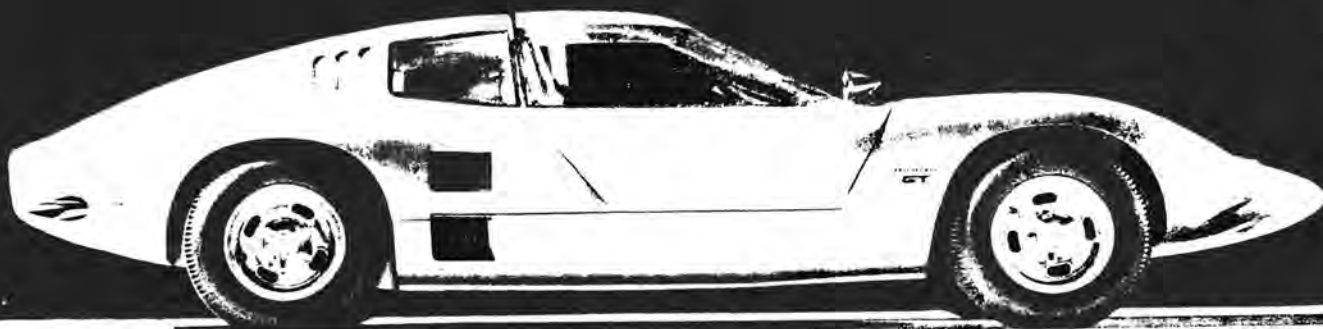
A tech tip session followed. For sale items were announced.

The meeting adjourned at 8:45pm.

Respectfully submitted,

Carole Sanford

**monza
GT**



Main Bearing

..... A Message From The President

I would like to thank "Big Ed" Sanford for filling in for me during the June meeting while I was on vacation to Calif.. It just goes to show you how great a group of people go to make up the Tucson Corvair Association. When club members have a Corvair problem or need advice about Corvair related topics please don't hesitate to give a fellow club member a call. We are all here to give one another a helping hand. That's what the TCA is all about.

The months of July and August are the club's vacation months, with people traveling all across the U. S., so we will be taking time off from mid-month activities. Until September at which time the club will head for Breakers for some end of summer swimming fun. I want to wish all those traveling this time of year to have a safe and happy trip. And to all those staying in town, take time out to enjoy the pool and your Corvair BUDDIES!!!!!!

Thanks and have a SAFE one,

Bob
H

MEMBERSHIP NEWS

LET'S WELCOME OUR NEW MEMBERS:

Bob Jones
3464 S. Manitoba
Tucson 85730
298-3528

James & Nancy Kuttler
433 N. Chalet
Tucson 85710
885-1442

John McArthur
Box 6223
Anchorage, AK 99504
333-9949

David Wahmhoff
15434 N. Columbus
Tucson 85704
1-825-9225

CHANGES:

Bill Fisher
7035 N. Mission Hills Ln
Tucson 85718

Henry J. Lannoo
31716 William
New Baltimore, MI 48047

DUES PAST DUE

Dale Webb
John Sherlock
Don Davis
Orval Little
David Torrey

Due in JUNE

Joseph Knittle

Due in JULY

Sam Angus
Robert Stout
Victor Howard
Richard May

Due in AUGUST

Barney Goodwin
Ed Cary
Louis Lage
David Martin
Larry Dandridge
Don Hooks
Howard Wood

Ralph Who?

Earlier this month "Mother Blue" sent me and a few companions to Spain for a week of business. While waiting to board the 747 for the return flight home, the conversation turned to Corvairs. As we talked a man walked by who looked like someone I had seen on TV or in a magazine or somewhere. I leaned over to my companions and said in a low voice, "This guy looks just like Ralph Nader." Of course the name Ralph Nader always brings a little life to any conversation about Corvairs and I always over-react since any technical subject that is presented on an emotional level (like Unsafe at Any Speed) tends to irritate the engineer in me. Well, the conversation went on and, as I recall, I said something derogatory about Ralph Nader's person. At which point a voice came from the body of the man who looked a lot like Ralph Nader, "Are you trying to provoke me?"
Open mouth - insert foot!!!

I mean, come on! - What are the chances of having a Corvair conversation in an airport in Madrid, Spain and having the world greatest opponent of the Corvair sit right down beside you? Not two seats over; not across the aisle; but right next to you! Needless to say, I was humbled.

Nader's latest crusade is the air bag issue and he came equipped with plenty of propaganda, a piece of which is reprinted elsewhere in this publication. A more complete article from the Insurance Information Institute will be available in the Club Library for your reading enjoyment.

Mr. Nader is a pleasant, good natured man who is very excited about what he is doing. When asked why he was in Madrid, he responded, "Trying to get all the Corvairs in Spain off the streets!"

Van Pershing

ROSE CANYON PICNIC

For a short notice (telephone calling) event we had a very nice turn out. There were about 36 members (and family) that turned out (about 9 Corvairs) and we all had a great time.

There was plenty of food shared by all and it was all tasty. The weather was great and a few of us got a little sunburned without realizing it.

A special thanks to Bob Gay for getting up there early and saving us a great picnic area.

We had a nice surprise at the meeting place before we all headed up the mountain. Bob Thompson came by to say hello to everyone. We were all sorry that he couldn't come to the picnic, but he had to catch a plane and get back to work. It was very nice seeing and talking to him for awhile anyway.

All in all the picnic was a success and we all enjoyed it. Maybe next year we will have a bigger and better ROSE CANYON PICNIC.

We need your suggestions.....WHAT IS THERE TO DO????

There is alot to do and alot to see in this Greater Tucson area. So why is it so hard to get something going for our club, to do as a club, each month for a mid-month activity? Do we need a phone committee? Are our members not really interested in club activities? Why? Are the activities we have had in the past not fun enough? We need your thoughts and ideas.

The Rose Canyon Picnic turned out very nice and everyone seemed to have fun. Surely we can come up with other activities than everyone would enjoy.

Even if the club has done certain things in the past and they turned out flops, doesn't mean that we can't try again and hopefully make it a good - fun activity. Send in your idea's and thoughts to the editor before the 5th of next month. Head it "Letter to the activity director".

The Activity Director

TREASURER'S REPORT

Balance - June 1, 1984.....	\$1,467.89
Income	
Dues.....	\$48.00
Corvairsations Ads.....	37.50
Raffle Tickets.....	39.00
Merchandise Sales.....	55.35
Total Income.....	179.85
Expenses	
Copy Machine & Sullies....	\$1,242.55
Prizes for Raffle.....	22.35
Annual Report fee to Arizona	
Corporation Commission...	10.00
Refreshment for Rose Canyon	23.56
Total Expenses.....	1,298.46
Balance - July 1, 1984.....	\$349.28

Alan Atwood

by Big Ed

Why the Difference?

The oil leaks (with consequent icky-yuck on the cove) finally generated some action on my part, and, after an on-the-back inspection, I decided to replace the pushrod tube O-rings on the drivers side of the engine. Counting adjusting the valves, and doing one cylinder at a time, the overall effort took about 3 hours. Several of the cyl. head o-rings were hard and cracked, as expected, and leaking. Next day, I proceeded with the passenger side, but found those pushrod tubes dry as Bowser's bones, with no sign of leakage at all. Why the difference?? Then I started thinking back to when I built the engine 4 years ago.....

I was putting the engine together at Chris Crowfoots' house, as he was anxious for me to finish with the engine stand so he could get to work on another engine. I had told Chris about using neoprene O-rings with silicone to improve the life (per previous published tech-tip), but he didn't completely understand the process. When I arrived one night to continue engine assembly, I found that Chris had already assembled the drivers side cyl. head to the engine, with neoprene o-rings but without the silicone treatment - he expected that I could do the treatment after the heads were completely assembled (wrong!). Rather than disassemble, I pressed on, assembling the passenger side with the silicone treatment, figuring that sometime in the future I would have to get back into the drivers side & repair....

Time flies (and I wasn't necessarily having fun) and I forgot about the differential treatment of the o-rings. When I finally did get into the engine to do the work (48K miles later) it all came back.. so that was the difference. The side that got the treatment is still holding, the side that didn't get the treatment got repaired, and now has the treatment.

For those of you who don't know what the treatment is, it's simple. You can successfully use neoprene o-rings in your engine if, when you put the o-rings on the pushrod tube, you first fill the pushrod tube slot (that holds the o-ring) with blue silicone gasket sealer. Then, when you roll the o-ring into the slot, the silicone skooshes up and out. Don't wipe this off! Just go ahead and seat the tube. Of course, it's important to ensure that the cyl. head surface the tube seats in is clean, or else oil contamination may impair the setting up of the silicone. Easy to do, and it saves the \$10. you would normally spend on Vitons.

by *Big Ed*

Repair that Choke Pull-Off!!

It's so easy just to spend 4 bucks to replace a choke pull-off when it goes sour, but there is considerable satisfaction to be gained from repairing an item rather than just replacing it. In the case of a choke pull-off, it is often very easy to effect a repair. Most pull-offs just snap together, capturing and sealing the diaphragm around its' perimeter by friction. The failure often occurs due to the diaphragm pulling loose near the outer edge, causing a leak. Repair takes maybe 5 minutes.

First, using a screwdriver, unsnap the outer housing (the plastic piece with the vacuum connection) from the rest of the unit. Disassembly reveals a spring and the diaphragm assembly. It usually becomes immediately obvious where the leak was. Clean both inner and outer housings, and lay a fine bead of 3-M Weatherstripping Cement on both mating surfaces. Reassemble, making sure that the diaphragm lies down smoothly, and check it out. If it still leaks, the diaphragm re-wrinkled, or maybe some other leak occurred. Disassemble and try again. This repair is really a piece of cake, and since the pull-off diaphragm will now be cemented in place, rather than just being held in place by friction, it should last longer than a new one.

Vairs 'n Spares

FOR SALE: 1963 GREENBRIER, body in good condition, motor has been rebuilt but never put back in car. Located in Globe, Arizona. For more info contact Doris Bell, P.O. Box 28, Turlock, CA 95381, (209) 632-8259.

FOR SALE: 1963 MONZA 2-dr, auto trans, good body, rough interior. Make offer. Call Dave in Catalina 1-825-9225

FOR SALE: TIRES, 175/70SR13 mounted on early (4-hole) wheels, balanced, less than 500 miles. \$35 each plus replacement wheels. Call Van Pershing 743-9185

FOR SALE: Viton "O" rings at \$9.50/set. Air & oil filters. Weather strips for trunk & engine lid. Early & late shocks. Other hard to find parts. Call Gordon Cauble 299-1122.

SUMMER PACKAGE DEAL: 1961 Rampside pickup, 3-speed trans, new clutch, good tires, good engine but needs minor work. PLUS: 1965 Greenbrier body FULL of various & numerous Corvair parts. PLUS: 1962 Monza Coupe, engine runs, body shot. ALL: \$2,000 Call Harry Green for appointment. Days 748-1000; Eves & weekends 325-5196

WANTED: Rocker Panel for '63 Monza in good to excellent condition. Will buy or trade. Passenger side. Call Gordon Cauble 299-1122

MIRACULOUSLY SAVED BY AN AIR BAG

It's a miracle my wife and her mother lived. The steering wheel was pushed back to within inches of the seat back. The brake was pushed to within two inches of the seat. Neither woman had any cuts or marks above their knees, the bags protected them from broken glass."

Mr. Hansen

On the morning of April 21, 1981, Mrs. Lawana Hansen and her 81-year-old mother were enroute from her home in Sandy, Utah to Twin Falls, Idaho. Heading north along I-15 in Salt Lake City their 1975 Oldsmobile was sideswiped by another vehicle.

Mrs. Hansen lost control as the car swerved across the median, striking a loaded gasoline tanker almost head on. Shattering glass and crushing metal . . . **a crash that normally would have been fatal.**

Lawana Hansen and her mother were seriously injured, **but not killed**, in the accident. Mrs. Hansen suffered a ruptured spleen and a broken leg. Her mother broke a leg and incurred other minor injuries. The accident was so severe that investigators were amazed that both women lived . . . yet, they survived. HOW?

Fortunately for the two women, but totally unknown to them at the time, their car was equipped with air bags. On impact, the air bags filled up, cushioning the women from the full force of the crash.

State and local police — who had never encountered an air bag crash — said the women probably would not have survived without this lifesaving system.

Accident investigators later estimated both vehicles were traveling about 50 MPH, resulting in a closing speed of about 100 MPH. In almost every other instance, such a crash could have been fatal to the occupants of the automobile, certainly elderly passengers.

Mrs. Hansen's husband said he purchased the Olds as a used car and was completely

unaware that the vehicle was equipped with air bags. The car was one of about 10,000 air bag equipped cars built by General Motors during the early 1970s.

But GM — claiming that the air bags are too costly — no longer makes this lifesaving system available to new car buyers. In addition to the Hansens, there are countless others who can't understand why these safety systems aren't available today.

With more than 50,000 Americans killed on our highways each year, and hundreds of thousands injured, these lifesaving systems should be offered to every new car buyer.

The time is now, Congressman . . . there is no legitimate reason to prevent Americans from equipping their new autos with air bags. Technical arguments against the safety devices have been refuted . . . air bags work and they work well. They save lives!

You have the duty and the right to protect our citizens from needless death and injury. You must speak for your constituents and demand that the auto companies build the safest possible cars. DOT's failure to enforce the automatic crash protection standard in a timely fashion will only result in continued deaths and injuries . . . and the question asked by the Hansens and others will remain unanswered . . . "Why?"



"I wish I could let people know how important air bags are," Mrs. Hansen

**automotive occupant
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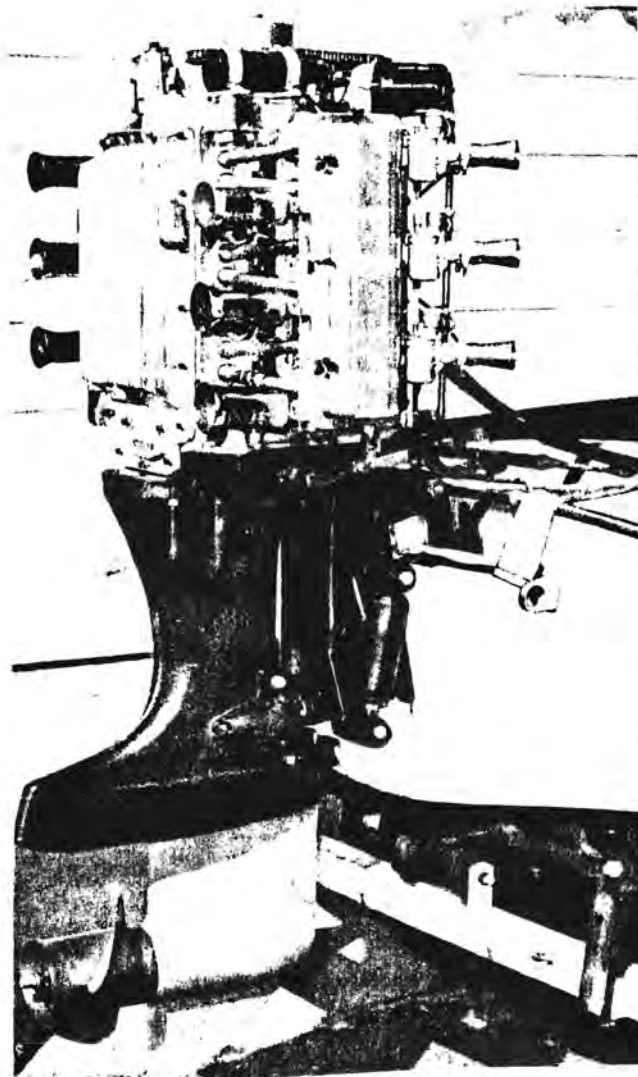
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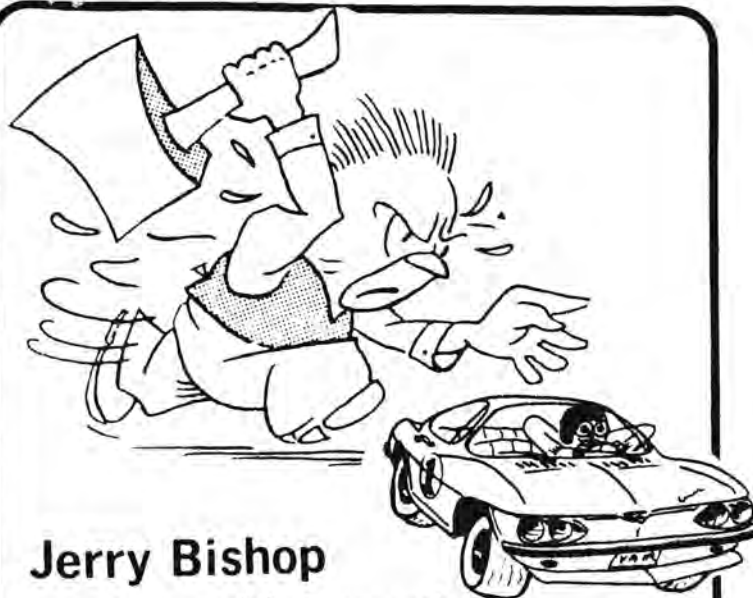
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TUCSON CORVAIR ASSOCIATION REGULAR MONTHLY MEETING

- * THE TIME: Fourth Wednesday of each month, 6:30 pm
- * THE PLACE: The Filling Station, 6934 E. Tanque Verde Rd.
- * THE MENU: An All-You-Can-Eat Buffet, Including Salad Bar
- * THE COST (for the meal): \$3.99 plus drinks.

COMING
EVENTS

JULY & AUGUST: Vacation - No Mid-Month Activities will be held.

The Tucson Corvair Association is a chartered chapter of the Corvair Society of America (COSA). Monthly meetings are held on the 4th Wednesday of each month.

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