

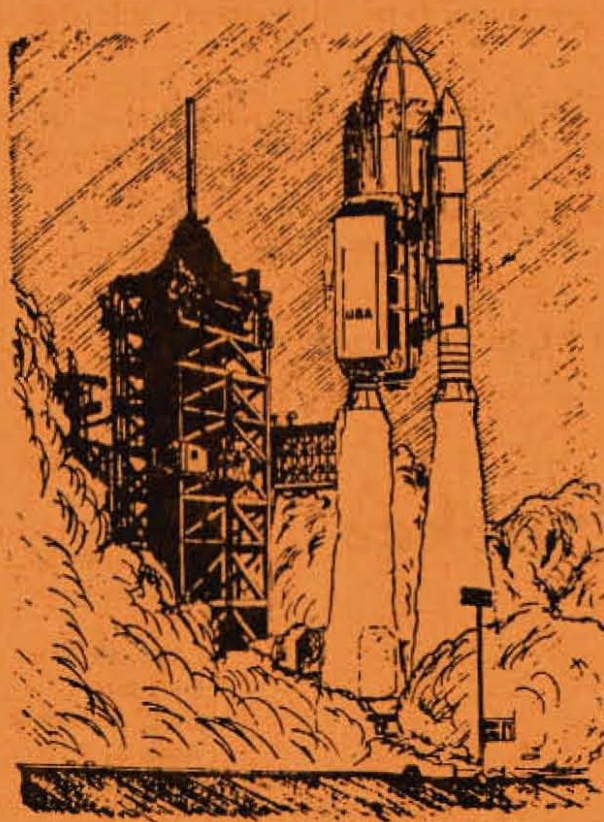
Corvairisation

TUCSON CORVAIR ASSOCIATION

TUCSON, ARIZONA

VOLUME 11

NUMBER 8



NOVEMBER

1985





TUCSON CORVAIR ASSOCIATION

CORVAIRSATION is a monthly publication of the TUCSON CORVAIR ASSOCIATION, which is dedicated to the preservation though restoration of the Corvair model of the Chevrolet Motor Division. The Tucson Corvair Association is a chartered member of the CORVAIR SOCIETY OF AMERICA (COSA).

MONTHLY MEETINGS are held on the 4th Wednesday of each month except December, and one technical/social event is planned for each month except July and August.

MEMBERSHIP DUES are \$10 per year payable to the TUCSON CORVAIR ASSOCIATION through the membership chairman.

COSA MEMBERSHIP DUES are \$22 per year and include a subscription to the COSA Comunique, a monthly publication. Membership applications are available from either the Membership Chairman or the Treasurer.

CLASSIFIED ADS are FREE to all TCA members and are \$1.00 per line to others. The deadline for all materials submitted for publication is the 10th of the month. Mail or deliver all materials to the Corvairsation editor.

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MARK'S REMARKS

I want to thank all those members who entered their cars in the CASA DE LOS NINOS show last month. Fourteen cars is a good start for the PARK MALL show, so think about it.

The Nominating Committee will be contacting some of you in the near future. We have a few members that have avoided the responsibility of holding office for about nine years. Maybe this is your year!

The mid-month activity for November is a tour of Malibu Grand Prix followed by a picnic at Reid Park. We will meet at 10:00 AM at Malibu Grand Prix (22nd and Alvernon) on November 23rd.



TREASURER'S REPORT

Balance October 1, 1985.....\$790.84

INCOME:

Dues.....40.00
Corvairsation ads.....96.00
Raffle tickets.....26.00
Merchandise sales..... 5.00
Aluminum cans.....19.82

Total Income.....186.82

EXPENSES:

Corvairsation.....90.72
Raffle/merchandise.....21.85

Total Expenses.....112.57

Balance November 1, 1985.....\$865.09

Alan Atwood

Corvairs * 13

Present * 25

The Regular Meeting of the TCA was called to order by President Mark McKenna at 7:37 PM at Picadillys Cafeteria at 6767 E. Broadway, Tucson Arizona on Wednesday, October 23, 1985.

Mark McKenna presented Don Bortle with a long overdue Corvair Belt Buckle.

New members and visitors were introduced and welcomed.

The minutes of the last meeting were approved as published in the last Corvairsation.

Mark announced that we still judges and misc. help for the MiniConvention. Groups are now being formed so if you are interested in helping your fellow members please contact Mark or Ed Sanford.

Mark discussed and thanked everyone who participated in the Casa de los Ninos Car Show held on Oct. 13th. There were 13 Corvairs.

Discussion was held regarding the Christmas Party, December 14th, Sat., at the Rolling Hills Country Club at 8900 E. 29th. More information in the Corvairsation.

Mid month activity for November is the Malibu Grand Prix on November 23rd. More information in the Corvairsation.

Break


After break, door prizes were awarded. Winning license plate number was H27 - winner....Alan Attwood. Remember, the more times you drive your Corvair, the more chances to win. Alan's winner ticket was from the month of October, 1984 meeting. Other winners tonight were: Don Hook, Don Chastain, Alan Elvick and Tommy Britton.

Buy, Sell, Tech tips were discussed.

Board of Directors meeting will be held Wed. October 30th at Bob's Big Boy on Speedway and Swan. Time: 7:30 PM. Remember, anyone may attend the Board Of Directors meeting.

Meeting adjourned at 8:22 PM.

Respectfully submitted,



Experts challenge theory unleaded fuel poses trouble for older cars

By BILL CRAWFORD

Some of the nation's leading automotive experts are challenging the widespread belief that owners of 1974 or earlier vintage cars will be facing engine valve troubles after the Environmental Protection Agency (EPA) completes its gradual phaseout of leaded gasolines, targeted for Jan. 1, 1988.

The EPA's mandate, effective last July, triggered controversy and confusion among members, many of whom own older cars. In the June *News Bulletin*, a letter from a reader in Murphys, Calif., warned of potential difficulties, arising from EPA's action. However, many experts in the field maintain that the vast majority of older cars will encounter no valve problems because of the fuel changeover if they drive under normal conditions.

Ray Bollman, manager of Chrysler Corporation's "serviceability" program in Detroit, offered encouragement to those who own older cars. Bollman pointed to the fact that "a lot of older engines are saturated with lead from the leaded gasoline they've been using, and this lubricates the valves and actually helps them operate more efficiently." Bollman speculates that the fuel changeover will trigger price increases at the gas pumps and may cause some owners to switch to higher grades of octane for better performance. "Generally," he added, "people with 1974 or earlier model cars do not have to worry about the unleaded gas if they drive their cars under normal conditions."

A spokesman for General Motors

Corp., David Hudgens, generally concurs with the other experts interviewed. Said Hudgens, "While there could be performance problems in some cars, and there may be a need for higher octane in some of these older cars, the lead phaseout should not have an adverse effect, generally, on those cars in question."

"Although it is widely believed that unleaded gasoline will result in valve damage to older cars, the fact is that only an extremely small percentage of those cars are in any danger whatsoever," said Richard Rich, an automotive consultant with 30 years in the field. "The matter of valve damage (actually valve seat damage) was blown way out of proportion in the early days of unleaded gas," added Rich.

Rich explained, "To cause such damage, the engine must be operated at more than 85 percent of its maximum rated power (such as towing a heavy trailer) and at more than 85 percent of its maximum rated speed for a considerable amount of time.

"I would like also to allay the fears of owners of many cars older than 1974 because valve seats were hardened to prevent damage by General Motors in 1971, by Ford Motor Co. in 1972, and by Chrysler Corp. in 1972/73 and by American Motors in 1972/74."

Rich pointed out what he called a "real concern"—a potential price increase in regular grade gas when the lead is severely reduced or entirely removed. "In order to maintain octane

levels we need in those older cars, the refiners will have to raise the price by several cents per gallon."

Carole Edwards, Mobil Oil Corporation's public relations adviser, said according to Mobil engineers, "The vast majority of cars would not be affected by this phaseout, if the cars are being driven under normal conditions."

Said Paul Hobson, a long-time engineer with a Wisconsin marine company, "There is essentially nothing to worry about in those cars unless you are towing a trailer or a boat which could result in disaster. Under typical conditions, I see no reason for worry."

Hobson, who has served on committees that write specifications for auto gasolines, agrees generally with other experts.

Referring to Rich's theory that an engine must be operated at 85-percent of its maximum rated power and at more than 85 percent of its maximum rated speed for damage to occur, Hobson believes the figure "should be closer to 65 percent."

Gerald Lovins of Sante Fe, N.M., an engineer with 40 years of experience who is now retired, concurs. "I have always thought that the claimed importance of lead in gasoline for trouble-free operation of valves in auto engines was invalid, voiced by boosters of tetraethyl, and that it has no sound basis for truth."

You may voice your opinion on the phaseout of leaded gasolines by writing to: Environmental Protection Agency, Central Docket Section, Doct. No. EN-84-05, 401 M St. S.W., Washington, D.C. 20460.

FROM NOVEMBER, 1985 "AARP NEWS BULLETIN"

Submitted by Gordon Cauble



CORVAIR SPRINT

SPECIFICATIONS FROM MANUFACTURER

ENGINE IN TEST CAR: Ohv flat-6

Bore and stroke: 3.4375 x 2.94 ins.
Displacement: 164 cu. ins.
Advised horsepower: 155 @ 5200 rpm
Max. torque: 160 lbs.-ft. @ 3600 rpm
Compression ratio: 9.25:1
Carburetion: 4 2-bbl.

TRANSMISSION TYPE & FINAL DRIVE RATIO: 4-speed manual; all synchromesh. Floor-mounted lever. 3.55:1 rear-axle ratio.

SUSPENSION: Independent front with coil springs. Fully independent rear suspension; articulating link-type rear. Koni tubular shocks at each wheel.

STEERING: Semi-reversible, recirculating ball nut. Turning diameter: 35.2 ft., curb to curb. Turns lock to lock: 3 (approx.)

WHEELS: Short-spoke disc, steel

TIRES: Radial-ply 6.95 x 14 tubeless Michelin-X

BRAKES: Hydraulic duo-servo drums; self-adjusting. Metallic linings

Diameter of drum: front, 9.5 ins.; rear, 9.5 ins.

SERVICE:

Type of fuel recommended: Premium
Fuel capacity: 14 gals.

Oil capacity: 4 qts.; with filter, 4.5 qts.
Shortest lubrication interval: 6000 mi. or 60 days
Oil- and filter-change interval: 6000 mi. or 60 days

BODY & FRAME: Integral construction; step-down underbody floor
Wheelbase: 108.0 ins.
Track: front, 55.0 ins.; rear, 57.2 ins.
Overall: length, 183.3 ins.; width, 69.7 ins.; height, 51.3 ins.
Min. ground clearance: NA
Usable trunk capacity: 7.0 cu. ft.
Curb weight: 2675 lbs.

NA — Information not available at presstime

PERFORMANCE

ACCELERATION (2 aboard)

0-30 mph 3.9 secs.
0-50 mph 8.0 secs.
0-60 mph 10.0 secs.
0-75 mph 17.9 secs.

TIME & DISTANCE TO ATTAIN PASSING SPEEDS

40-60 mph 5.0 secs., 366 ft.
50-70 mph 6.9 secs., 607.2 ft.

STANDING-START QUARTER-MILE: 18.5 secs. and 79 mph

BEST SPEEDS IN GEARS @ SHIFT POINTS

1st 33 mph @ 5000 rpm
2nd 47 mph @ 5000 rpm
3rd 68 mph @ 5000 rpm
4th (not maximum) 90 mph @ 4500 rpm

MPH PER 1000 RPM: 20

SPEEDOMETER ERROR AT 60 MPH: 0%

STOPPING DISTANCES: from 30 mph, 37.5 ft.; from 60 mph, 164 ft.

ACCESSORY PRICE LIST

Installed

Engine options: From *140-hp to 155-hp** (140 std. on Corsa) \$ 24.00
GT suspension** 80.00
*Fast-ratio steering** 46.00
*Steering damper** 29.50
*Wood-rimmed steering wheel** 59.00
*Long-range driving light** 9.95
*Fastback "904" Ventop (painted)** 125.00
*Leather steering-wheel cover 9.95
Judson electronic magneto 52.50
*Michelin-X tires (set of 5) 120.00
*Metallic brake linings 47.00
Tuned dual mufflers 49.95
Cast-aluminum wheels 198.00
Pirelli Sempione tires (set of 5) 65.00
Competition suspension 134.00
Racing suspension 184.00
Koni replacement shocks (each) 24.50
Complete Sprint Kit (includes items marked, plus: luggage deck and back-wall carpeting, Sprint gearshift knob, and Sprint nameplates) 383.65

CHEVROLET ACCESSORIES

*4-speed transmission 89.55
Limited-slip differential 36.85
*Pushbutton radio AM/FM 133.75
*On test car

MANUFACTURER'S SUGGESTED LIST PRICE: \$2658.94 (incl. taxes, safety equip't & PCV device)

PRICE OF CAR TESTED: \$3322.94 (incl. Sprint options, excise tax, delivery & get-ready charges, but not local tax & license)

MANUFACTURER'S WARRANTY: 24,000 miles and/or 24 months

SECS.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
ACCELERATION																				
0-30																				
0-50																				
0-60																				
0-75																				
PASSING																				
40-60																				
50-70																				

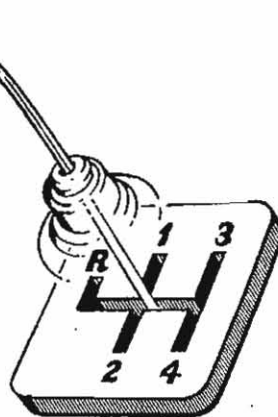
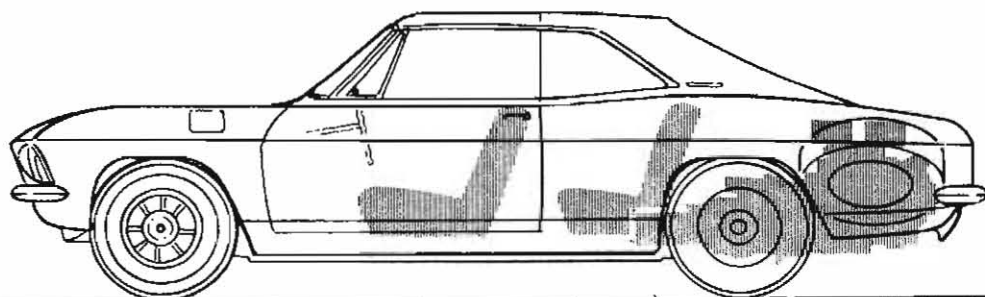
1/4-MILE

FT.	25	50	75	100	125	150	175	200
STOPPING								
FROM 30 MPH								
FROM 60 MPH								

18.5 SECS., 79 MPH

CORVAIR CORSA SPRINT

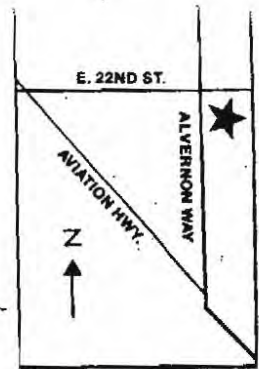
2-door, 4-passenger hardtop



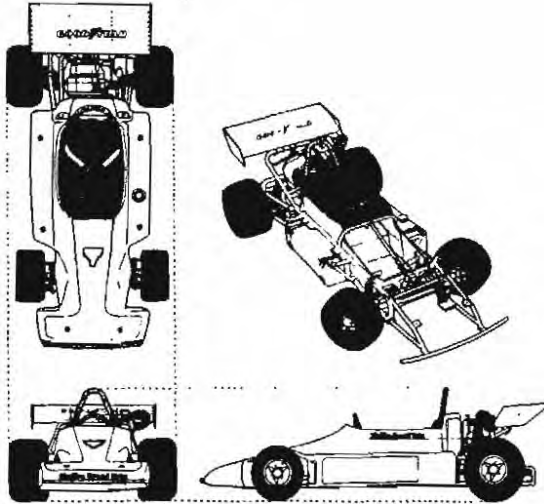
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1-FT UNITS

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Virage®

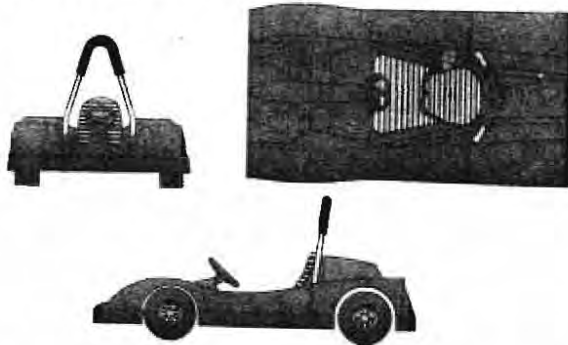


The car that brought Grand Prix racing to millions is an authentic 7/10 scale open wheel racer. Any licensed driver can experience the sensations of driving a powerful, responsive single seat race car around a challenging road course. People are amazed at the realistic, yet safe experience of letting it all hang out in a Virage®.



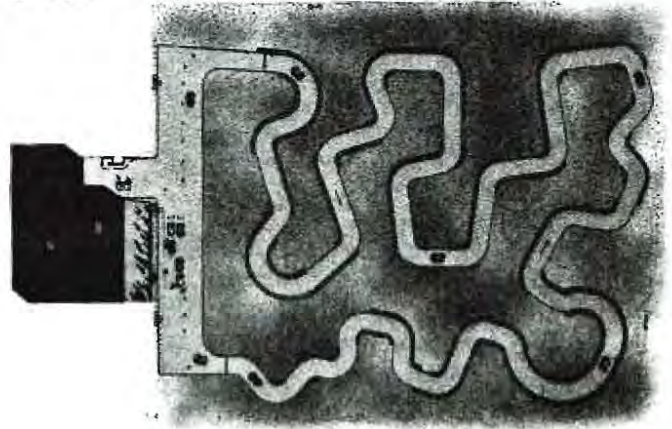
Take the test of time! Our computerized timing system displays your lap time to 1/100th of a second.

Road Runner™



We invented this hot mini-racer to bring Grand Prix driving thrills to younger, unlicensed drivers. The safe and responsive car is quick and agile, and drivers learn to improve their lap time with every turn at the wheel. Its rear engine, fast ratio steering, and automatic transmission make it a cinch to drive.

MGP Track



TCA
MIDMONTH
ACTIVITY

SATURDAY
NOV. 23RD

10AM

BE THERE!



GAME ROOM TOO!!

Vairs 'n Spares

FOR SALE: 64 MONZA 4door, interior & exterior need work, Runs great, 110HP motor/4-speed, Lots of extra parts, new & used. \$1000 OBO. Call Howard Wood after 5pm 885-4150

FOR SALE: '62 SPYDER Coupe, new engine & turbo, rebuilt transmission, tinted glass, body and interior need restoration. \$2,000 OBO Call Gordon Cauble, 299-1122

FOR SALE: '63 MONZA Coupe, special 4 carb engine, black w/ new red interior. A real nice car w/ wire wheels. \$2,500 or reasonable offer. Call Gary, 622-0478

SPECIAL NOTE: Be advised that Clark's is now reproducing '64 wheel well moldings. \$94/set or \$24/ea.

FOR SALE: TUNE-UP PARTS for 1960 and early 1961. See the new merchandise chairman(?) person. Cathy McKenna at the next mtg.

1965 MONZA, 4-speed, 95K miles, 10K on rebuilt engine, runs/looks good, very clean. \$2500 or trade for jeep-type vehicle. 881-0627

FOR SALE: 1963 MONZA, 2d, 4-speed, 102HP, Gold w/ bold striping, new tires, extra nice in and out. \$1295. 886-1452.

1963 GREENBRIER, looks good in and out, auto, air, electric fuel pump, AM-FM cassette, power antenna, roof rack, window film, runs good. Noise in differential. \$2150 or trade for convertible or Lakewood. Bob Jones 298-3528.

FOR SALE: 61 Lakewood, 95hp engine, near cherry, automatic John North's, red/ivory. \$2200 OBO. Chester Bockstedt 1301 W. Newton Dr, 297-5693

FOR SALE: Especially for do-it-yourselfers; tune-up kits, distributor caps, wrapped fan belts, air filters & oil filters; also viton O rings, trunk & engine lid W/S; plus many other Corvair parts. Call Gordon Cauble 299-1122.

FOR SALE: '61 LAKEWOOD in very nice condition. 10K miles on complete restoration. '65 110 auto. Old eng w/ complete carb set-up comes w/ car. A real buy @ \$2,750.00 OBO. Call Gordon Cauble 299-1122

FOR SALE: '63 Greenbrier, 110/4-speed, bolted flywheel, excellent battery. equipped for camping. 12-volt refrigerator. foam rubber bed. drawers. port-a-pottie. carpeted, radio w/ 8-track stereo. \$1595 OBO Alan Gray 795-2639.

FOR SALE: '61 Four Door. automatic, one of Bryan Lynch's cars. If interested call Frank McKenna 885-8571.

FOR SALE: '64 Greenbrier w/ automatic transmission. '64 engine runs good. Body good-no rust. Doors need repair. \$600 OBO Call Gary 622-0478

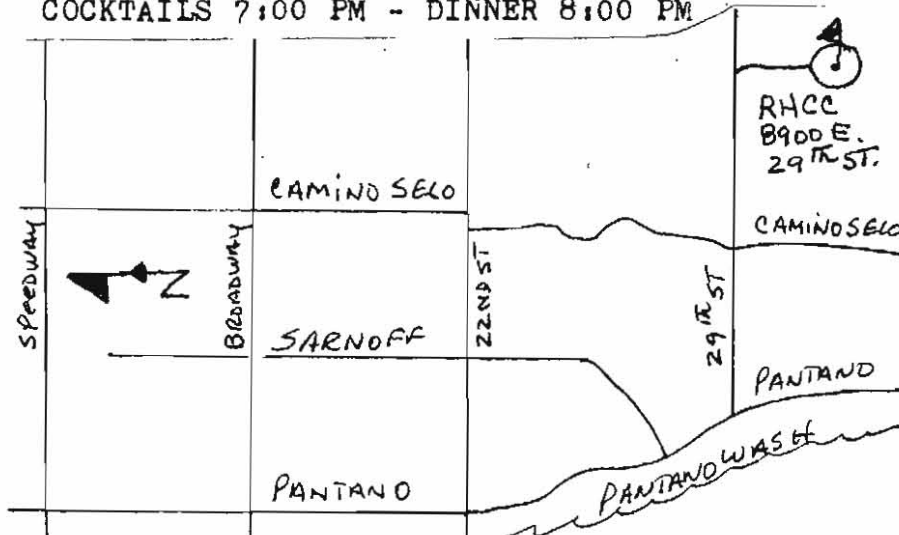




!!!!CHRISTMAS PARTY!!!!

LET'S ALL SUPPORT OUR SOCIAL EVENT OF THE YEAR. LOTS OF PRIZES.
 MAKE IT EASY ON ME BY SENDING IN YOUR RESERVATIONS EARLY. THE
 PRICES INCLUDE DINNER, BEVERAGE, TAX AND GRATUITY. SELECT YOUR
 DINNER, TOTAL THE COST AND SEND ME A CHECK ALONG WITH YOUR ORDER
 BLANK. 10 DECEMBER IS THE DEADLINE. REMEMBER - - NIBLICK LOUNGE,
 ROLLING HILLS COUNTRY CLUB, 8900 E. 29th STREET, 14 DECEMBER 1985

COCKTAILS 7:00 PM - DINNER 8:00 PM



----- ORDER BLANK -----

DINNER SELECTION

NUMBER

PRIME RIB	<input type="checkbox"/>	X \$ 8.00 =	_____
TOP SIRLOIN	<input type="checkbox"/>	X \$ 7.50 =	_____
STUFFED SHRIMP	<input type="checkbox"/>	X \$ 8.50 =	_____
STUFFED SOLE	<input type="checkbox"/>	X \$ 7.50 =	_____

SEND ME A CHECK FOR THIS AMOUNT - - - - -TOTAL _____

Frank McKenna
 1848 S. Regina Cleri
 Tucson, Az. 85710



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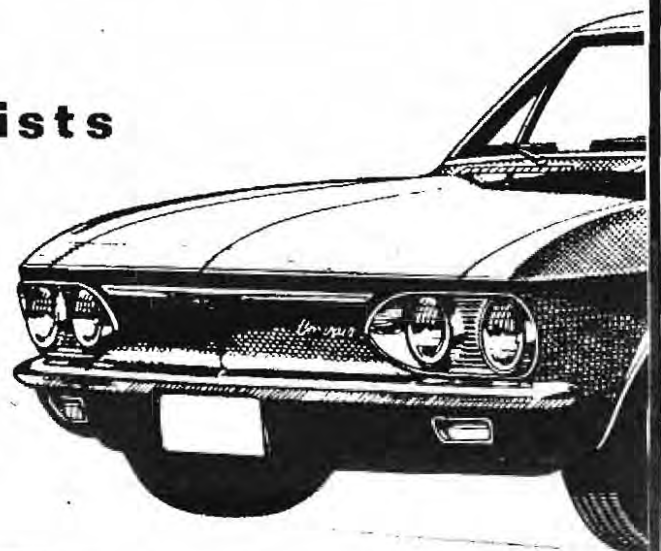
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100 plus Corvairs!!!



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TUCSON CORVAIR ASSOCIATION REGULAR MONTHLY MEETING

* THE TIME: 7:00. the 4th Wednesday of each month

* THE PLACE: Piccadilly Cafeteria, 6767 E. Broadway

Gather @ 6:30, eat @ 7:00 - You don't have to eat to attend.

COMING
EVENTS

Saturday, November 23: Malibu Grand Prix Mid-month Activity.
10am, 22nd and Alvernon. Discount on laps and
game room for TCA group.

December 14: TCA annual Christmas Party. 7pm til ????????!!
December 10th deadline for reservations. See
inside this issue for details. ACT NOW!!!!

CORVAIRSATION EDITOR
P. O. Box 50401
Tucson, Arizona 85703



FIRST CLASS MAIL



The Tucson Corvair Association is a chartered
chapter of the Corvair Society of America
(CORSA).