

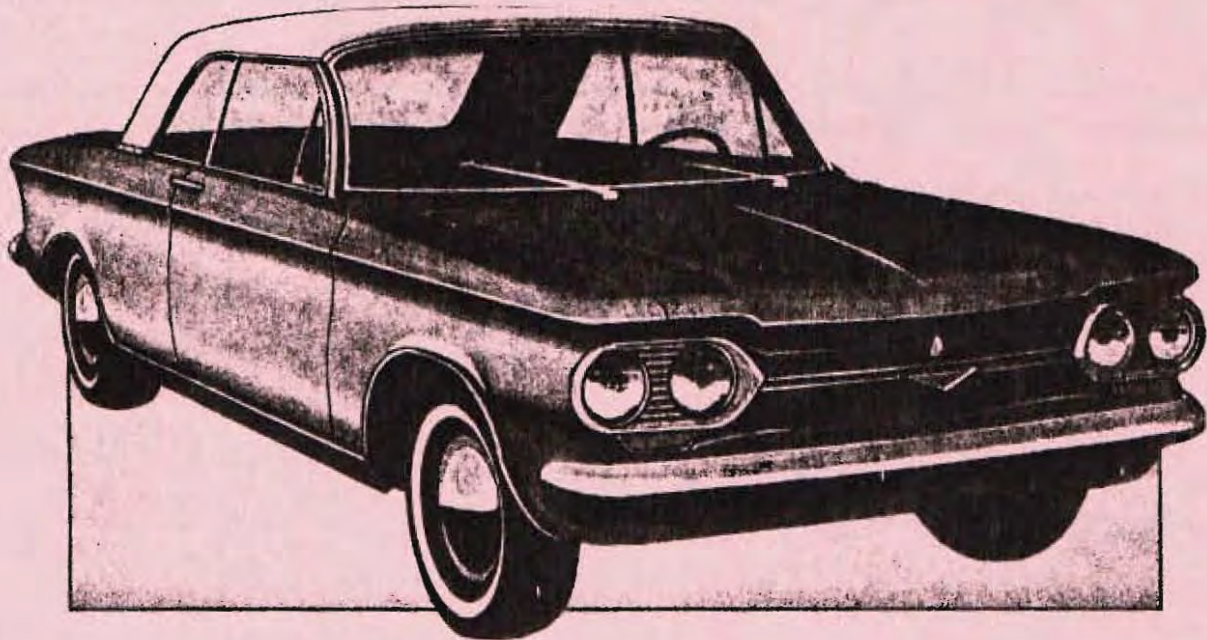
Corvairisation

TUCSON CORVAIR ASSOCIATION

TUCSON, ARIZONA

SEPTEMBER 1985

VOLUME 11 NUMBER 6



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TUCSON CORVAIR ASSOCIATION

CORVAIRSATION is a monthly publication of the TUCSON CORVAIR ASSOCIATION, which is dedicated to the preservation through 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 Communique, 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 would like to thank all those members who displayed their cars at Jim Click Nissan, on Saturday August 31st. It was great to see so many nice Corvairs in one place. The Club would like to have at least that many cars at the Casa Car Show in October. Also, congratulations to Frank McKenna who won the "Peoples Choice" award with his '64 Spyder convertible.

Our Concours Chairman still needs more judges for the April '86 Mini-convention in Phoenix. If you would like to be a judge or just help out with some of the other tasks involved, please contact Ed Sanford and let him know.

Mark

Membership dues now due
from the following. Dues
are \$10. and mailed to
the membership chairman.

Don Robinson
Dave Albani
Harry Ransom
Georgia Lewis
Alan Gray

Mark McKenna
Tom Erickson
Dave Martin
Barney Goodwin
Howard Wood

Address change:
Larry Dandridge
2635 N. Stone # 2
Tucson, AZ 85705

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, August 28, 1985.

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

New members and visitors were introduced and welcomed.

Mark McKenna discussed the Casa De Los Ninos Show, October 13th, and said that our club needs some more cars for the show. Lets get all the cars in - the more, the more fun we can have. Let's show off our Corvairs.

Mid month activity for Sept. 15th is Kitt Peak - Pot luck - Club will furnish soft drinks.

Sheri Roberts told about Bill Kellers Saturday Night Cruize. There were at least 300 oldies - some did not finish but there were many nice autos and she hopes more Corvairs will go out for the next one possibly in Sept..

Break

After break, Allan Attwood presented the slide presentation from Clark's. The colored slide program gave us an indepth tour of their interior manufacturing facilities. We were given the chance to look over samples of reproduction materials. Installation instructions for upholstery, headliners, door panels, padded dashes, and carpets were provided. Coupons for 5% discount were also provided.

Door prizes donated by Clark's, TCA and The Boys from Barneys were awarded. The winners were: Betty Chastain, Christine Howard, "Funny" Dave Baker, Mark McKenna, Vic Howard, Randy Nelson, Bob Rentchler and Chester Bockstedt.

It was announced that the 8th Annual C.H.V.A. Swap Meet and Show will be held on Oct. 19 and 20th. Sat. SWAP MEET and Sun. SWAP MEET & CAR SHOW. It will be held at the PIMA COMMUNITY COLLEGE - West campus - FREE admission.

Board of Directors meeting is Wed., Sept. 4 at 7:30 PM - Bobs Big Boy on Speedway and Swan. Remember, any member is welcome to attend.

Buy and Sell items discussed.

Gordan Cauble talked about the National Convention held in Houston which he attended the last of July.

Ed Sanford discussed the Mini Convention in Phoenix, which may be held in Chandler area this time, and announced that he has received the materials needed to get started on the judging training. He needs more judges. Please contact him if you are interested. We need a few more so sign up now.

A thank you was given to Ed Sanford for all his efforts and hard work giving us such a nice addition to our Corvairsation and new roster. A thank you was also given to Van Pershing and his helpers for giving us such a nice Corvairsation every month. We appreciate all the hard work that goes into putting out our newsletter. Thank you Ed and Van and everyone else who helps out.

Meeting adjourned at 9:20 PM.

Respectfully submitted,

Sheri

SWAP meet

OCTOBER 19 & 20

Sat.
7 - 5

8th Annual C.H.V.A. Swap Meet & Show

Sun.
Car Show

Sun.
7 - 3

PIMA COMMUNITY - WEST
South Parking lot

Additional info. call Bob 298-3528 or John 297-1019

I thought I would share this with everyone. On August 19th I had my 1966 Corvair painted by CITY PAINT and BODY. I feel that they did such a fine job that I would let you all know about them. They are located at 2509 West Lily - phone: 888-2010 - ask for Mark. Tell him I recommended them and that you are with the Corvair Club and I know that they will be able to help you out with any body damage you may have on your Corvair and give you a good estimate on any work and or paint it may need.

SRoberts

A REPORT ON THE SATURDAY NIGHT CRUZ - Aug. 24, 1985

There were at least 300 cars signed up for the Cruz. Some overheated and did not finish. There were some very "oldies", oldies (50's, 60's and 70's) and some 80's - some "super" nice, nice and some not so nice.

It started at the El Con Mall - went East on Broadway - North on Kolb - West on Speedway then East on Speedway to Monteray Village Plaza. We stayed in the right hand lane most of the time and only had to make one left turn. Everyone followed all traffic rules and signs.

Before and after the Cruz we had a chance to look at all the cars. It was like a huge Car Show and I believe everyone had a super time. I know I did.

I feel that Bill Keller did a fine job and I hope that the next one will be soon. I had heard that there might be another one sometime in Sept.. and if there is, I hope that you will go out for it. Even if you don't want to drive in the Cruz part, go on out and see all the cars. I know you will enjoy it.

SRoberts

If you own a typical Corvair with manual transmission, you've probably had occasional or continual trouble with shifting gears. If you've never driven a 4-speed Corvette or an old MG or Sprite in good condition, you might be quite satisfied with your Corvair's indifferent shifting. Or you may believe the popular notion that sloppy operation is inevitable with that long linkage and you just have to live with it.

Well, sloppy linkage in a rear engine car need not be a fact of life. By understanding the design, replacing a few worn parts, and making some simple adjustments, you can greatly improve your Corvair shifting. This article deals specifically with 1965-1969 cars, but the points discussed may be applied to other models as well.

First you need to get an idea of how the shift linkage works. You can start with the information in the shop manual, but the surest way is to put your car on jack stands, remove the two sheet metal panels along the bottom, and watch what happens underneath while a friend sits in the car and shifts through the gears. If you are having linkage problems, you may readily see some of them in this underside inspection, but others may not be so apparent.

The sketch here shows the critical parts with identifying letters so you can see which part I'm talking about. Here are some of the common problem areas:

1. Bushings (F) are loose or missing so the inside shift tube (I) can move excessively within the main shift tube (G). Almost all Corvairs will have this problem.
2. Bent shift tubes (G and I) due to past encounters of the car bottom with stumps or boulders.
3. Shifter (B and E) is insufficiently lubricated and dirty.
4. Shifter (B and D) is bolted too tight or too loose to the car floor.
5. Coupling assembly (Q) holes are worn too large.
6. Connecting pin (P) worn too loose, or has been replaced with a smaller pin or bolt.
7. Rubber insert in coupling assembly has deteriorated to let excess rotation occur.
8. Coupling assembly is not lined up with transmission selector shaft (R).
9. Stabilizing rod (M) is too loose or is misaligned.

If you don't want your car sitting up on jack stands any longer than necessary, you may as well buy some parts before you begin your inspection. I suggest you obtain the following new parts:

- | | |
|--|----------|
| 2 (F) plastic bushings (see note below) | #3869452 |
| 2 (K) rubber grommets (old ones may be OK) | #3910700 |
| 1 (Q) coupling assembly (may be repaired) | #3859294 |
| 1 (P) coupler pin (get 2 or 3 for spares) | #3827306 |
| 1 (Y) boot assembly | #3869808 |
| 1 (X) boot | #3869806 |
| 1 (Z) boot | #3953568 |
| 1 (AA) boot | #6256998 |

A note on the plastic bushings: I'm not a salesman but I highly recommend Clark's Corvair Parts' shift bushing kit which sells for about \$5.50. You get two bronze bushings, screws to install them and excellent instructions. You'll need a round file; an electric drill, a 1/8" and 11/64" drill bits and some fine sandpaper; a tap for the

SHIFT LINKAGE REPAIR

screw holes would be helpful, but it's not required. You have to drill and tap (using a tap or the self threading screws Clark provides) a set of holes in each end of the outer shift tube (G) and fit the bushing to the size of the inner shift tube (I) so it slides in them smoothly. It does take some time and effort to get a good fit, but the results are well worthwhile. You could use new plastic bushing from Chevrolet and save a lot of time, but they will pop out sooner or later and you'll be back where you started. Clark also sells all the other GM parts you need, including new shift tubes (G and I) if you've some extra bucks to spend.

A note on the coupling assembly (Q): You may want to get a new one and try to repair the old one later for a spare. If the rubber insert is good, repair the worn holes by brazing or welding them full of metal. Use a wet rag to keep from cooking the rubber insert. Grind or file off excess metal, then drill a new hole where the old hole was. Make it just a bit larger than the new connecting pin (P) you bought for a spare. Do NOT attempt to drill out the hole in the transmission selector shaft (R) to take a larger pin or bolt; the shaft is hard, tempered steel.

All right, by now you have figured out how the shift mechanism operates, you've solved the bushing problem one way or another, you have the necessary new parts, and you've cleaned and lubricated moving parts as needed. It's now time for assembly and alignment.

Install the new boot (Y) on the large shifter tube (G), stretching it to go over the support bracket (J). Install the inside tube (I), plastic liner (H) and outer tube (G) together. Install boot (X). Install the coupling assembly (Q) with the clamp (U) moderately tight. Install rod (M), grommets (K), washer (L) and nut (N) to the tube bracket (J). Tighten only enough to compress the grommets slightly. Insert the other end of the rod (M) into the bracket (O) which is bolted to the transmission crossmember. Put the second nut (N) on loosely. Now go to the front and fasten the assembly (D) to the shifter base (B) being careful to position any spacers (C) that are present. This is a good time for your helpful friend to hold the shift lever steady from above while you line up the parts and tighten the nuts.

When tightening the shifter assembly, the idea is to get it tight enough so the lever (A) doesn't move appreciably as you're shifting gears, but not so tight that the assembly is prevented from sliding a bit when the engine and transaxle move slightly on their flexible mounts.

Now go to the back and connect the coupling assembly (Q) to the transmission selector shaft (I) with the pin (P). Tighten things up snugly and head up to the driver's seat to try moving the shift lever to engage all gears. Leave the lever in its most forward position: first gear in a 4-speed, reverse in a 3-speed.

Back underneath, pull out the pin (P) so you can move the coupling assembly forward from the selector shaft. When the pin is out, does the coupling still sit in alignment with the shaft, or does it hang too low or too far to one side? If it isn't aligned, loosen the bolts holding the bracket (O) to the crossmember; also loosen the nut holding the stabilizing rod to the bracket. The holes in the bracket are slotted and allow considerable movement for adjustment. If the shift tube hangs too low and you can't compensate for it by moving the bracket around, try putting a metal shim under the rear edge of the bracket to change its angle when it's bolted tight. When the coupling assembly and the shaft are aligned, tighten everything securely, then move the coupling back over the shaft and insert the pin. Don't forget a washer and cotter pin to hold everything together.

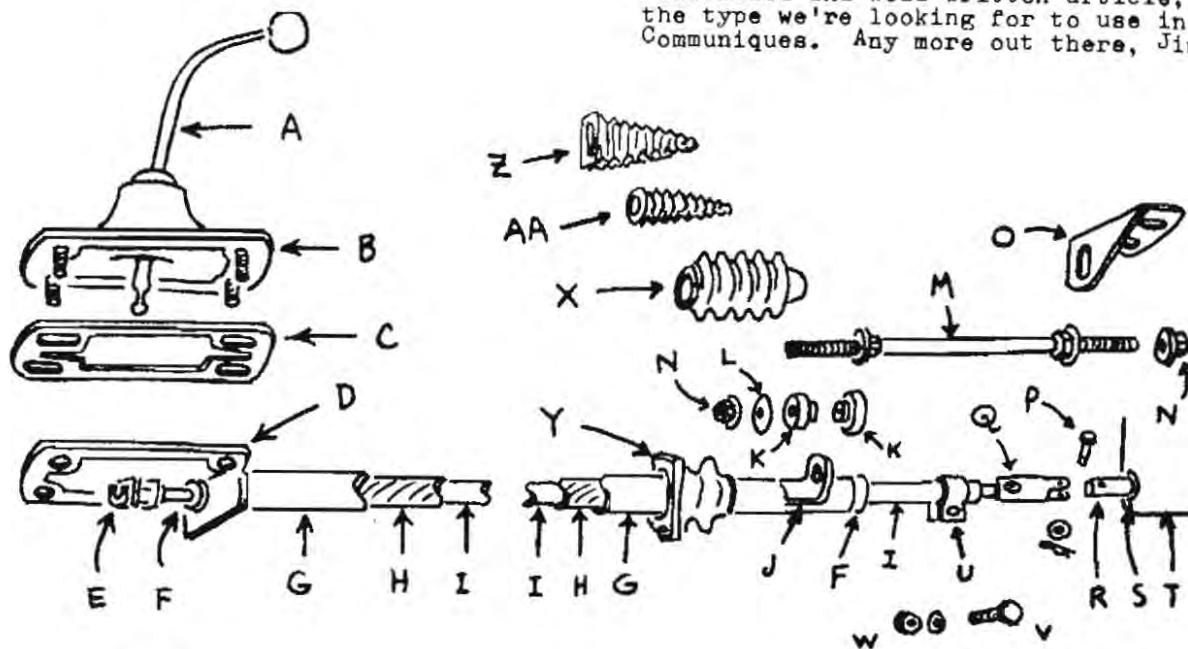
Now you can set the position of the shift lever forward or backward to suit your height. Loosen clamp (U), go up top and move the lever forward or backwards as needed, and tighten. The "normal" lever position is more or less vertical at the floor when in neutral, but the angle can be changed quite a bit to suit you.

You might ask your long suffering friend to run through the gears again while you check underneath for any signs of looseness or binding. Button up those two bottom sheet metal panels and go for a test drive.

If everything went well, you can expect: the shift lever should only have a fraction of an inch free play in any direction when in any gear. It should move easily left to right across the neutral slot. It should move easily and positively from one gear through neutral into the next gear. Total lever movement when shifting should be considerably less than it was before. Finally, the driving "feel" of the transmission should be as good as on any car you've ever driven, Hurst shifters possibly excepted.

Now that you can feel what your transmission and engine are doing, you can learn how to double-clutch....but that's a topic for a future article.

What you've just read has been written by Jim Pittman of Albuquerque, New Mexico and a member of Corvairs of New Mexico. A well researched and well written article, exactly the type we're looking for to use in the Communiques. Any more out there, Jim?



More on shift linkage repair

The tech article in January concerning shift linkage was pretty good, but not complete. Referring to the excellent drawing by Jim Pittman, the shifter base (B) should be disassembled by clamping it upside down in a vice and using a handy size length of 3/4" or 1" conduit to compress the spring and a screwdriver to push the locking tab around. This usually takes three hands. Once apart, reclamp the base in the vice and gently drive out the two pins that the shift lever pivots on. Either replace the pins or simply turn them around.

I would strongly recommend using a graphite grease when putting the shifter and the shifter tube back together. The tube needs some type of lube, but common grease or oil will tend to thicken in the tube. A spray can of undercoating to spray the inside of the tunnel is also a good idea. Tom Zimmerman, 40 Dolmar St., Rochester, N.Y.

A very common problem for shifters is that the pin that the shift lever (A) pivots on is very soft and wears flat. By driving out the pin and turning it 90°, you tighten it greatly. Jon Weeks, 26 Highland Ave., Apr. 8, Franklin, NH 03235.

Vairo 'n Spares

FOR SALE: 64 MONZA 4door,
interior & exterior need work,
Runs great, 110HP motor/4-speed,
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Alan Gray 795-2639.

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FOR SALE: '64 Monza 4-door
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FOR SALE: '64 Greenbrier w/
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\$600 OBO
Call Gary 622-0478

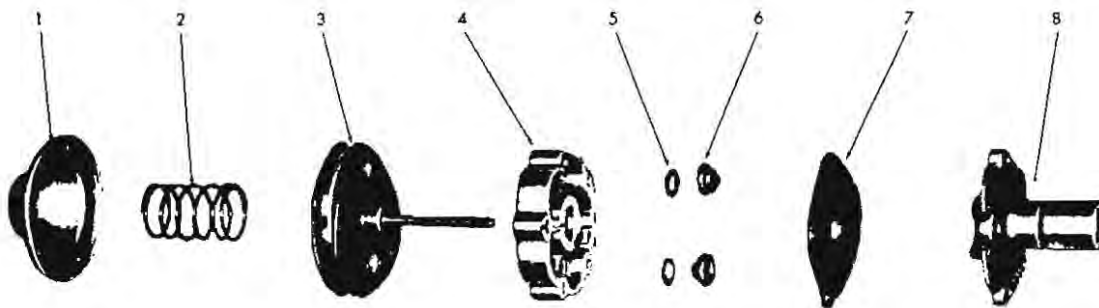
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- 1 Cover
- 2 Spring
- 3 Diaphragm and body assembly
- 4 Lower body

- 5 Valve gasket
- 6 Valve
- 7 Pulsator diaphragm
- 8 Pulsator cover

Fuel pump, exploded view

JIM CLICK NISSAN SHOW

AUGUST 31st

We had 16 Corvairs and the Model "T" Club had 8 cars participate in the show.

No one in the either club won the '67 Corvair.

There were free hot dogs and pop for everyone who participated - thank you Jim Click Nissan.

PEOPLES CHOICE WINNER: Our very own FRANK MCKENNA
2nd place: Chuck Molander '1928 Ford Model "T" 2 dr sdn
3rd place: Sheri Roberts

CONGRATULATIONS FRANK!!!!!!!!!!!!!! LUCKY SEVEN

ALSO, A big thank you to you Frank for donating \$50.00 from your winnings to the Corvair treasury.

Thank you also goes to all of you who brought your Corvairs and to those from the Model "T" Club. We didn't have a real good turn out on lookers but all in all it was a nice show of some very nice cars.

Thank you JIM CLICK NISSAN for asking our club to participate - we all enjoyed it - perhaps next time we will have an even better show.

Just a note of interest..The young man who won the '67 had just gone out - same day - and bought an old clunker and just got home when he was called about winning the '67. (wonder which one he will keep???)

TREASURER'S REPORT

- Alan Atwood

Balance, August 1, 1985.....\$767.57

Income:

Dues.....	\$70.00
Corvairsation ads.....	35.50
Raffle tickets.....	46.00
Merchandise sales.....	20.75
Aluminum cans.....	20.48
TCA copy service.....	23.40
Donation.....	50.00

Total Income.....266.13

Expenses:

Corvairsation.....	114.36
Merchandise.....	31.67

Total Expenses.....146.03

Balance, September 1, 1985.....\$887.67

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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

15 Sep: KITT PEAK TOUR and POTLUCK. Meet @ Bosa Donuts
Ajo Way & Mission Rd @ 8:00 am - leave @ 8:30 am
Better bring a jacket!!

13 Oct: Casa de los Ninos Car Show

Other Clubs' Events:

5 Oct: SASCC 1st Saturday Rally - Call Carl Broberg 297-3934

19-20 Oct: CHVA Old Cars Swap Meet & Show - Pima College West Campus
Call John @ 297-1019

20 Oct: SSCC Slalom: Ft Huachuca - Call Chuck Kelley @ 1-458-2685

1-3 Nov: 8th Annual Great Western Fan Belt Toss & Swap Meet
Palm Sprins - Call Alan Atwood @ 888-4433

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P. O. Box 50401
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FIRST CLASS MAIL



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

