

Corvairisation

TUCSON CORVAIR ASSOCIATION
VOLUME 12 NUMBER 2

TUCSON, ARIZONA
MAY 1986



Corvair Monza GT coupe is one of most radical dream cars GM has ever displayed yet, according to Cahier, it's satisfactory street machine. GT has 200-hp engine mounted forward of final drive assembly, weighs only 1200 lbs. 0-60 time is reputed to be less than six seconds! Left—Headlights retract into tapered nose. Right—Entire aft-section of body raises for access to engine compartment while mid-section lifts for cockpit entry and exit. Right below—Head rests, stick shift.



TUCSON CORVAIR ASSOCIATION

CORVAIRSATION is a monthly publication of the TUCSON CORVAIR ASSOCIATION, which is dedicated to the reservation of the Corvaair model of the Chevrolet Motor Division. The Tucson Corvaair Association is a chartered member of the CORVAIR SOCIETY OF AMERICA (CORSA).

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

MEMBERSHIP DUES are \$10 per year and are payable to the TUCSON CORVAIR ASSOCIATION through the Membership Chairman.

CORSA MEMBERSHIP DUES are \$22 per year and include a subscription to the CORSA Communique, a monthly publication. See a TCA Officer for a membership application.

CLASSIFIED ADS are FREE to all TCA members and are \$1.00 per line to others. The deadline for materials submitted for publication is the 10th of the month for that month's issue. Mail or deliver all materials to the Corvaision Editor.

BUSINESS MAILING ADDRESS: P.O. Box 50401, Tucson, Arizona 85703

WHEELS & SPOKES

PRESIDENT

Don Robinson
2044 W Shalimar Way
Tucson AZ 85704
(602) 297-1356

VICE-PRESIDENT

Ernie Alloy
3434 E 5th Street
Tucson AZ 85716
(602) 327-3121

TREASURER

Alan Atwood
4287 N. Limberlost Place
Tucson AZ 85705
(602) 888-4433

RECORDING SECRETARY

Beverly Baker
7041 Arrowhead Drive
Tucson AZ 85715
(602) 296-1392

MEMBERSHIP CHAIRMAN

Carole Sanford
1710 S. Ceylon Place
Tucson AZ 85748
(602) 885-9214

LIBRARIAN

Dave Baker
7041 Arrowhead Drive
Tucson AZ 85715
(602) 296-1392

BOARD MEMBER AT LARGE

Allen Elvick
4201 S Preston
Tucson AZ 85746
(602) 883-4337

CORVAIRSATION EDITOR

Van Pershing
4842 W. Paseo de las Colinas
Tucson AZ 85745
(602) 743-9185

BOARD OF DIRECTORS

Current TCA Officer,
Mark McKenna, Bob Gay,
Carole Sanford, and the
Corvaision Editor.

From the President _____

I hope you are getting excited about this Month's activity. It's been a long time since our last tune-up clinic, so it's probably time to give your Corvair a tweek again.

The engine tune-up crew consists of Mark McKenna, Mike Hayden and Ed Sanford. Allen Elvick will be available to help you check safety items on your vehicle. Van Pershing will provide a short critique on early model rear wheel bearings and rear suspensions. Alan Atwood will present an expose' on how to check your Corvair electrical/charging system to determine its condition and/or isolate defective components (battery, regulator, generator/alternator).

Bring your family, Corvair and picnic to Jesse Owens Park May 24th; we'll be there at 1:00 pm.

Your vote counted! People listened! As you probably know by now, the bill repealing the "casual resale" tax on used cars was signed by Gov. Babbitt. All of the petitions we circulated and signed help get the job done.

Don Robinson

NON-MEMBERS:

We would like to join the Tucson Corvair Association. We will send you three complimentary issues of the Corvairation and welcome you to all of our activities. This is a great chance to get to know us. No matter what your Corvair interests are, you'll find a lot of good folks with similar interests in the Tucson Corvair Association. If you decide to join us, the dues are \$10.00 per year.

CORVAIRS 14

PRESENT 34

The regular monthly meeting of the Tucson Corvair Association was called to order at 7:45 PM by President Don Robinson at The Picadilly Cafeteria at 6767 E. Broadway, Tucson, Arizona on Wednesday, April 23, 1986.

The minutes of the previous meeting were approved as amended by adding the name of Peter Moga as a new member and deleting Cecil Alex as being gone for the summer.

Ed Sanford displayed the plaque that was given to the Tucson Corvair Association in appreciation for the judging done at the Mini Convention in Tempe and added Larry Dandridge to the list of judges.

It was announced that a new location is being sought to hold the forthcoming Tech Session and Picnic to be held on May 24, 1986.

Christopher Cunningham, who was the original treasurer of the TCA, rejoined the club and Donald Gutierrez was a guest.

Under new business, a new merchandizing chairperson is needed.

During the break, raffle tickets were sold and aluminium cans were weighed.

The license plate winner was Fred Zimmerman, who had driven his Corvair to a meeting in April of 1985. The door prizes were won by Barry Cunningham, Betty Chastain, two by Dave Baker and also two by Curt Britton.

Under Technical Problems, Don Robinson told of the need to bleed brakes periodically.

A discussion followed regarding the attendance at the Concourses and what changes should be made to attract more participants.

The meeting was adjourned at 8:55.

Respectfully submitted,



PLASTIC FAN STORY

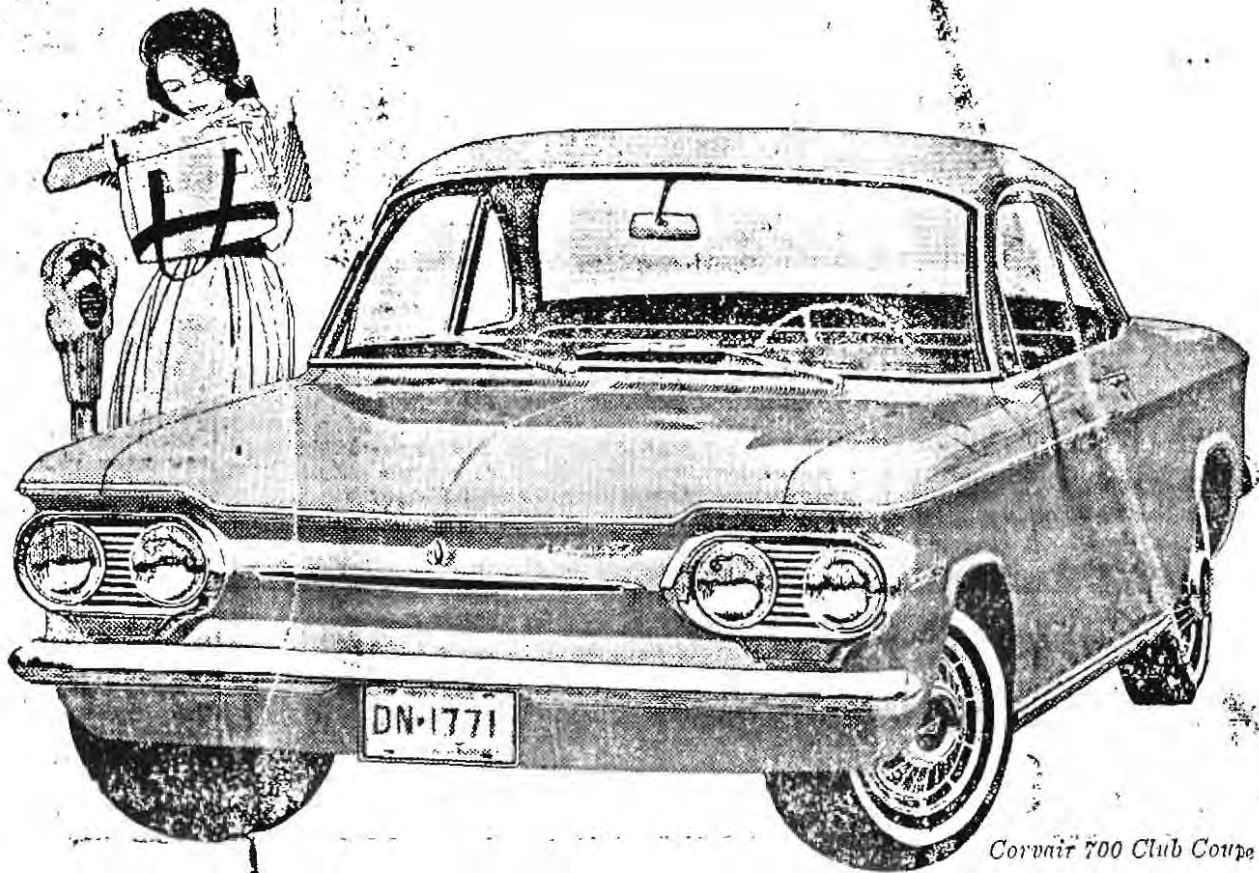
Van Pershing

In the early 70's when I was a student at Arizona State (Tempe Normal), Bob Benzinger (retired chief engine engineer for Chevrolet Motor Division) was my advisor as well as an instructor in many of the classes in my course of study. One of the classes required was called Materials Applications in which we learned all about where to use the right materials and where not to use the right materials. We covered metals, rubber compounds and, you guessed it, plastics. It seems that Mr. Benzinger had a favorite "where not to use" story when it came to plastics. It had to do with the application of a fan on a certain Chevrolet engine - you guessed it (my, but you're quick today), our beloved Corvair!

As you may remember, last month we ran an illustration from Bill Fisher's How to Hot Rod Corvair Engines where you may remember a little paragraph about plastic fans. The one they came up with was just like the magnesium fan used on the late models only it was molded of nylon. It was light, it was durable and it was cheap to make. It was a great idea.

It seems that they built the molds and started cranking out parts. One of the engineers was driving a Corvair at the time so they installed said nylon fan on his car and away he went. One cold, chilly night when the moon was shining bright our engineer friend was tooling along and began to cough violently; his eyes began to water and he felt himself choking. He could not continue his journey it was so bad.

Well, what does all this have to do with plastic fans?, we asked Professor Bob. It turns out that when the generator is putting a good charge on the battery, tiny droplets of sulfuric acid come out the little vent holes in the batter cap and are sucked in by the fan, of course. The little droplets on the surface of the nylon fan create a highly toxic and noxious gas. And since it was a chilly night, the heater was going full blast pumping all of the fumes into the passenger's compartment. The fan was immediately pulled off the production lines and was never seen again by the Corvair public. It's too bad they didn't try some other plastic besides nylon. We all might have brittle plastic fans to replace!



Corvair 700 Club Coupe

The hardest part about parking a Corvair is finding a nickel

That may be a slight overstatement, but such jauntiness comes easily when you're a Corvair owner.

And you can usually back it up—as easily as you can back up a Corvair. You'll find yourself doing that occasionally, if only to adjust the brakes—they're self-adjusting. That's all there is to it, and that's a good example of how delightfully easy Corvair is to own, drive and maintain.

But since we began by talking about driving, let's stick with that awhile. A large factor in the fun of driving a Corvair is the location of its engine in

the rear. Why the rear? It gives Corvair extra traction on any road surface. It provides a nearly flat floor for more useable interior space. Best of all, it produces steering so light, so responsive, you wonder why no other American-made car thought of it.

Corvair's engine is also air cooled, we might add, which means there's no anti-freeze or water for you to add. Ever.

All that pleasure from something so practical almost makes you think Corvair is unique among American cars. Which isn't surprising, because it is!



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(FROM A 1963 PENNSYLVANIA NEWSPAPER)

OUT OF SIGHT

Remember the arc welder story. Forget it! It was just a story and that is all. This tale has been reported circulating eye clinics for a couple of years just for entertainment.

Several doctors have rendered the story as untrue and at least one contact lense practitioner has theorized energy concentration at the eye from the arc is too low to dry the fluid between the eye and the lens.

So use normal eye protection when welding but forget the contact lense story. I apologize for helping spread this rumor.

Don Robinson

Late Model Shocks

Tech Tip

K-mart has Bosch W8AC spark plugs which are direct replacements for our favorites (and hard to find) the AC44FF. They also replace L86C Champions and NGK B6H & B5H. They should work real well. They come in packs of four for just under \$5. Thanks to Carl "Eagle Eye" Briggs for this tip.

from Vair Views
Show Me Corvair Club

Front:

Delco #550-7-22047004
Radial tuned, heavy duty
gas cushioned and EXACT
FIT.

Sears #93473
Heavy Duty radial tuned
Need to press old pin into
new shock or drill frame to
accept larger bolt.

Rear:

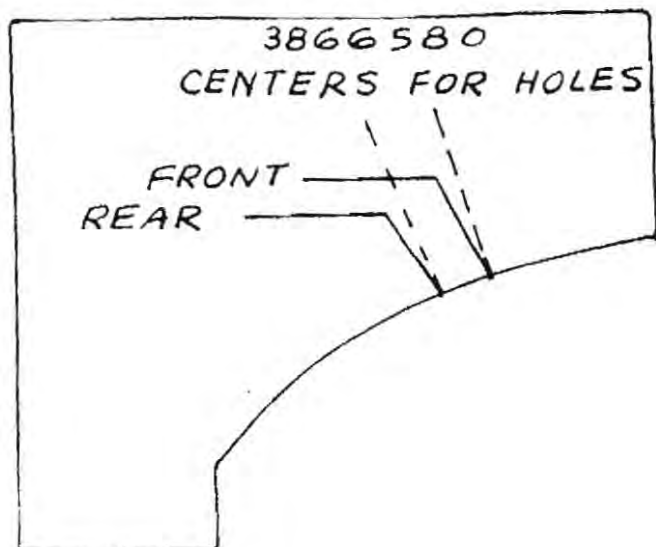
Sears #93637
Heavy Duty radial tuned
Press old pin out and install in
new shock.

-o0o-

Bob Kissner

TEMPLATE FOR MOUNTING
LATE MODEL BUMPER GUARDS
by Francis Boydston

The template reproduced here is intended to help you drill mounting holes in your front and rear bumpers to bolt on bumper guards at exactly the right location. See the G.M. instructions reproduced elsewhere in the Newsletter.



FRONT & REAR BUMPER GUARD INSTRUCTION SHEET
CORVAIR

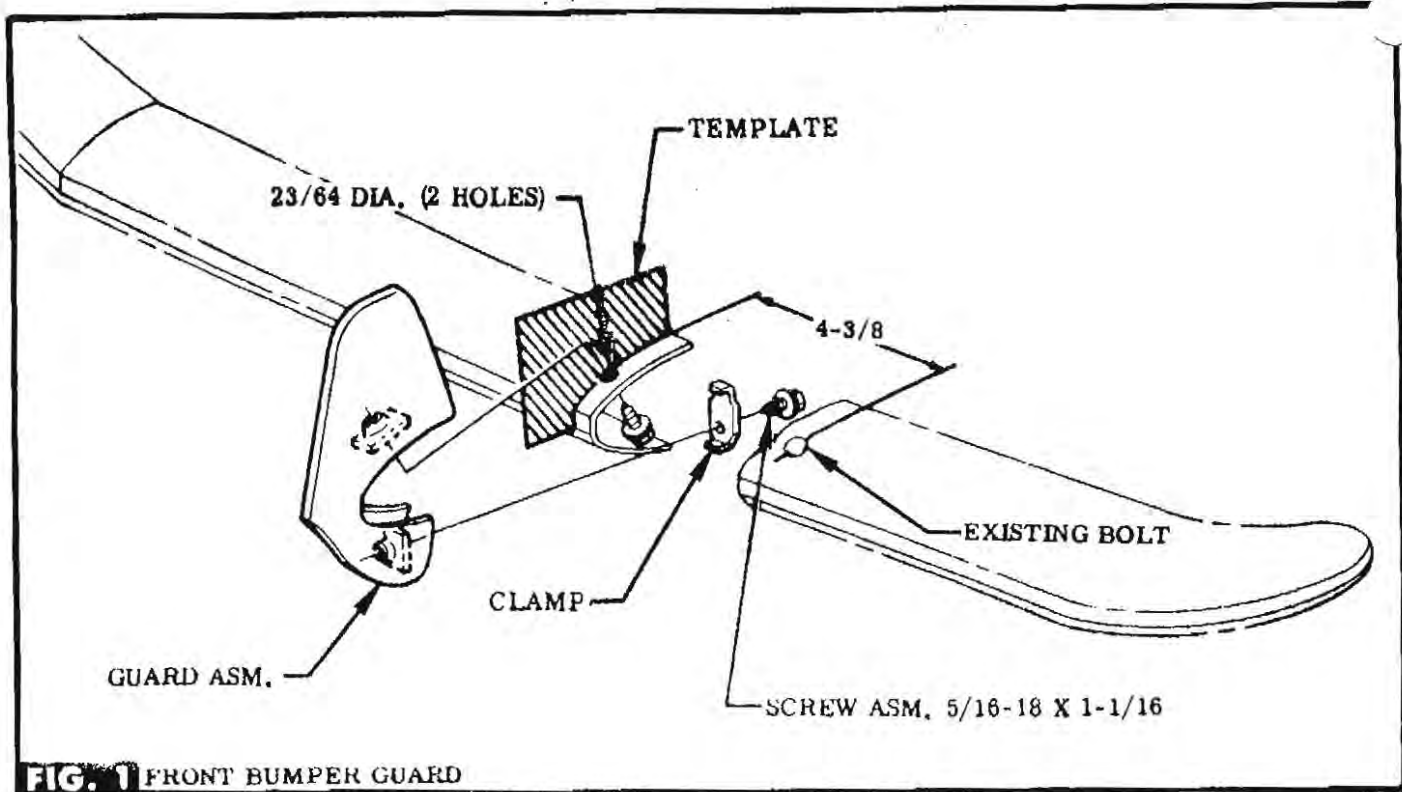


FIG. 1 FRONT BUMPER GUARD

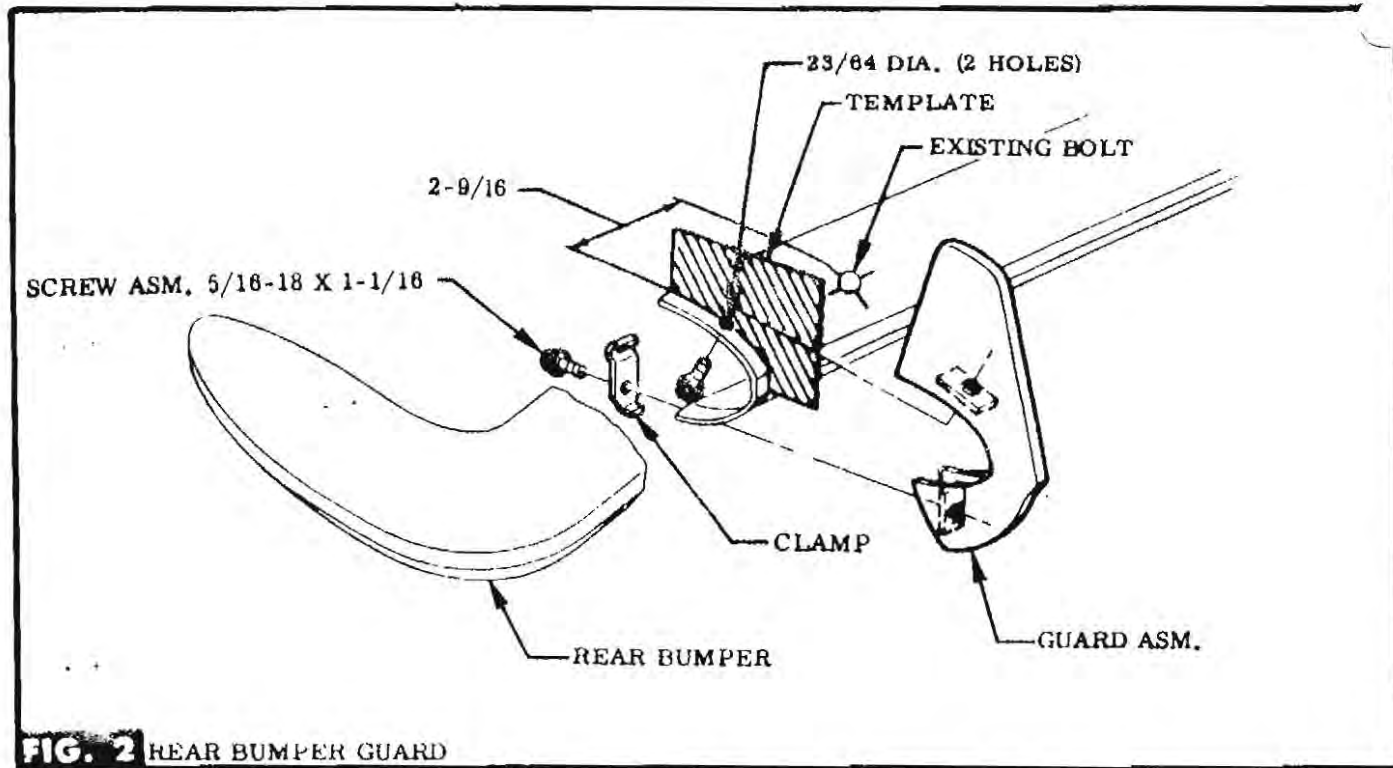


FIG. 2 REAR BUMPER GUARD

STEP 1 USING TEMPLATE, LOCATE, CENTER-PUNCH & DRILL HOLES IN BUMPER. SEE FIG. 1 OR FIG. 2.

STEP 2 ASSEMBLE GUARD ASM. TO BUMPER

WITH ATTACHING PARTS. PROGRESSIVELY TIGHTEN UNTIL BEST FIT IS OBTAINED. SEE FIG. 1 OR FIG. 2.

Vairs 'n Spares

FOR SALE: '64 MONZA Coupe, Good running engine. 110 HP automatic transmission. Body needs work. Leave message at 327-4718.

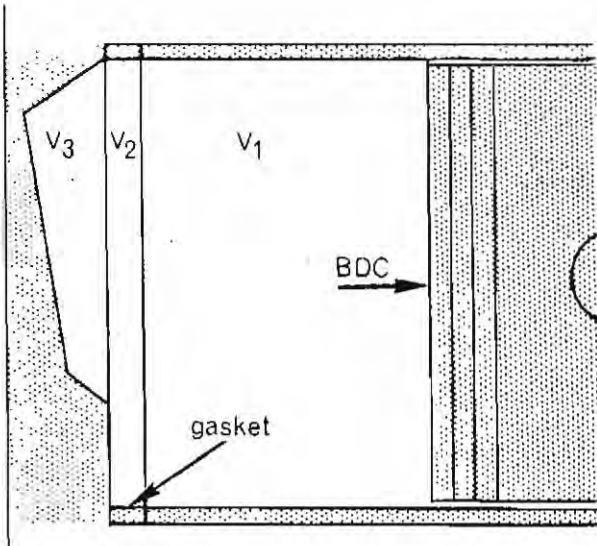
FOR SALE: TUNE-UP PARTS for 1960 and early 1961. See the Merchandise Chairperson, Cathy McKenna at the next meeting.

FOR SALE: ESPECIALLY for the do-it-yourselfers: tune-up kits, distributor caps, wrapped fan belts, air filters & oil filters; also viton O-rings, trunk and engine lid weather strips; plus many other Corvair parts. 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. Call Alan Gray @ 795-2639.

FOR SALE: '61 LAKEWOOD, 110HP/Automatic, alternator, Bright Yellow paint, brown/tan velor/vinyl interior w/ cut pile carpet, 3-prog wire wheel covers, radials, good looking inside & out. Was 4-speed-have most of the parts to change it back. \$2100 or OFFER! Call Van @ 743-9185 (home) or 799-4012 (office).

WANTED: MECHANDISE CHAIRPERSON for ICA. Call Don Robinson @ 297-1356.



COMPUTING COMPRESSION RATIOS

These sketches and formulae show you how to compute compression ratios. Measuring the volumes of cylinder and gasket is easily accomplished by caliper or micrometer — or by knowing the bore and stroke. Measuring combustion-chamber volumes is more involved. A beaker or burette graduated in cubic centimeters is used because ounce graduations are not small enough to obtain the accuracy which is needed. (One ounce is 30 cc's!) The cylinder heads are levelled, plugs screwed in, and valves lightly coated with grease and dropped into place. Water can be used for making volume measurements provided the heads, valves and guides are blown free of the water afterwards. Oil can also be used, but it is messy. If solvent is used, then the valves should be installed with springs to insure a seal. Fill each chamber level with the gasket-register surface and note the amount required. This measurement, shown as V_3 in the sketches and formulae, is used to compute the actual compression ratio. In reworking heads, it is not unusual to make this measurement several times, making modifications between measurements to get the desired ratio.

Modelling clay can also be used for combustion-chamber-volume measurements. With the valves in place and a flat-nosed dummy plug screwed in, the chamber and valves are wiped with a light coat of oil or Vaseline. Clay is pressed into the chamber and a straight edge used to level it with the gasket-register surface. The lump is then extracted and dropped into a cc'd beaker partially filled with water. The volume increase measured is V_3 or combustion-chamber volume.

NOTE: Cubic inches are converted to cubic centimeters by the following formula: Cubic inches X 16.4 = Cubic Centimeters

Average volume of an installed and compressed Corvair stock head gasket is 5.4 cubic centimeters. The OPTO PARTS big-bore gasket for 61-64 models measures 5.7 cc. Compute the volume of other than stock gaskets by using the following formula (all dimensions in inches):

$$(\text{Gasket I. D.})^2 \times 0.7854 \times \text{Thickness} \times 16.4 = \text{Volume in cc's}$$

- V_1 Cylinder volume, assuming piston comes level with top of cylinder at TDC
- V_2 Gasket volume
- V_3 Combustion-chamber volume with valves and plug installed

Compression ratio is calculated as follows:

$$\frac{V_1 + V_2 + V_3}{V_2 + V_3} = \text{Compression Ratio}$$

Keep in mind the relation of cylinder displacement to compression ratio. Anything you do to increase V_1 automatically increases the c. r. If you plan to rework your cylinder heads now and later bore or stroke the engine, then use the ultimate displacement to determine the volume of the head chambers now so as to avoid reworking the heads twice. A 170 cu. in. Corvair needs a 49 cc chamber for 9.5:1; a 176 cu. in. engine needs a 51 cc chamber for 9.5:1.

TREASURER'S REPORT

Balance April 1, 1986.....\$490.17

Income

Dues.....100.00
 Corvairsation ads.....75.00
 Raffle tickets.....33.00
 Merchandise sales.....107.50
 Aluminum cans.....27.30
 Copy service.....54.12
 Miscellaneous.....13.17

Total Income.....\$410.09

Expenses

Corvairsation.....44.20
 Miscellaneous.....13.17

Total Expenses.....\$57.37

Balance May 1, 1986.....\$842.89

Alan Atwood



Jerry Bishop

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TUCSON CORVAIR ASSOCIATION REGULAR MONTHLY MEETING

FOURTH WEDNESDAY of each month.
Piccadilly Cafeteria, 6767 E. Broadway, Tucson

6:30 pm: Parking Lot Bull Session
7:00 pm: Dinner (Optional)
7:40 pm: Meeting Starts

COMING EVENTS

*
* TUNE-UP CLINIC & PICNIC *
* MAY 24, 1986 *
* 1:00 PM *
* JESSE OWENS PARK *
* 400 S. SARNOFF DR. *
*
* BRING YOUR PICNIC AND YOUR CORVAIR WITH TUNE-UP PARTS *
*
* TCA IS PROVIDING ICE COLD SODAS *
*

CORVAIRISATION EDITOR
P.O. Box 50401
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