

Controversiation

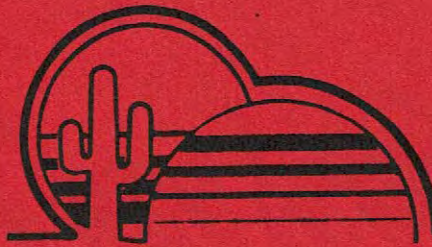
TUCSON CORVAIR
VOLUME 14

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TUCSON, ARIZONA

DECEMBER 1988





TUCSON CORVAIR ASSOCIATION

CORVAIRSATION is a monthly publication of the TUCSON CORVAIR ASSOCIATION, which is dedicated to the preservation 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 MEETINGS are held on the fourth Wednesday of each month except December. One technical/social event is planned for every 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 \$25 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 a TCA Members and \$1.00 per line to all 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 Corvairstation Editor. Articles are welcome for publication.

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Current TCA Officers, Al Rivas, Vic Howard and the Corvairstation Editor.



NON-MEMBERS:

We would like to invite you to join the Tucson Corvaair Association. We will send you three complimentary issues of the Corvairstation and welcome you to attend all of our activities. This is a great chance to get to know us. No matter what your Corvaair interests are, you'll find lots of good folks with similar interests in the Tucson Corvaair Association. If you decide to join us, the dues are only \$10 per year.

From the President.....

Here it is the end of another year! I'm already looking forward to January.

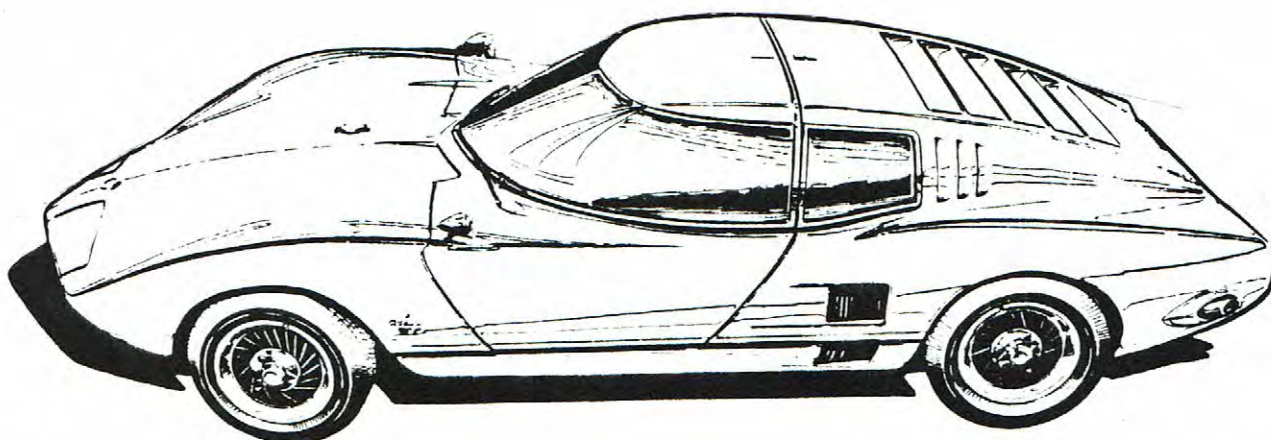
It's time now to save those aluminum cans for a big can drive at the January meeting. If each of us bring about 10 pounds of aluminum cans to the next meeting, that will mean about \$200 for the club treasury.

Also in January we will have new golf shirts to sell and the new CORSA rosters are here. Late model window fuzzies will be on sale at bargain prices.

January's mid-month activity will be a tour of the Rodeo Parade Museum on January 14, 1989. That's a Saturday, so mark your calendars now. Del Light is our host and event chairman; come and enjoy this rodeo memorabilia. We will meet at the Roundup (1527 E. Benson Hwy) for breakfast at 9:00 am. Then we'll tour down to the Rodeo Parade Museum (4825 South 6th Ave) at 10:00 am. The big hat is optional!!

Here's wishing you and your family a Happy Holiday!

Don Robinson



The regular monthly meeting of the Tucson Corvair Association was called to order by President Don Robinson at 7:45 PM on November 23, 1988 at the Picadilly Cafeteria, 6767 E. Broadway, Tucson, Arizona.

Guests were introduced, John Chastain, son of Don and Betty Chastain; Christine, daughter of Vic and Ingrid Howard; and Del Light, a member, visiting from Spokane, WA.

The minutes of the previous meeting were approved as printed in the Corvairsation.

Under old business, the deadline for making reservations to the Christmas party has been extended to December 10th. It was suggested that we make a cutaway display as a club project.

No new business was brought up.

After the break, the drawing was held, Ronald Quarantino won the License plate prize with number HV1747; Mack Post won two prizes and other winners were Milt Evans, Alan Atwood, and Ron Allen.

A tech session followed and for sale items announced.

The meeting adjourned at 9:00 PM.

Respectfully submitted,



Merry Christmas

from

Tucson Corvairs



**JANUARY MID-MONTH EVENT
RODEO PARADE EQUIPMENT
TOUR**

JANUARY 14, 1989

Breakfast at the Roundup
1527 E. Bensen Highway
(optional)

9:00 AM

Tour at the Museum
4825 South 6th Ave.
(Old Rodeo Grounds)

10:00 AM

Question?

Del Light

883-6794

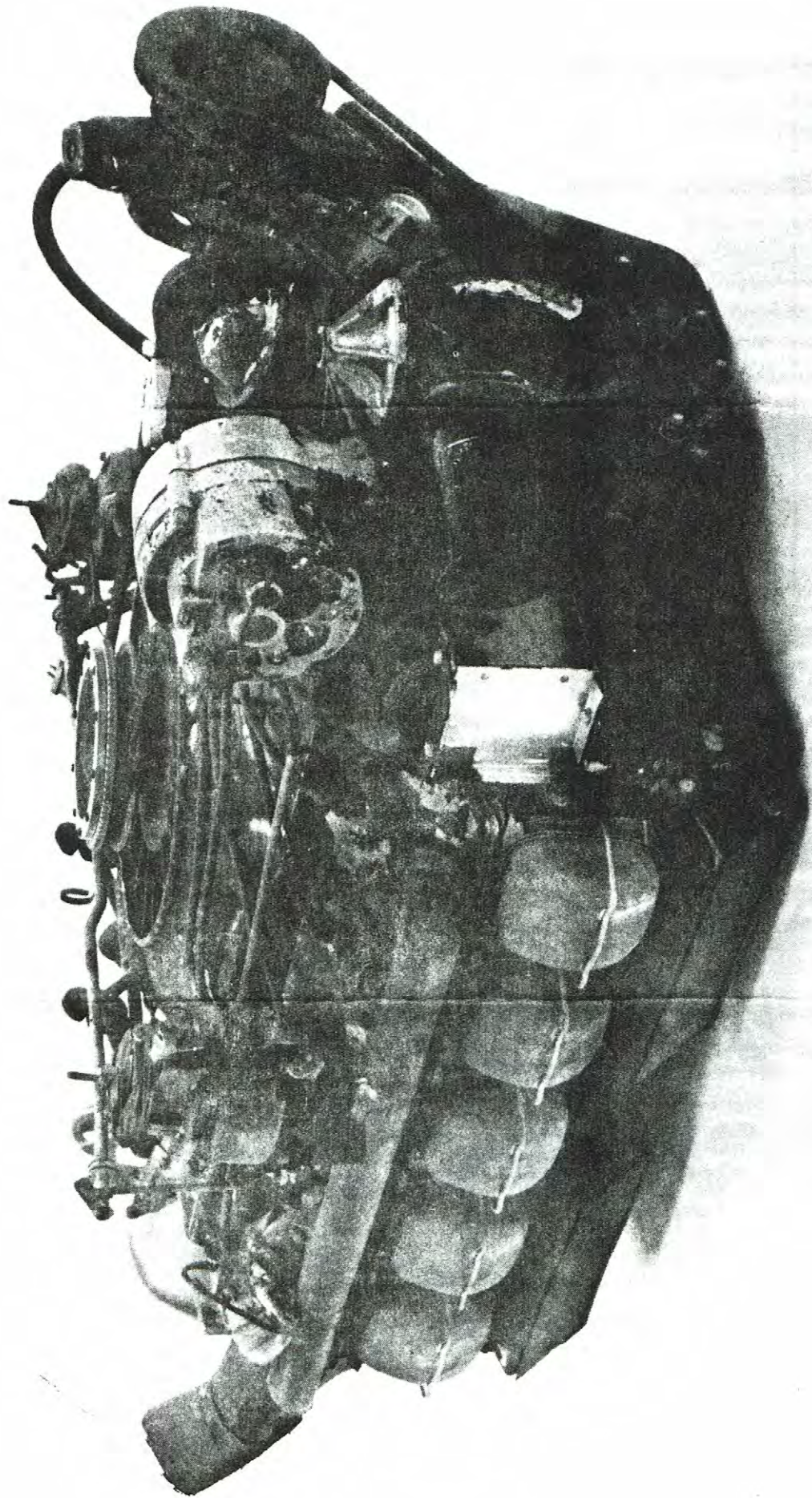
Don Robinson

297-1356



Thanks to CORSA West of L.A. Tradewinds

"The door is open...the door is open...the door is open..."



10 CYLINDERS -

THANKS TO DETROIT AREA CORVAIRS

What's That? A 10-Cylinder Corvair Engine?

Just look at the photographs DACC member Bob Clevenger found in a trash dumpster in the lab at CPCEngineering in July of 1988! There was no "literature;" just the photographs. Surely this was a "find" just begging for story research. We're going to analyze the pictures a bit before wrapping up with "the rest of the story."

Ten cylinders; 5 each side. Just count them. Amazing! Each cylinder has its own rocker cover of the type used on the later, experimental 176 cu. in. engine that has been previously reported in the Corsa Communiqué. There are two hot air outlet doors on each side; 4 total, rather than two out the back. There is an alternator, which makes you think of a time period ala 1965,

but a sheet metal cooling fan ala 1962. And it's a big fan that appears to turn slower as evidenced by a larger pulley. There is a heater hot air outlet each side. Each carburetor feeds 5 cylinders via fabricated "intake manifold." The top cover (turkey roaster) has some devices that appear to be quick connect hold-downs for something mounted above. A hydraulic pump feeds power steering? Or some hydraulic implement? The engine appears obviously well used, although the torque converter housing appears too clean. A mysterious toothed wheel is attached above the blower pulley. Has anybody ever heard of such an engine before?

Now comes a sequence of lucky contacts that answers all.

The photos went to Stu Shuster to be half-toned in preparation for printing as you see them in this issue. Stu remembered an "expandable engine" program and thought this engine might belong to that. He called someone, who said to call someone else. I made that final call to Paul Rishel. Turns out he worked on the 10-cylinder program. In fact, he worked on 2-4-6-8-10 cylinder projects during 1962-1967 in Chevrolet Engineering R & D Department.

The engine as shown was 300 cu. in. The crankcase was cast in two halves, while earlier versions were made by aluminum welding together shorter sections. The 10-cylinder version was installed in the front of a 1962 Impala to explore front wheel drive!

CARBURETOR JETS (More on the poor Carb.) TECH TIP 02-03-86

Most of our carburetors have been around a long time, and a lot of gasoline has run through them. Being made of brass, which is a rather soft material, the small hole that meters the fuel is subject to wear by erosion and often becomes enlarged. Some carburetors have been idle for long periods of time and subject to corrosion which is another source of jet damage. Sometimes a well meaning fellow has replaced the jet with a larger one. In all such cases, the metering is not what it should be, or is in fact way off and is a major cause of fuel wastage, and poor performance.

Since the fuel flow is proportional to the area of the metering orifice, the following table shows the variation from size to size of the jets:

Jet Size in .001"	Area in ²	Increase over next smaller
45	.001590	----
46	.001662	4.5%
47	.001735	4.4%
48	.001810	4.3%
49	.001886	4.2%
50	.001963	4.1%
51	.002043	4.0%
52	.002124	3.9%
53	.002206	3.8%
54	.002290	3.8%
55	.002376	3.7%
56	.002463	3.7%

The sizes listed should cover all occasions of use in the Rochester Carburetors. The jump from one size to the next changes the fuel flow by an average of 4% and that is not insignificant.

Some jets I have seen were chrome plated and probably last much longer since the hard surface resists erosion and corrosion.

If you haven't considered your jets, maybe it will be worth your while.

John G. Osburn, SDCC



Somewhere West of Laramie

SOMEWHERE west of Laramie there's a broncho-busting, steer-roping girl who knows what I'm talking about.

She can tell what a sassy pony, that's a cross between greased lightning and the place where it hits, can do with twenty-six hundred pounds of steel and action when he's going high, wide and handsome.

The truth is—The Corvair was built for her.

Built for the lass whose face is brown with the sun when the day is done of revel and romp and race.

She loves the cross of the wild and the tame.

There's a savor of links about the car—of laughter and lilt and light—a hint of old loves—and saddle and quirt. It's a brawny thing—yet a graceful thing for the sweep o' the Avenue.

Step into the Corvair when the hour grows dull with things gone dead and stale.

Then start for the land of real living with the spirit of the lass who rides, lean and rangy, into the red horizon of a Wyoming twilight.

Corvair[★]

Vairs 'n Spares

FOR SALE: '66 CORVAIR 4-door, AT, rough but runs. \$500. Price includes a vast array of Corvaire engine parts. Call Bob Graves 883-0143, or leave name and number at 798-1246. 11/88

FOR SALE: '62 MONZA 900, 4-door, automatic, radio, \$300, Jim Bailey, 794-3728 days, 881-8290 nights. 6/88

FOR SALE: '61 700 4-DOOR automatic, ready to go anywhere, rust free body w/ new paint, interior good, needs only headliner, excellent tires & new battery. A \$1500 value can be bought for \$1000 - negotiable. Call Gordon Cauble 299-1122. 5/88

FOR SALE/TRADE: '61 LAKEWOOD, 110/auto, bright yellow, wire wheel covers. Nice inside and out. Hey, I'm serious - somebody make me an offer!! Asking \$1,500 or trade for a 2-door Monza of similar value. Call Van at 743-9185. 4/88

FOR SALE: PARTS: Kelmark conversion for '65 Corvaire. Bellhousing, input shaft, shifter and subframe. Give me a call - I'd really like to get rid of this stuff! Mark McKenna 745-9209.

FOR SALE: '65 MONZA 2-DOOR, 4-speed. Rough but running. \$450 Del Light (602) 883-6794.

FOR SALE: '64 MONZA, 2-DOOR, Automatic transmission - not running - complete. Call Del Light (602)883-6794.

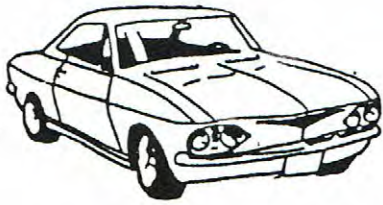
FOR THE DO-IT-YOURSEFER: Mag ignition wires & long rotors, plus all regular ignition items. Wrapped fan belts, air & oil filters plus viton o-rings and oil cooler seals. Call Gordon Cauble 299-1122.

FOR SALE: '63 MONZA COUPE, factory air, 102HP, 4-speed w/ new clutch and new transmission, new battery, good tires, needs some interior & exterior work. Driven daily. \$1200 OBO. Call Paul Skinner at 296-4549 or 885-8104.

FOR SALE: New and Good Used Parts. New '65-69 front molded carpet, red, \$75; Late model NOS gas door guard, \$17.50; Used windshields for early & late model cars, 1/2 price; New main bearing set, std, \$15; New rod bearing set, +.010, \$20; '63 & '65 turbo distributors, \$40 ea; and many other new and good used parts. Call Gordon Cauble @ 299-1122.

FOR SALE: '61 RAMPSIDE 4-speed, 76K original miles. Original motor has \$1000 in paint and machine work, needs to be assembled. 2nd motor in truck. \$1,500. 294-8601 or 889-9901.

FOR SALE: '65 MONZA CONVERTIBLE, 110/automatic, light blue w/ blue interior & white top, engine completely rebuilt & body ready to paint. New trim ready to mount. New top installed, new Clark's interior mounted-ready to install, new carpet. Car is driveable. Asking \$3250 OBO. Call Gordon Cauble 299-1122.



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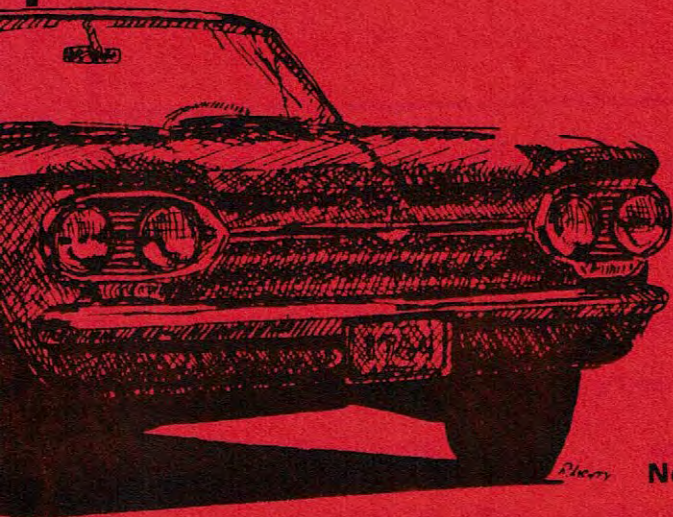


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PROPRIETORS

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

NO REGULAR MEETING IN DECEMBER

January 14: Mid-month Activity - Rodeo Parade Museum Tour

Meet at 9:00 am for breakfast at the Roundup
ROUNDUP
1527 E. Bensen Hwy

10:00 am Tour at the Museum, 4825 S. 6th Ave.

January 25: Regular Monthly TCA Meeting

Tucson Corvair Association
P.O. Box 50401
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