

Corvairation

TUCSON CORVAIR ASSOCIATION

TUCSON, ARIZONA

Volume 16 Number 9

December 1990

**The Tucson Corvair
Association wishes
each of you a very
pleasent Holiday
Season and hopes
that all of you will
find happiness in the
coming year.**

TUCSON CORVAIR ASSOCIATION

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

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.

CHANGE OF ADDRESS: Send any change of address or phone number to the Membership Chairman. Don not send changes to the Editor.

COSA MEMBERSHIP DUES are \$25 per year and include a subscription to the *COSA 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 Corvaire Editor. Articles are welcome for publication.

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Corvaire Editor
Don Robinson
Dave Baker

THE REGULAR MONTHLY MEETING OF THE TUCSON CORVAIR ASSOCIATION was called to order at 7:40 p.m. on November 28, 1990 at the Pickadilly Cafeteria. PRESIDENT RON ALLEN led the meeting.

The minutes of the previous monthly meeting were accepted as printed in the CORVAIRSATION.

MARTY KULUSKI announced that the balance in our treasury was \$1,720.95.

The President announced two important dates--Board meeting on DECEMBER 5th, and a TUNE-UP SESSION on 15 DECEMBER to be held at Ron's home, 8339 E Marlena Circle North. Plenty of room! He has space for 40 vehicles!

There were three new members: BILL AND BEA STRATTON, and NATALIA LEDERER.

The President announced that a letter had been received from a Joe Barry in California, offering his Video of Convention Cars (1990 convention) for \$24.95 plus shipping. (1 hr, 40"). Motion was made that we purchase one for our library. Motion carried.

Advance information had been received by our President that the 1991 National Convention will be held in Prince Georges County, Maryland at the Sheraton Hotel.

AFTER THE BREAK, the raffle was held, with \$40 in receipts. The prizewinners were:

ALLEN ELVICK	BILL LESLIE	JOSH DE WITT
JOHN SAMS	MAC POST	

The license plate winner of the evening was JOHN SAMS.

The following members volunteered to bring raffle prizes in January:


VAN PERSHING	BILL VAUGHN	BILL LESLIE
MARTY KULUSKI	RON ALLEN	

Announcement was made that a number of people had signed up for the Christmas Party at Smuggler's Inn. Additional request: PLEASE BRING CANNED GOODS FOR THE FOOD BANK!

ESTHER ALEX is scheduled for major surgery Dec.7th at TMC. She asks that your thoughts and prayers be with her.

The meeting, with 39 people present, adjourned at 9 p.m.

RESPECTFULLY SUBMITTED:


VERNE CAUBLE, Secretary

ESTER GETS AN OVERHAUL

Our talented and lovely Ester Alex had been feeling a little less perky than usual, so when she check with the doctor it was discovered that she was in need of some pretty heavy duty medial attention.

On December 7th, Ester checked into to TMC for quadruple bypass open heart surgery. All went well with the help of TCA blood given by Frank McKenna, Don Robinson and President Ron Allen.

On December 14th, Ester decided she'd had enough of Tucson Medical Center and she went home.

On December 19th, Ester decided she'd had enough of sitting around the house doing nothing so she put Cecil in the car and brought him to the annual TCA Christmas party. She looked great and sang Christmas carols at the top of her lungs.

We are thankful this season that all is well at the Alex household. We are indeed blessed. May we always remember what this time of year means and why we celebrate.

Van

TCA CHRISTMAS PARTY 1990

I'm sure there will be more details on this year's Christmas party in next month's issue, but here's a brief report.

A few of the old-timers that we are used to seeing weren't present but there was a good turn out.

The winner of this year's Bryan Lynch Award was double past president Don Robinson. Cecil Alex was given the Featherfoot Award for his performance at this year's national CORSA convention where he blew the doors off of everything in site with his super high gas mileage.

Kenny and Michelle Kuluski led the group in several Chipmonk carols and then did the honors of passing out the gifts to everyone.

Merry Christmas to all!

Van

Greetings of the Season,
Carvair Jane!

May your Blessings multiply
and your New Year bring the
best!!

Thanks so much for your
prayers and expressions of
caring. We have needed every
one!

Ether is improving daily and
we hope to have her out
among the walkers by
the time the weather warms.

Thanks again.

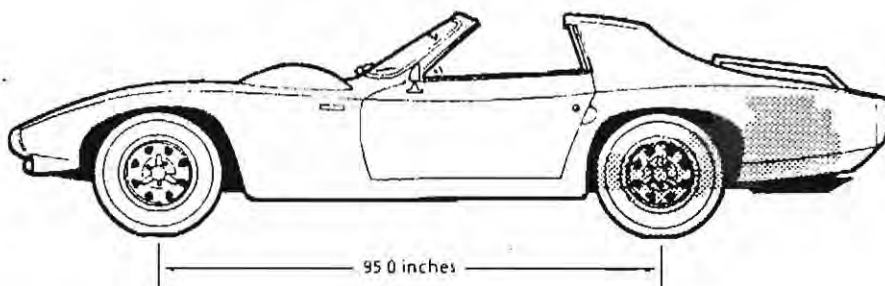
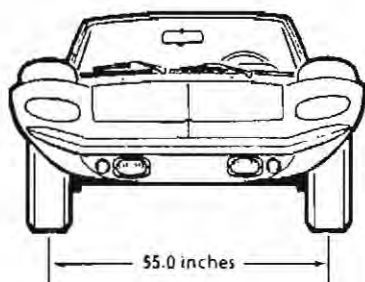
Ether and Cecil

A.C.E.

specifications

Illustrations by Russell von Sauer, The Graphic Automobile Studio

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1966 Phoenix by Fitch

Price new \$8,700
Options AM/FM Radio, \$119

ENGINE

Type Ohv horizontally opposed 6, aluminum crankcase and cylinder heads, cast-iron cylinders

Bore x Stroke 3.4375 x 2.94 inches

Displacement 164 cubic inches

Max bhp @ rpm 170 @ 5,200

Max torque 212 @ 3,600

@ rpm

Compression ratio 9.25:1

Induction system Four Weber 36DCLD carburetors (prototype fitted with four single-barrel Rochester carbs)

Exhaust system Tuned free-flow

Electrical system 12-volt 44 amp-hr battery, Judson electronic ignition

CLUTCH

Type Single dry plate, 9.12 inch diameter

TRANSMISSION

Type Four speed manual transaxle, synchro in all forward gears

Ratios 1st 3.20:1

2nd 2.18:1

3rd 1.44:1

4th 1.00:1

Reverse 3.66:1

STEERING

Type Recirculating ball

Turns lock-to-lock 3.2

Ratio N/a

Turn circle N/a

BRAKES

Type Four-wheel hydraulic, disc front, drum rear (prototype fitted with four wheel drums)

Diameter, f/r 9.5/9.5 inches

Total swept area 268.6 Square Inches (drums)

CHASSIS & BODY

Construction Steel unit body

Body style Two door, two passenger, targa-top convertible

SUSPENSION

Front Independent unequal length control arms with coil springs, anti-way bar, Koni adjustable shock

Rear Independent, articulated link with coil springs, Koni adjustable shocks

Tires Radial 175R14 front, 185R14 rear

Wheels 14 x 6 Hands alloy rims

WEIGHTS AND MEASURES

Wheelbase 95 inches

Overall length 174 inches

Overall height 45 inches

Overall width 67.5 inches

Front track 55 inches

Rear track 57.2 inches

Curb weight 2,150 pounds

Weight 42/58

distribution f/r

Ground clearance 5.4 inches

PERFORMANCE (manufacturer's data)

0-60 mph 7.5 sec

Top speed Over 130 mph

Fuel consumption 24 mpg average

Specifications courtesy John Fitch & Co Phoenix catalog



Driving Impressions

There's something to be said for riding in a car before you attempt to drive it, especially if your host is a former champion racing driver. One can tell after the first few feet that John Fitch is a superb driver; there is no wasted motion as he works the Phoenix's controls and takes just the right line down Lime Rock's winding roads. That chauffeured experience gave us the chance to size up the Phoenix the way its creator would have it driven. The biggest surprise occurred when John traversed the "thank-you-ma'ams" at the entrance to the Lime Rock track. Our previous experience with these speed control bumps has been either uncontrolled chassis bounce (softly sprung American cars) or an almighty jolt (most European sporting machinery — we even suspected the bumps were installed to take the exhaust systems off Austin-Healeys). The Phoenix will take the "thank-you-ma'ams" at a goodly clip with no heaving and virtually no discomfort to the passengers. It's amazing what tuning a suspension can do.

The interior of the Phoenix is cocoon-like below the shoulders: One is neatly held in place by the superb bucket seats. Interestingly enough, the car does not have seat belts, though they would have been included on "production" models. John explained: "Seat belts weren't required at the time we built the car, so they were never fitted. I believe in belts, though.

That's what saved my life at Rheims when I tumbled the Cunningham C-5 end-for-end." The doors come to chin level, so there's no temptation to hang one's arm over the top, and there are no arm rests inside. The driver is given no excuse for leaving one hand off the wheel, and the passenger is likewise disciplined.

Once behind the wheel we find the controls to be just where a racing driver would want them: directionals and headlamp dimmer on steering-column stalks and ancillary switches on the center console. Directly in front of the driver are the engine-status gauges, rather plentiful for a Corvair and including cylinder head and oil temperature in addition to the usual fuel, amps, and pressure gauges. The tach and speedo are in the center, and, in racing fashion, the former is closer to the driver. The seat moves forward easily, for John's legs are longer than ours, but even short-legged people will find exiting the cockpit an interesting contortion, especially from behind the wheel.

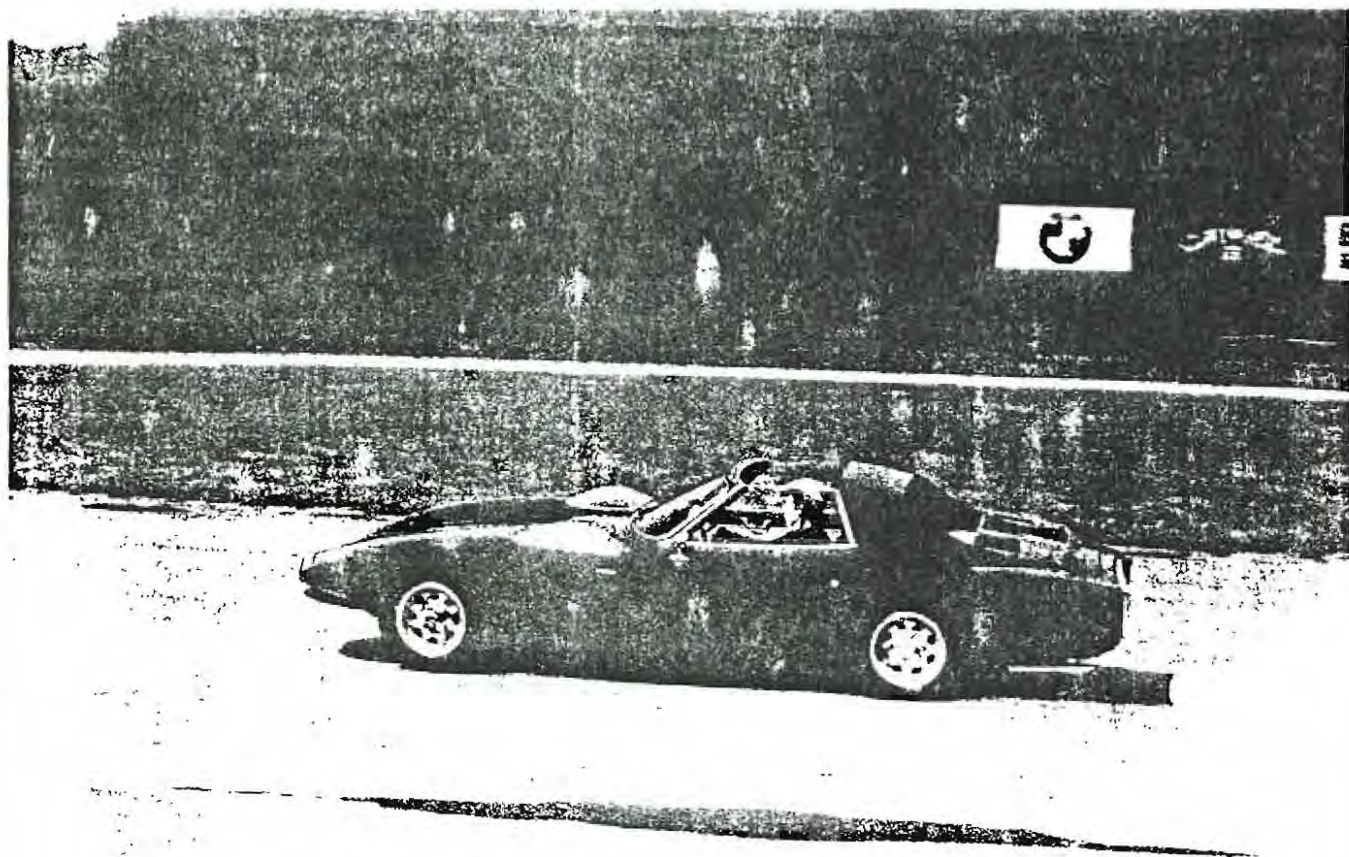
A turn of the key spins up the engine, and the ring of the starter behind your ear reminds you where it's located. It fires with a nice mellow note, and release of the smooth clutch gets the Phoenix under way. The shift gate is narrow, and caused us to wonder if we really had found third, but familiarity would surely improve our

manners. Noise at speed is significant, principally due to the exhaust, and rules out armchair conversation, though communication between driver and passenger is sociable enough. John explains that he long ago disabled the rear window retractor since he never used it, and we suspect that noise had something to do with it.

The car's road manners are impeccable. Acceleration is quick but not overwhelming. Handling is truly neutral, and the Phoenix is proof that cars do not need to be tightly sprung to go around corners quickly. John apologizes for the brakes; he feels they need work, but we find them exceedingly good, more than sufficient, in fact, to smartly halt a 2,000-pound car.

The Phoenix has all sorts of nice touches for its occupants: little bins ahead of the doors, a left foot dead pedal for the driver, adjustable brilliance on the high beam and directional tell-tale lights. One can sum up the Phoenix in two words: elegant and civilized. The car turned heads all day long, and at least three people said they'd like to buy one.

As we returned home from the drive-report session, we passed no less than two "Mako Shark-era" Corvettes. The similarity was obvious, but after a day with the Phoenix the Vettes looked almost grotesque and out of proportion, as though they had been pumped up on steroids.





TECH NOTES by Bob Wilhelm

ENGINE OIL PRIMER..... Recently I read a tip in the *Communique* on the subject of oil priming an engine prior to starting after a rebuild. This is highly recommended, and the author suggested inserting a screwdriver in the ignition distributor hole and turning it to prime the engine.

In my opinion, a better way is to dismantle a retired distributor, keeping only the housing and shaft and using an electric drill to turn. The housing can be snugged down and the shaft turned smoothly as designed - by hand or by a drill. This allows operation pressure to build up, as if the engine were running; leaks can then be detected before starting.

If a screwdriver is used, there is always the chance that its sharp edges might gouge or enlarge the shaft hole, thereby increasing the tolerance of the distributor shaft. In addition, there is the danger of metal flakes getting into the oil and causing future damage - not to mention that is also difficult to turn smoothly or very fast.



MAGNETS in the DRIVE TRAIN? Yes...ever thought how a magnet could be of benefit to your drive train? This is not a new idea and will do a good job if positioned properly in areas close to oil passages. (Needless to say, it must be placed in such a way as not to hinder the oil flow.) You would be surprised at what you find if you really examine the oils when they are changed!

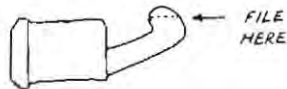
I placed a magnet in the valve cover on the lower side, on the oil pan near the pick up; I also use a .4 micron (or less) oil filter to catch the non-ferrous materials. In the automatic, place a large flat magnet in the pan. It is difficult to find a good spot in the differential or standard shifts unless positioned during an overhaul. On a '60-'63, which has a drain plug, the plug can be replaced with one containing a magnet.

The importance of magnets was illustrated to me not long ago when I changed the transmission oil. In the process I found a large do-nut, about 1" thick, in the pan. Upon investigation, it turned out to be only 3/16" thick - the magnet had gotten "fat" by collecting metal flakes! Thanks to it, those fragments were no longer circulating in the oil.

.....Bob Wilhelm.....Corvair Houston.....



HAVE YOU FOUND YOUR CORVAIR'S GLOVE BOX LOCK DIFFICULT TO OPEN, and, after prying it open and removing the mechanism, you can't see any way to adjust it? Try filing off the end of the latch a little. Pushing in the latch button all the way doesn't move the latch arm enough to clear the depth of the notch. By filing the end of the arm you can reduce the depth of the notch."



Francis Boydston, (1977)
Enchanted Corvairs Newsletter
(reprinted March 1990)



THE LOOSE SCREW

by Jim Reviere

SPEAKING of LOOSE SCREWS....are all loose screws on a typical Corvair, predominately the mechanical variety or....are they something else? Some would suggest that those of us who drive Corvairs have loose screws rolling around our brain compartments. I wonder..... check out this set-up.

Early this year about 90 of us, riding large touring motorcycles - mostly American-made Honda GoldWings + a few imports; no Harleys - participated in the annual "Love Fest" at Lovelady, Texas. During the "show-and-tell" part of the festivities I spotted a machine resplendent with glistening paint and even more dazzling chrome: A "3-Wheeler" customized "trike" which was Corvair powered. It sported a late 110, turning a PowerGlide, and had a neat pair of wheelie wheels tucked under the rear of the 'Vair power plant.

The proud owner and I talked Corvair power for some time, and then he cranked her up - she was LUMPY! From the dimensions of lift and duration he stated for the cam, I'd say he was turning some ponies at about 5000 RPM. He smiled wryly when he told me that if he patted the throttle at 50, he needed the wheelie wheels. When that little flat six got the juice...it just had to be thrilling.

Now if Corvair owners have loose screws...what about this? Here was a machine Corvair powered with the torque of the low end of that two-speed PowerGlide, and it probably didn't weigh much over 1000- 1100 pounds. Now standing on the feed for those ponies that configuration....that just has to be a case of loose screws, and we all know where!



So it finally happened - that "rat" fell down the manifold hole while you were doing some carb work. Before you remove the head - try "playing doctor" à la Bob Kirkman - takes a little patience, but the alternative is a lot worse:

"With a dental mirror and a flashlight (or a flashlight bulb soldered to flexible wires and a battery), look through the manifold carb hole to see if the object is still in the intake manifold. If not, remove the 3 spark plugs on that head. Drop a small flashlight bulb (pre-focus type) soldered to wires and a battery through the spark plug hole to illuminate the area. (Bulb goes through the hole; battery stays outside, of course!) If you can't see the object in question, turn the engine by wrench to move the piston toward T.D.C. to push the object toward view.

"You want to check all three cylinders carefully as you slowly turn, so that you see the first piston to approach T.D.C. If that one is clear, continue to turn until the second one comes to T.D.C. If that is clear, go to the last one. If all are clear, the object did not pass the valve and you're faced with 'the big job'. If the object can be seen, some stuff on a wire will probably do the job, especially when the piston is up there to keep the object confined to a relatively small space."

Bob Kirkman, *Corvanatics & Detroit Area C. C.*



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FOR SALE: '64 MONZA, 2-door, automatic, not running but complete. \$350. Call Del Light (602)883-6794. 12/90

FOR SALE: '65 MONZA, 2-door, 4-speed, rough but strong engine. Running. Call Del Light, (602)883-6794. 12/90

FOR SALE: '61 MONZA 900, 4-door/automatic. All original and near perfect inside and out. Original air conditioning upgraded with modern low-load compressor. No rust ever. Drive it anywhere. The best example of this model to be found. Asking \$3,600. Call Don Davis (602)296-9811. 11/90

FOR SALE: 1965 CORVAIR was just reconfigured less than 200 miles ago from a Corsa 180 hp Turbo (sad story of what happen to my pride and joy Varooooom - a story too long to relate) to 110hp. Has TB-30 Otto cam with fail-safe gear, .060 over TRW forged pistons, viton seals, Mallory dual-point distributor, Mallory C/D ignition, Stewart-Warner oil pressure gage, Stromberg 2-barrel, '66 Saginaw 4-speed, positraction - 3.55, telescopic steering wheel. Also new white headliner - rest of interior is black, new white paint job -famous diamond glass, new turn signal switch. Asking price includes two 14 in rear mag wheels - on has the skin, all parts removed - 140 heads by Bill Coyle, water injection, rebuilt turbo - so buyer can return engine to 180hp turbo configuration. Needs oversize valve guides. Meets Old Cars Price Guide grade 3 requirements. Get all of this for only \$2585. Call Fred Zimmerman any time at 887-6805. 10/90

FOR SALE: SPYDER COUPE, '64, white w/ white seats and red interior trim. Rust free body and new tires. A one owner car that can be driven anywhere. \$ 3,500 OBO. Call Gordon Cauble (602)299-1122. 9/90

FOR SALE: '64 MONZA COUPE, 110/automatic, new interior w/ headrests on front buckets, new dark red exterior. A very sharp car; drive anywhere. Asking \$3,500 OBO. Contact Gordon CAuble (602)299-1122. 9/90

FOR SALE: '60 700, 4-DOOR, straight body, all original parts, some parts rechromed, needs interior and paint. \$650 OBO. Don Schmitt 745-5581. 6/90

FOR SALE: '65 CORVAIR COUPE, 110 engine, 2nd owner, 50K orginal miles, needs small amount of body work. Engine needs minor rebuilding. Interior needs replaced. New brakes. Asking best offer. Must sell. T.K. Estes, wk:795-8242, hm:885-1339. 3/90

FOR SALE: Complete 140HP engine, \$400. '64 95HP engine, \$300. Call Gordon Cauble (602)299-1122 2/90

FOR SALE: '61 LAKEWOOD, 110/automatic. Make offer. Van Pershing. 743-9185. 10/90

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PARTING: '66 Corvair, 2d, no motor. SELLING '63 van motor, 47K miles. Misc Corvair parts. Call Ted Christianson 887-9449 1/90

FOR SALE: New Items Rebuilt flywheel for early or late, bolted and balanced, \$85; Good FC axles with packed bearings, \$80 ea. Call Gordon Cauble at 299-1122.

FOR SALE: NEW and GOOD USED PARTS '65 Corsa wiring harnesses - main & engine compartment; new gas door guard, \$20; used early windshield w/ weather strip, \$60; re-coned Corvair speakers, early \$15, late \$19; Other new and good used parts. Call Gordon Cauble 299-1122. 6/89

FOR THE DO-IT-YOURELFERS: 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: '65 MONZA CONVERTIBLE, 110/automatic, light blue w/ blue interior & white top, engine completely rebuilt & body ready to paint. New top installed. Good tires. Car is driveable. Asking \$2500. Call Gordon Cauble 299-1122. 6/89



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The removal of the MAIN JET from the Corvair CARBURETOR has proven to be a troublesome, if not impossible, task for many owners. Bob Jekel (or Bob Henrich?) of Columbia Basin Corvairs, has discovered a way which makes the job easy.

After disassembling the carburetor, spray a little WD-40 or similar product on the jet. Place the carb on a solid surface and, using a punch approximately the same size as the top of the jet (or 11/32 inches), give it a couple of sharp raps with a hammer. Using a straight shank screwdriver of the proper bit size, new or freshly ground, turn out the jet. It almost always comes free, but may need to be backed out-and-in a time or two to free the threads.



BRAKE BLEEDING MADE EASY.....

Here's a tip which may be of use to novice, and not-so-novice, mechanics. For years when I was bleeding brakes, I put my wife or one of the kids in the cockpit and had them press or release the pedal on command, while I was under the car opening and closing the bleeder valve. Now I do it the easy way. I use an 18" piece of clear vinyl tubing of the proper diameter to press onto the end of the bleeder valve, screw a nut on the other end to give it some weight, and stick it into a jar. Fill the master cylinder and put some fresh fluid in the bottom of the jar. Open the bleeder about 3/4 of a turn, get in the car, and lean out so you can see the tubing. Pump the brake pedal and watch the bubbles in the tubing. Be careful not to drain the master cylinder! You can even lean out far enough to look under the car and see the right rear wheel - remember, this doesn't take much pressure and you can even press the brake pedal with your hand, if that is easier. Use fresh fluid in the jar and discard the old, so that you don't risk getting contaminated brake fluid back into your system. Remember, brake fluid absorbs moisture from the air, and that can ultimately rust the system. Best bet is to switch to silicone-based brake fluid.

Mr. Techwrench (Smitty Smith),
Tidewater Corvair Club

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TUCSON CORVAIR ASSOCIATION REGULAR MONTHLY MEETING

FOURTH WEDNESDAY of each month

(except December)

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

Wednesday, Jan 23: Regular Monthly TCA Meeting

Wednesday, Jan 30: TCA Board Meeting 7:30 at JBs, Swan & Speedway

Tucson Corvair Association

P.O. Box 50401

Tucson Arizona 85703



FIRST CLASS MAIL