

# Corvair Nation

TUCSON CORVAIR ASSOCIATION

TUCSON, ARIZONA

VOLUME 15

NUMBER 12

MARCH 1990



## Stubby

Bob Kirkman

Stubby, the short Corvair, was introduced in the April Fools, 1988 issue of the *Communiqué*. Stubby was completed in the first of July, 1988, and has logged 8000+ miles as of the first of December, 1988.



# 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.

**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.

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

## WHEELS AND SPOKES

### PRESIDENT

Ron Allen  
8339 E. Mariena Cir North  
Tucson AZ 85715  
(602) 721-0551

### VICE PRESIDENT

Steve Estabrook  
5510 N. Shannon Sp 42  
Tucson AZ 85705  
(602) 292-9280

### TREASURER

Vic Howard  
6270 N. Camino Arturo  
Tucson AZ 85718  
(602) 724-1823

### RECORDING SECRETARY

(until 1/1/88)

### BOARD MEMBER-AT-LARGE

Don Williamson  
7302 E. 20th Street  
Tucson AZ 85710  
(602) 885-8548

### MEMBERSHIP CHAIRMAN

(Dues & Change of Address)  
Vic Howard  
6270 N. Camino Arturo  
Tucson AZ 85718  
(602) 724-1823

### LIBRARIAN

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

### CORVAIRSAISON EDITOR

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

### ASSISTANT EDITOR

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

### MERCHANDISE CHAIRMAN

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

### BOARD OF DIRECTORS

Current TCA Officer  
Corvaire Editor  
Don Robinson  
Dave Baker

FROM THE PRESIDENT

Well, here we go on a new year with a new president. I want to take this opportunity to wish all members of the Association a "happy and prosperous year ahead." As this is the first elected position that I have been afforded the opportunity to hold, I want to say "Thanks" right now and hope that I may live up to the expectations of those who elected me.

This year ahead holds a lot of potential for enjoyment and learning for all of us. I would like to see more activities of the nature we had for the "fun rally" and picnic at Colossal Cave. I am now soliciting for ideas about activities of that nature. All suggestions will be considered for promotion.

With the assistance of the membership, I feel that we can all have fun in the year ahead. I want to again express my gratitude for your confidence in me and in the other officers elected last month.

"WE THANK YOU FOR YOUR SUPPORT."

Respectfully,

  
Ron Allen

MINUTES

CORVAIR 20 PRESENT 45

The regular monthly meeting of the Tucson Corvair Association was called to order at 7:45 pm by President Dave Baker on February 28, 1990 at the Picadilly Cafeteria, 6767 E. Broadway, Tucson, Arizona.

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

Visitors: Jerry Hendrickson from Battle Creek, Michigan - '68 & '69 coups on the road & several other cars. Finn Halbo, San Jose, California.

After the break the raffle drawings were held. Before the drawings, we would like to bring this information to everyone's attention: we had the most members and Corvairs attendance in the past meeting. Raffle: Ester Alex won with license plate FSS 932 new car. Door prizes were won by Alan Atwood, Milt Evans, Betty Chastain, Marty Kuluski, Larry Dandridge and the super prize was won by Don Schmitt.

The meeting was adjourned at 9:00pm.

Respectfully submitted,

Marie Williamson  
Recording Secretary

# April Mid-Month Activity

## Magic Carpet Mini Golf

April 12, 1990 - 7:00 pm

6125 E. Speedway, Tucson

\$2.50 per person (with a 10-person minimum)

All the golf we want!!

RSVP to Steve Estabrook 292-9280

Rain date: April 19, 1990





A Clutching Story  
by Big Ed

Oh me. That dratted yellow car. It's a '66 Monza Coupe with an average '66 drivetrain; '67 95 hp engine, '65 4-spd transaxle. It's not that I couldn't live with the groans that emanated from the clutch (occasionally) when it was disengaged; I was embarrassed by the snickers of other drivers, and especially from TCA members, whenever I drove up. A strange noise, that none of the TCA gurus could diagnose, would waft (bellow) it's way out, announcing that Big Ed had arrived. Well, says I, it MUST be that a seal is leaking and greasing up the disk a little, so that when I disengage the clutch it doesn't completely disengage.... I was really stretching for a cause. I dropped the engine, and, sure enough, there was a trace of oil in the bellhousing area, so I replaced the disk (the old one looked OK) and the OK-looking pilot bushing. Worked GREAT.... for awhile, then the moans & groans returned. Oh me.

Dropped the engine again. This time I noticed that the clutch fork had a problem. The little spring fingers that stabilize it in the throwout bearing were gone. AHA! No stabilization, so it groans! Replace the clutch fork with another that was in the shop, and also replace the throwout bearing, and it's fixed! For a while, then the groans returned. Oh me.

Dropped the engine yet again. The bellhousing was really oily this time (not enough silicone on the flywheel bolts), so I pulled the flywheel to Permatex the bolts, which cured that problem, then put a new disk in, and broke a pressure plate bolt during the installation. Hmmm. I had broken a bolt the last time that I went through this exercise. Why was I breaking these bolts? I mean, I AM Big Ed, but I used a torque wrench on the bolts... Hmmm.

The light dawns. These were hardware store bolts, not grade 5 bolts. There is another story about THAT, but... they were also too long! Yes, I know, the pressure plate holes are drilled and tapped all the way through the flywheel, but these bolts wouldn't screw all the way in. For whatever reason, they would snug up and partially compress the lockwashers, but the torque would be taken up by the interference at the far end of the bolts, and not the heads of the bolts. This left a less-than-tight situation at the pressure plate, resulting in the play that produced the groans. This also produced the stress that allowed the 15 to 20 ft-lbs of torque to break the heads off the bolts.

Yes, I replaced all those grade 2's with shorter grade 5's. Yes, I also replaced the 6-month old, but worn out, pilot bushing. Yes, I replaced the oily disk. Yes, I thoroughly siliconed the grade-8 flywheel bolts during the installation. Yes, I have thrown away ALL the hardware bolts in my shop! Those grade 2, non-heat-treated bolts are cheap, but NOT inexpensive! The yellow car is now quiet and back in my good graces... at least, until the next time!

## TECH TIP CARBURETOR UPDATE

My Greenbriar with its 3.27 rear end was embarrassing to drive in traffic although in good shape. I had two '65 carburetors handy and put them on the 110 engine in place of the '64s. Now the car has some "bite" and is able to move out like it should. I knew that the '65s had the power enrichment valve and surmised that was what made the difference. Knowing that the '65s would have to go back where they came from eventually, I looked at the '65s to see what could be done to get the livelier performance of the '65s. Careful examination showed that the late '64s already had the well for the power enrichment valve molded in and had extra metal on the side of the bowl where the cross hole that feeds the enrichment valve would be on the '65s!

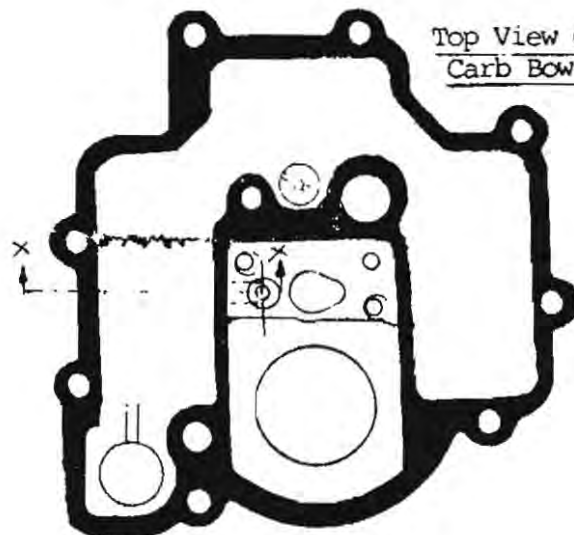
After taking a '65 apart & measuring carefully, it looked like it would be a piece of cake to convert the '64 to a '65. Looking at older carbs, it appeared that by drilling only one more hole (for the well), they also could be converted although they weren't as modern and did not have the idle vent that opens when the throttle is in the idle position.

On the late '64s, I lined the bowl up square both ways and drilled an  $1/8"$  hole  $1\ 7/16"$  (1.4375) deep as shown on the sketch. Then I drilled a  $5/32"$  hole through the outer wall only, with a new drill. Later, a  $5/32"$  aluminum aircraft rivet was used to plug this hole. A lead shot plug or other convenient plug may be used. I found an oversize rivet and cut it so it didn't go through the wall to interfere with the float. I used Permatex to insure a seal.

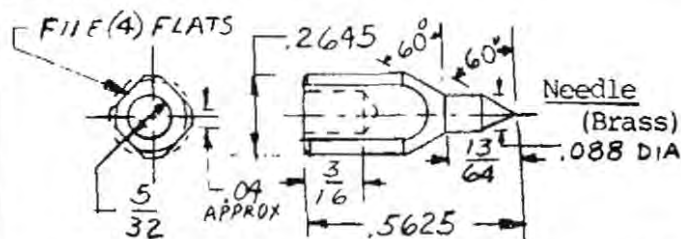
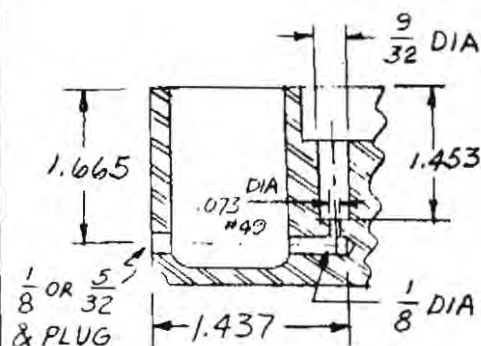
On early '64s a little more care must be used since drilling will be through the slightly tapered, molded surface of the earlier bowl. Be careful. The other part of the answer is in drilling the well for the needle. You can drill down 1.453" (approx.) from the bowl top surface. This turns out to be about  $1\ 29/64"$ . If you have a flat ended drill, that is it, just go that far. If not, you have to use an ordinary 119 degree drill 1.475" deep with the point. That will put the diameter of the new well just about right when you drill the small hole through to the  $1/8"$  feeder hole. Next you drill through to that  $1/8"$  hole to allow the gas to come into the passageway when the vacuum lifts the enrichment needle. I used a #49 (.073) drill for this to be on the safe side rather than going for a #46 (.081) even though the '65 carb that I measured indicated about .080" for this hole. Better a little too small than too big. The drill diameter for the well should be  $9/32"$  in diameter to clear the needle.

The needle is next. If you find one and will pay the price then use that. I measured carefully & made my own, using hard drawn brass stock. Evidently the weight of this needle is an important part of the metering process. It can make a significant difference if the needle is either heavy or light. The dimensions I found are included in the needle sketch.

Top View of  
Carb Bowl



Section of  
Drilling



A gasket for the cluster must be of the new type with the second hole that allows the vacuum at the venturi throat act through the cluster and in turn lift the needle when air flow through that venturi causes enough drop in pressure to lift the enrichment needle. The later type gasket can be used to locate the place to drill the well on those carbs that don't have the well (evidently most of them). Locate the gasket with two screws and mark the hole location and center punch the center as closely as possible.

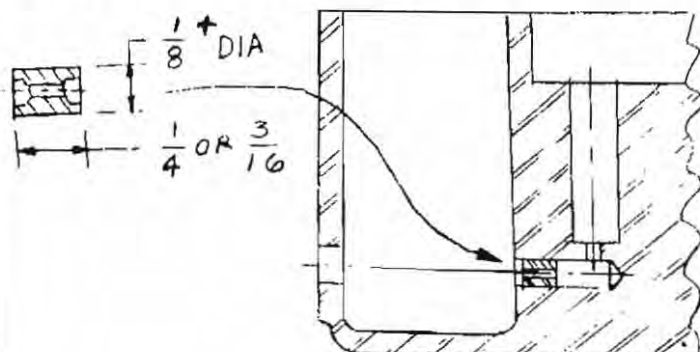
I used the older 26902 cluster, knowing full well that there is another one (29336 or 8) for the '65s. The older one worked. If you make your own needle, be precise. The needle and its weight are important. When we figure out a way to make an adjustable needle, we will so advise. Good luck and lots of power (enrichment) that gets your Vair going quickly!!

John Osburn, SDCC

## TECH TIP

### CARBURTOR UPDATE OF UPDATE DEC. 89

Bob Ballew pointed out that I missed the restrictor in the horizontal passage from the fuel bowl to the power enrichment valve well. See GM Carb Training Program #M9-158I (from Clark's). I missed it myself.



Use a brass rod to make the restrictor, use a #66 drill for the opening. Drill a lead hole .03 to .04 deep on each end. The outside diameter should be a tight fit in the 1/8 hole drilled horizontally in the bowl. The lead hole should be more than .033 (1/16"±). Use a long thin punch to push the brass restrictor in so as to just clear the fuel reservoir. A slight chamfer on each end will help installation.

Bob recommended using a 10-32 tap with the lead ground off to remove a power needle which may be stuck from water corrosion. Lastly, use a 1/8" welding rod as an extension of the drill to clear the power restrictor jet. Just drill the end of the rod with the drill and flatten a little or solder a drill to act as an extension to reach.

Sorry we missed all this ..  
Thanks Bob.

## PROJECTS

The Corvairsation would love to hear from any of you folks regarding projects that you are presently (or are going to get to some day) working on. It would be great to know what everybody is up to - who knows we might be able to help each other.

For example: I am and have been working on a project that has really been fun. A 1965 Corsa 140. It's a car that I bought in 1969 and have driven the wheels off of - twice! The engine is all finished and in. Stock 140 carbs with an Otto Parts OT-20 cam and headers with turbo mufflers.

The interior is mostly finished with later model Camaro high-backed bucket seat covered with a light blue velour with the back seat covered to match. New headliner and carpet, of course, but a stereo and seat belt system haven't been chosen yet.

The exterior was done in white Imron early on in the project. It was my first (and last) attempt at Imron. It's a very unforgiving paint system with mediocre results. And it didn't weather well at all. Acme Miralon is a much better choice for that type of paint. I've striped the body down to factory primer and will start over again with a good acrylic enamel - a least I can make that look good! With the Rocker panel additions it should look pretty nice.

Let's hear a little about your projects!

Van Pershing, Editor





Thanks to Valley CORSA Rearview for this page.

### Good Sounds for Your Corvair

For years I've put up with the miserable, scratchy, drifting low-fi Delco radios in my daily drivers--longing for decent music for my two hours of commuting each day. Partly out of procrastination, other priorities, and the alleged "fact" that they don't make radios with 6-1/4 inch shaft spacing anymore, I continued to listen to the "crystal set" sounds (kids, ask your grandparents what that means). Finally, I decided that I didn't want to listen to this garbage anymore and that I would find a way to update or retrofit a decent stereo into a late model Corvair with a minimum of butchering. The criteria were set: 1) 6-1/4 inch shaft centers, 2) excellent sound, 3) user friendly, not requiring an engineer to operate.

First of all, the 6-1/4 inch shaft spacing allows reuse of the stock chrome bezel which would make the installation neat, simple and attractive. Most aftermarket radios come with bezels not wide enough to cover the dash hole completely, and shaft spacings short of the 6-1/4 inch requirement. Secondly, the user-friendly part is necessitated since I commute alone and don't have a second person in the car to read the international symbol translation dictionary as I drive. These days, one can always tell when the driver of a new car is tuning his radio--he's the one weaving down the road. It's all I can do to drive and avoid those other weaving drivers--let alone try to figure out all the cryptic little buttons that need to be pushed with a pencil eraser. Just give me a good sounding phase-locked loop receiver with decent-sized buttons!

Well Virginia, there is such a radio! Spark-o-matic Model #350 has all these features at a decent price. The buttons are well defined and are user friendly with just one reading of the instructions and the sound is great! Clean looking installation with the only required modification shaving 3/32 inch off the top and bottom of the stock bezel opening. Cost: about \$120 at Pep Boys and Western Auto.

Harry Yarnell, Chesapeake Corvair

---

### Late Model Shocks

Midas, of muffler fame, has in stock (or a day to order) Midas Lifeguard Shocks that are warranted for as long as you own your car. The part number for the front is MB785 and the rear MB786. Cost is \$23.00 each, though watch for sales. Buy three, get the fourth one free.

Bob Fugate, San Diego Corvair Club

---

Window Channel Replacement Tip  
By Steven Parker,  
Northwest Wisconsin Corvair Club

Courtesy CORSA Communique

When replacing window channels with new stock, save all rosebud retainers that are attached to the back of your old channel. To install new channels, put old and new ones back to back and mark the position of the retainer onto the new stock before removing them. Using a small drill bit, drill a hole through the channel where the center of the retainer split will be. Then put all retainers back into window opening. Line up new channel into the window opening matching drilled holes with rosebud retainer. Using a small flat headed screw, secure each retainer. The screw will go through the retainer's split and if you use a flat screw, you will have a smooth operating window that will not hit the glass.



# Vairs 'n Spares

**FOR SALE: '61 LAKEWOOD**, automatic, reconditioned, \$1250. Call Del Light 883-6794. 3/90

**FOR SALE: '65 CORVAIR COUPE**, 110 engine, 2nd owner, 50K original 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: '64 MONZA**, 2 door, automatic. Not running - complete. Call Del Light, 883-6794. 3/90

**FOR SALE: '65 MONZA**, 2 door, 4-speed. Rough but running. \$450. Dell Light 883-6794. 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. Good condition all around. \$1050. Van Pershing. 743-9185. 2/90

**FOR SALE: '64 MONZA** convertible, complete with new Clark's set covers. Needs complete restoration. Call Larry Dandridge at K&J Auto and Truck Repair, 745-4567. 2/90

**FOR SALE: '73 DODGE 19'** Motorhome, self contained, newly rebuilt 360 engine, has everything including the kitchen sink. \$5,000 OBO. Call Don Schmitt 745-5581. 2/90

**FOR SALE: '65 MONZA**, 2 door, 110/4-speed, map pockets, clock, 80% restored white interior, needs clutch and some wiring. Many extra parts. All new rear panel molding & fuzzies, spare 110 motor

(not running), custom steel wheels, (stock wheels and hub caps available). Call Doug Dyke 883-2239. 2/90

**FOR SALE: '78 CAL-CAMPER /** Motorhome, 12ft on a Toyota frame, sleeps 4, 3-burner stove, sink w/ running water, oven, furnace, double bunk over cab, dinette in rear, porta-potty, AM-FM cassette w/ 10-band booster, 4 new tires, very clean motor, new heavy duty clutch, 38,800 actual miles, 20R 4 cylinder w/ 4-speed, PB, PS, cruise air conditioning in dash, new swamp cooler on roof, clear title. \$5,000 or trade? Gerald (Jerry) Lewis 746-3485. 2/90

**AUTO BODY REPAIR and Restoration.** Traveling estimates. I could be less than you think, but then again, it could be more. Corvairs are my first love. Ted Christianson. 887-9449. 1/90

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

**FOR SALE: '61 LAKEWOOD 1/25'** resin model kit, \$25. Built and painted, \$45. Bob Jones 298-3528. 9/89

**FOR SALE: '61 GREENBRIER**, 8-door. \$2,000. Call Tom at 327-6419. 8/89

**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

**FOR SALE: '62 MONZA 2d, AT**, restore or use as parts car; 145 engine runs, all chrome, no rust. \$350 OBO. Call Jeff, 790-9450 12/89.

**FOR SALE:** Set of headers w/ mufflers and chrome tail pipes, \$50; Jerry Lewis 746-3485 2/90

## TREASURE'S REPORT

Balance February 1, 1990.....\$1315.60

### Income:

Dues.....\$ 70.00  
 Raffle tickets.....\$ 58.00  
 Merchandise.....\$ 29.00  
 Total Income..... \$157.00

### Expenses:

Copy machine service...\$183.05  
 Raffle prizes.....\$ 16.83  
 Raffle tickets.....\$ 5.13  
 Sales receipt book.....\$ 3.20  
 Copy paper.....\$ 23.09  
 P.O. Box rental.....\$ 39.00  
 Merchandise.....\$ 23.00  
 Postage - supplies.....\$ 70.01  
 Total Expenses.....\$363.31

Balance March 1, 1990.....\$1109.29

### Raffle 1990:

Income: \$115.00  
 Expense: \$ 43.57  
  
 Net: \$71.43

Vic Howard



Wrecking out  
 Corvairs!

## Ben & Son Auto & Truck Salvage

(formerly Jerry Bishop's)

4260 E. Illinois

Tucson, Arizona 85714

748-1444



# SPRA-STRIP™

IS PAINT STRIPPING A CHORE YOU DREAD?  
 CAPT LEE'S AUTO SPRA-STRIP IS THE PAINT STRIP PROBLEM SOLVER

SPRA-STRIP IS SAFE FOR METAL, FACTORY FIBERGLASS, RUBBER,  
 GLASS, AND WOOD. EASILY REMOVES ANY KIND OF PAINT.

- NON-AEROSOL SPRAY LIQUID: No mess - Easy to apply -  
 Goes twice as far as pastes
- WORKS FASTER AND BETTER: Removes up to 8 coats or more  
 with one application - Lacquers dissolve in seconds -  
 Enamels bubble up in minutes - Can remove plastic  
 fillers and GM primer, if desired - Completely safe for  
 Corvettes - Easily strips seams, hard-to-reach spots,  
 and small parts - Water completely neutralizes stripper  
 - just scuff or etch to paint

RESTORING CARS IS OUR PASSION. IN 24 YEARS OF BUILDING CARS,  
 WE HAVE NEVER SEEN A PRODUCT LIKE AUTO SPRA-STRIP. THAT'S  
 WHY WE DECIDED TO DISTRIBUTE IT IN THE TUCSON AREA. CALL US  
 FOR A DEMONSTRATION.

Ted Christianson    Mary Ann Chapman    887-5449

## MEMBERSHIP REPORT

Dues for:

JANUARY:

Don Bortle  
 Dave Thompson  
 Ernie Alloy  
 Verl Rutter

FEBRUARY:

Alan Atwood  
 Gordon Cauble  
 Harry Ransom  
 Jack Blankenship

MARCH:

John Elliot  
 Robert Rentschler  
 Ed Sanford  
 Bob Thompson  
 Bill Vaughn  
 Ben Meeks  
 Al Crispin

Vic Howard  
 Membership

Across from Jack's Bar B-B  
Look for "Ricardo's" sign  
on North side of street.

All Repairs

A/C and Carb  
Transmissions  
Brakes & Tune-Ups

Monday - Friday 7am - 7pm

## **K & J AUTO and TRUCK REPAIR**

ASE Certified Master Auto Mechanic

Owner: KEN LEWIS

Service Mg: BARNEY GOODWIN

5283 E. 22nd St.

Tucson, Arizona 85711

Tele: 745-4567

Larry Dandridge - Corvair Specialist

## **FUN STUFF SALES**

**SPECIALIZING IN TRUCKS, SPORTS CARS  
RV'S & MOTORCYCLES**

**(602) 293-6668  
631 E. PRINCE  
TUCSON, AZ 85705**

**RICHARD & PEGGY  
AUFMUTH  
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

12 April: Magic Carpet Mini-Golf Mid-month Activity.  
7:00pm - 6125 E. Speedway  
RSVP to Steve Estabrook 292-9280  
(more details inside)

Wednesday, Mar 28: Regular Monthly TCA Meeting  
Wednesday, Apr 4: TCA Board Meeting 7:30 at JB's, Swan & Speedway

Tucson Corvair Association  
P.O. Box 50401  
Tucson Arizona 85703



FIRST CLASS MAIL