

Celebration

TUCSON CORVAIR ASSOCIATION

TUCSON, ARIZONA

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TUCSON CORVAIR ASSOCIATION

CORVAIRSATION is a monthly publication of the **TUCSON CORVAIR ASSOCIATION**, which is dedicated to the preservation 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 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 Corvairsation Editor. Articles are welcome for publication.

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

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BOARD OF DIRECTORS

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Corvairsation Editor
Ron Allen
Dave Baker (2 votes!)

POTLUCK~

POOL PARTY

JUNE 15th ~ 5:30

BAKERS

7041 E. ARROWHEAD

RSVP - 296-1392

From the President

Well, when you're the greatest real estate salesman in the world, it's hard to get this letter off to Van Pershing in time.

Didn't we have a grand time at Picacho Peak, 'er I mean Eloy and didn't the Phoenix Cactus Corvair Club put on a great show? Three whole people, one car, and the president, Linda Casey had to hitch a ride. Boy, it sure shows you how really good our own Tucson Corvair Association really is.

By the time you read this, we will have visited the Pima Air Museum. I probably didn't walk with the group around the grounds because I'm still trying to figure out how Orville Wright controlled the first Wright aeroplane. By the way, in my Air Force career, I have flown about 12-14 of the planes there, including the F-84F jet fighter just in front of the entry building, the red, white and blue one.

Barry and Al have a great tech session for you next meeting, a real show and tell! It's so good it's going to be a secret until SHOWTIME.

It portends to be a long, hot summer so we just have one more mid-month activity and that's the Potluck-Pool party, hot dog and hamburger fry at the Baker's the 15th of June. Except for the regular meetings that's it 'til September. Please RSVP the Baker's so we'll know how much hamburger, hot dogs and soft drinks to buy.

Dave Baker
President
Brake Espert

TUCSON CORVAIR ASSOCIATION

The regular monthly meeting of the Tucson Corvair Association was called to order by President DAVE BAKER at our usual meeting place, Picadilly Cafeteria, on Wednesday, April 24, at 7:45 p.m.

There were 35 people present; 16 Corvairs.

Report was made on the Picacho Peak outing April 24 which was to have been shared with the Cactus Corvair Club of Phoenix. There was only one car from the Phoenix Club, and a sizable turnout from TCC; and regardless of adverse circumstances (Picacho Peak was closed) they proceeded to Eloy, and had a great picnic at the local park.

DON ROBINSON handed out plaques to CECIL ALEX and VERN GRIFFITH who were winners in the Rally on St Patrick's day.

AL CRISPIN announced the Pima Air Museum as our May activity for Saturday, May 18, stating that a group rate would be possible if we had 20 people or more. ED SANFORD reported that there were lots of airplanes, and 'lots of neat stuff--missiles Hughes had donated.'

BEVERLY BAKER reported that the tape of the Convention has been located, and is available.

The President asked for volunteers to work on the Casas de las Ninos auto show on October 19th. VERN GRIFFITH volunteered to be Chairman.

Also for consideration is the Christmas Party location. BILL LESLIE and RON ALLEN agreed to search early for a suitable restaurant.

GORDON CAUBLE gave a report on Corvair parts---late model brake cylinders are again available. Also, many Corvair repro parts have gone up in price. BILL LESLIE described the problems with a leaking oil filter adaptor and the means of repair. DON ROBINSON in a "show and tell", brought a Corvair Turbo and Turbo carburetor and described the various components and their function.

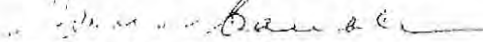
Those who promised to bring Raffle Prizes next month are:

LARRY DANDRIDGE
BARRY CUNNINGHAM
RON ALLEN

ED SANFORD
MAC POST
AL CRISPIN

Meeting adjourned at 9:00 p.m.

Respectfully Submitted:


VERNETTE C. CAUBLE

EDITORIAL

YOU FIGURE IT OUT !!!

by Ken Bunnell

The more I read about Corvair and the Corvette, the less I am able to understand about the two vehicles; i.e. why one was discontinued and the other kept as a LIMITED PRODUCTION model??????? The following figures confuse me:

	1960	
All models of Corvairs sold:	250,007	
All models of Corvettes sold:	10,261	
	1961	
All models of Corvairs sold:	282,075	
All models of Corvettes sold:	10,939	
	1962	
All models of Corvairs sold:	292,831	
All models of Corvettes sold:	14,531	
	1963	
All models of Corvairs sold:	254,571	
All models of Corvettes sold:	21,513	
	1964	
All models of Corvairs sold:	191,455	
All models of Corvettes sold:	22,229	
	1965	
All models of Corvairs sold:	235,518	
All models of Corvettes sold:	23,562	
	1966	
All models of Corvairs sold:	103,743	
All models of Corvettes sold:	27,720	
	1967	
All models of Corvairs sold:	27,253	
All models of Corvettes sold:	22,940	
	1968	
All models of Corvairs sold:	15,399	
All models of Corvettes sold:	28,566	
	1969	
All models of Corvairs sold:	6,000 **	
All models of Corvettes sold:	38,762	
For the 10 year period, total Corvair sales:	1,792,852	
For the 10 year period, total Corvette sales:	222,822	

** Production stopped in May.

I guess--if all those people had bought 'Vettes instead of 'Vairs, the **CORVAIR** would still be alive, eh?

Yes, I'm still confused, men in gray suits, computers, bean-counters, blew it! Really blew it. I often wonder, how a few men in Japan could take a little box made of wood, run a bunch of wires with beads strung on them inside this little wooden box and come up with the best selling car in America today, the Accord!

One more tidbit on 'Vairs:

SPYDERS: 1962-64, Coupes and Convertibles - 39,978
CORSA: 1965-66 (140 & 180) Coupes & Convertibles - 39,126

MOTOR OIL AND OUR ENVIRONMENT

Thanks to advancing technology, modern day motor oils have become a leading reason for increased longevity and durability in today's automotive engines. Oil chemists have developed better formulas which have significantly enhanced the quality and lubrication characteristics of motor oil. These additives help decrease friction, minimize engine wear, and help engines run cleaner by keeping dirt particles in suspension to help prevent oil cake build-up.

OIL DUMPING

Advancing motor oil technology is good news, but unfortunately, we still contend with the problem of oil dumping. Some people that change oil dump their used oil in storm drains, creeks, in garbage cans, or into the ground. What happens is that this used oil finds its way back to our water supply, resulting in water pollution.

According to the Automotive Information Council (AIC), each year approximately 240 million gallons of used motor oil are dumped into our environment by do-it-yourselfers. If you can imagine, that's approximately 20 times the amount that was spilled by the tanker Exxon Valdez. It's staggering to think about the number of people who must contribute to this problem whether they know it or not.

Fortunately, with the increasing awareness brought on by environmentalists and their campaigns, more people are learning about the hazards of dumping used motor oil. It's much more serious than most of us probably ever imagined. The AIC reports that illegal dumping of used motor oil accounts for about 40% of our nation's waterway pollution.

PROPER DISPOSAL

One of the best ways to dispose of used motor oil is by collecting it in approved bulk waste oil containers and having a waste oil collection service take it away for reprocessing. In many cities and towns you may also find a local waste oil drop off site sponsored by an oil distributor or oil recycling center. If you are unaware of such services, you might find one in your local telephone book, or contact your county health agency or state environmental authorities.

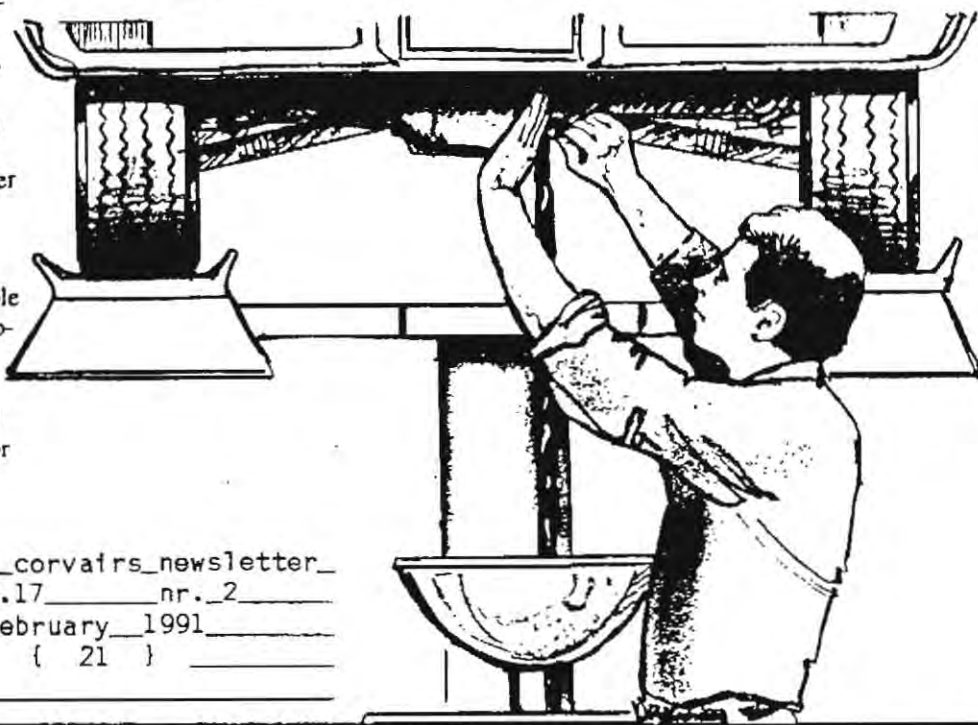
Proper oil disposal is something that we in the automotive service business not only need to preach, but also practice. If your workplace doesn't already have a used motor oil disposal policy, petition to get one started. If you do have a policy, congratulations!

Fortunately, the issue of used motor oil disposal has become a legal issue. Some states have adopted laws to regulate used motor oil disposal and the fines are hefty for oil dumping. But law or no law, we all need to promote and

spread the word about the effect oil dumping has on our environment. It's a petition for Mother Nature and the sake of our children.

USED MOTOR OIL FACTS

- One gallon of used motor oil can be processed to yield 2.5 quarts of high quality re-useable oil
- Recycling used oil takes 70% less energy than refining from new crude oil
- One quart of oil has the ability to pollute one quarter million gallons of drinking water
- Seventy five percent of DIYers would recycle oil if they knew of a local waste oil collection center



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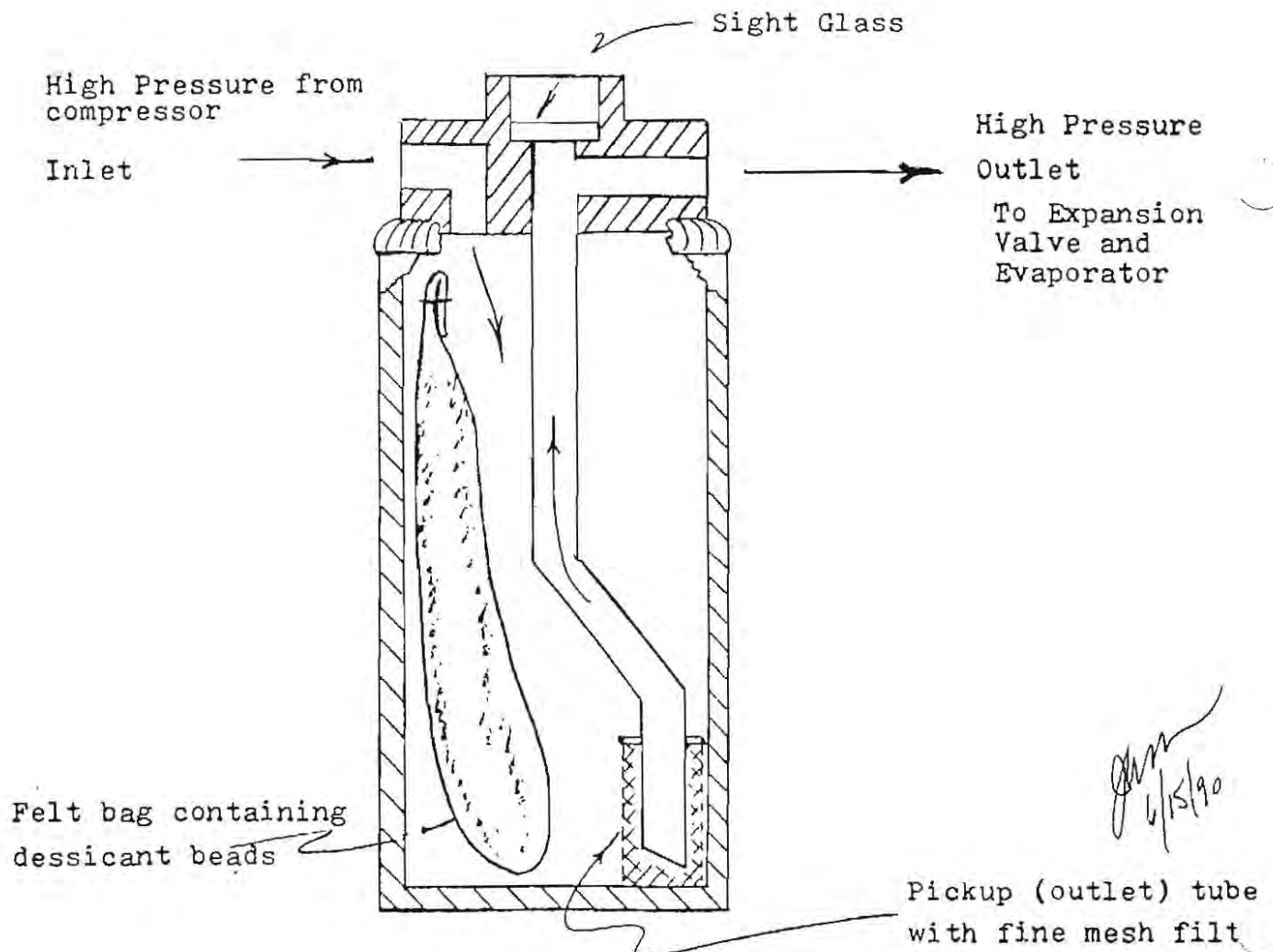
Tech Topics

The Anatomy of the Receiver-Dryer

I performed an autopsy on a '67 Corvair Receiver-Dehydrator (in the interest of science) to find out what was inside and to deduce what the engineers had in mind when designing this element.

Based on information that Freon gas when combined with water produces hydrochloric acid, it becomes obvious that any freon-based air conditioning system must excluded water. Toward this end, the Corvair system (and perhaps all others), incorporates a water-absorbing element within the system, i.e., a desiccant. In GM terms, the Receiver-Dehydrator. As a side issue, when separate A/C system elements are presented for sale at one of the flea markets, unless the vendor has taken care to plug the inlet and outlets to keep moisture-laden air out, you are on your own as to whether there has been any acid damage.

The autopsy of a '67 Corvair unit provided a number of surprises. First of all, I found the can to be mostly empty. While the aluminum walls were some 1/8-inch thick, it was soon realized that this container must withstand the 200-300 pressures of the high-pressure side of the system.



As for the desiccant, it was found to consist of a varied assortment of brittle glass-like beads of BB size contained within a 1/8-inch thick felt bag which was, rather crudely, merely folded over and stapled to close. These beads were brittle and shattered like glass when squeezed with pliers. They were black in color. When baked in a 300 degree F oven for an hour they did not change color (i.e., from pink to blue--or whatever) so it is assumed they are not of a "normal" desiccant composition.

The containment bag was merely dropped in the can without any constraint. Presumably, the engineers knew what they were doing.

Of greater interest, it was observed the outlet pipe picked up from the bottom of the can. Consequently, if the "shade tree mechanic" went by the "normal" rules that Freon should be added until there were no more bubbles observed in the sight glass, all he would be accomplishing would be that the liquid Freon merely covered the bottom of the pickup tube. There would be no reserve liquid in the system.

After replacing the Receiver-Dehydrator in my '67, and after evacuating with a vacuum pump for 15 minutes, I added 4 cans of Freon. The sight glass showed clear with no bubbles. I thought I was finished.

What puzzled me was that the GM manual called for 5 cans of Freon. Yet, by shade-tree criteria, my system was performing to spec with only 4 cans of Freon.

Only then did it dawn on me that the Receiver-Dehydrator has an added function. Since these systems are going to leak Freon no-matter-what, there is need for a bit of a safety reservoir. Consequently, the "missing 5th can of Freon" could be safely added which would merely raise the liquid level in the Receiver-Dehydrator--as intended--to the point where considerable Freon loss could be experienced before the pickup tube began to show bubbles in the sight glass. If you see bubbles you are running on empty. Fill 'er up.

Mr. Bentwrench (John Moody)
Group Corvair

Paint, From the Bottom Up

Mike and Todd Norrington discovered some great paint for the underneath section of their Corvair: *Hammerite Rust Stop Metal Finish Paint*, available at Ace Hardware. Imported from England, it's used to paint rusted bridges over there. After cleaning and "extending" the parts, paint was brushed on. (Too thick to spray.) Dries to touch in 30 minutes; requires 60 days to cure. Color is black, but resembles charcoal. Once cured, it's super hard. More information: Hunting Specialty Products, 265 S. West St., Lebanon, OH 45036, 1-800-733-4413.

The Flat Six
Prairie Capitol Corvair Club

Body Seams

You know the vertical seams where the fender meets the body at the lower front and back. I had been using body caulk to close those seams but had trouble with the paint cracking and chipping later. This time I used a product designed for the job. It is called *High Tech Leak Check Seam Sealer*. It is a high solid in a tube which does not shrink and dries totally in 12 hours. Works great.

Mr. Techwrench
The Spyder's Breath Gazette, Tidewater Corvair Club

Vairs 'n Spares

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FOR SALE: CORVAIR PARTS. Large outdoor yard full of great Corvair parts. Call Barry Cunningham for information at (602)747-9028. 2/91

FOR SALE: PARTING OUT 7 Corvairs (1 convertible). No titles. Call Mike Garrison in Sahuarita at 1-602-648-2610. P.O. Box 603, Sahuarita, AZ 85629. 2-91

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FOR SALE: '61 LAKEWOOD, automatic, reconditioned \$1250 OBO. Call Del Light (602)883-5902. 12/90

FOR SALE: '84 MONZA, 2-door, automatic, not running but complete. \$350. Call Del Light (602)883-5902. 12/90

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AUTO BODY REPAIR and restoration. Traveling estimates. It could be less than you think, but then again, it could be more. Corvairs are my fist love. Ted Christianson. 887-9449.

FOR SALE: NEW and GOOD USED PARTS Rebuilt flywheel for early or late, bolted and balanced, \$85; good FC axles with packed bearings, \$80 each; '65 Corsa wiring harnesses - main & engine compartment; new gas door guard, \$20; reconed Corvair radio speakers, early \$15, late \$19; Other new and good used parts. Call Gordon Cauble (602)299-1122

FOR THE DO-IT-YOURSELFERS: Mag ignition wires and log rotors, plus all regular ignition items. Wrapped fan belts, air and oil filters plus viton O-rings and oil cooler seals. Call Gordon Cauble (602)299-1122

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TUCSON CORVAIR ASSOCIATION REGULAR MONTHLY MEETINGS
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

June 15, 1991: Potluck-Pool Party, 5:30 pm, Dave & Beverly Baker's,
7041 E. Arrowhead, RSVP 296-1392

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



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