

Corvair

TUCSON CORVAIR ASSOCIATION TUCSON, ARIZONA

Volume 18 Number 1

April 1992



• GREENBRIER EQUIPPED FOR OUTDOOR FUN AND LIVING! •

• ENJOY THE MOST IN OUTDOOR LIVING WITH A GREENBRIER! •

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 of General Motors. The Tucson Corvair 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 each month with the exception of July and August.

MEMBERSHIP DUES are \$12.00 per year and are payable to the TUCSON CORVAIR ASSOCIATION through the Membership Chairperson.

CHANGE OF ADDRESS: Report any change of address or phone number to the Membership Chairperson. Do not report such changes to the Editor.

CORSA MEMBERSHIP DUES are \$25 per year and include a subscription to the CORSA Communique, a monthly publication. CORSA membership is not require for membership in TCA but is highly recommended. See any TCA officer for information.

CLASSIFIED ADS are free to members and \$1 per line to all others.

DEADLINE for all materials submitted for publication in the Corvairsation is the 10th for that month's issue. Mail or deliver all materials to the Editor.

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

WHEELS AND SPOKES

PRESIDENT

Cecil Alex
775 W Roger Road #73
Tucson AZ 85705
(602)293-4156

BOARD MEMBER-AT-LARGE

Barry Cunningham
3725 E 32nd Street
Tucson AZ 85713
(602)747-9028

CORVAIRSATION EDITOR

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

VICE-PRESIDENT

Ron Bloom
4072 E 22nd St #197
Tucson AZ 85711
(602)881-1443

MEMBERSHIP CHAIRMAN

Marty Kuluski
2311 N Tucson Blvd
Tucson AZ 85716
(602)326-5770

ASSISTANT EDITOR

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

TREASURER

Ron Allen

Tucson AZ 857
(602)

LIBRARIANS

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

BOARD OF DIRECTORS

Current TCA Officers,
Corvairsation Editor,
Dave Baker & Ron Allen

RECORDING SECRETARY

Verne Cauble
5950 N Camino Arizpe
Tucson AZ 85718
(602)299-2911

MERCHANDISE CHAIRMAN

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

TUCSON CORVAIR ASSOCIATION

The regular monthly meeting of the Tucson Corvaair Association was called to order at 7:40 p.m. by President DAVID BAKER at Picadilly Cafeteria Wednesday, March 25, 1992. In Dave's opening remarks, he suggested that the two most necessary instruments a Corvaair owner should have are a multi-meter and a test light--both moderately priced.

Visitors were: JERRY HENDRICKSON of Battle Creek, Michigan, JOY STAFFORD, charter member who has been missing for a long period, and LARRY and CURTIS HUNKER.

Minutes of the February meeting were accepted as published.

DON ROBINSON reported that he had lots of patches in stock. Also, everybody please save and bring aluminum cans to the meeting.

LARRY DANDRIDGE announced that he was working up a list of all the junkyards in Tucson who had Corvairs or Corvaair parts.

BEVERLY BAKER has copies of the list of library items.

GORDON CAUBLE announced that Clark's new catalogue should be out in May. If you write for it, and send \$4, you'll also get four miscellaneous catalogues of interest. Gordon also has extra copies of CORVAIRSATION each month.

AL CRISPIN is planning our April mid-month activity as a picnic at Agua Caliente Park. Meet at 10 a.m. Kolb and Speedway (NE corner) 11 April. ESTHER ALEX, telephone committee chairman, will be assisted by volunteer JOY STAFFORD in calling members.

JOHN LIGHT again urged all members to write their letters urging that insurance be on the individual rather than on separate cars.

NOMINATING COMMITTEE CHAIRMAN VAN PERSHING announced the slate of officers for the new year:

- Vice President: RON BLOOM Treas: RON ALLEN
- Membership: MARTY KALUSKI Rec. Secy: VERNE CAUBLE
- Member-at-Large: BARRY CUNNINGHAM

Since the office of President was left unfilled, nominations from the floor were accepted, and GORDON CAUBLE nominated CECIL ALEX, who was unanimously elected with vigorous applause by the membership.

RAFFLE RECEIPTS were \$53.00 this month. Prizewinners: ESTHER ALEX (2) DAVE BAKER, GLORIA GRAY, JIM WILSON, and DEL LIGHT.

Next month's volunteers to bring prizes: JACK ZIRKLE JOHN LIGHT
LYNN BLOOM AL CRISPIN LARRY DANDRIDGE
Meeting adjourned at 8:55 p.m.

Respectfully Submitted:

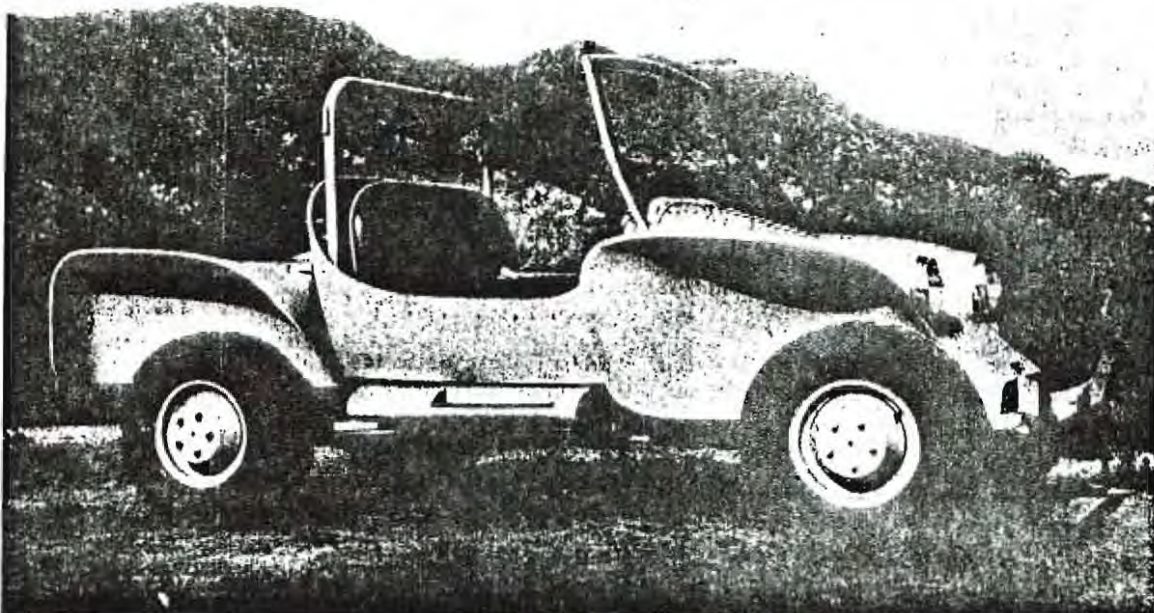
Verne Cauble

VERNE CAUBLE, SECY.

Corvairs: 16

39

Attendance:



TRAIL BLAZER STYLING IS STRIKING, BUT EACH UNUSUAL FEATURE IS PRACTICAL—EVEN THE RUNNING BOARDS.

THE TRAIL BLAZER

IT SEEMS ONLY FITTING that a four-wheel-drive car for sportsmen should be designed by a Westerner who has had a lot of experience in this area's rugged back trails. This is exactly the case with the Trail Blazer, and its developer, Victor Hickey, who frankly admits he wanted to build a sports car for the outdoorsman. The first prototype of a production model may be just that.

The Blazer is as radical a four-wheel-drive car as the Corvaire is a compact car. It has a custom fiberglass body, four-wheel independent suspension, torsion bar springing, disc brakes, a center point steering, a six-cylinder, air-cooled engine borrowed from Chevrolet's Corvaire and standard 9.50 x 15 tires.

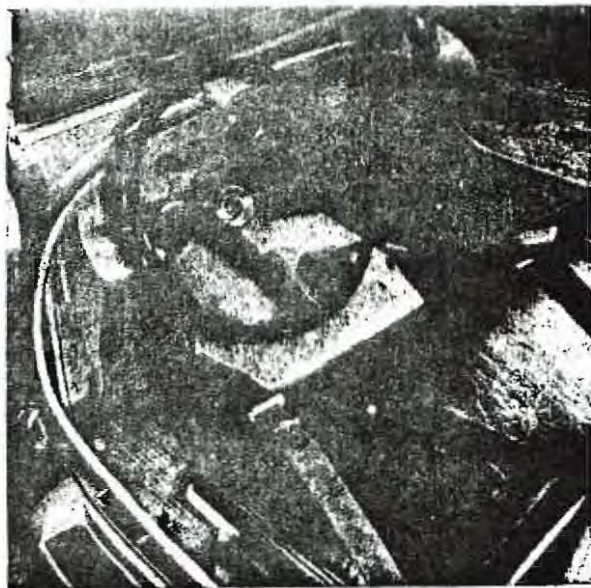
Starting with the flat-opposed Six, power is taken to a conventional three-speed transmission and then to the rear wheels. For four-wheel drive there is a two-speed transfer case, which splits the torque equally between the front and rear wheels.

Suspension all around is by torsion bars, which run straight back along the frame. As opposed to the more common method of connecting the front wheels to the differential, the Blazer has a more or less conventional U-joint. This makes the joint far easier to clean after a trip over sand or mud roads.

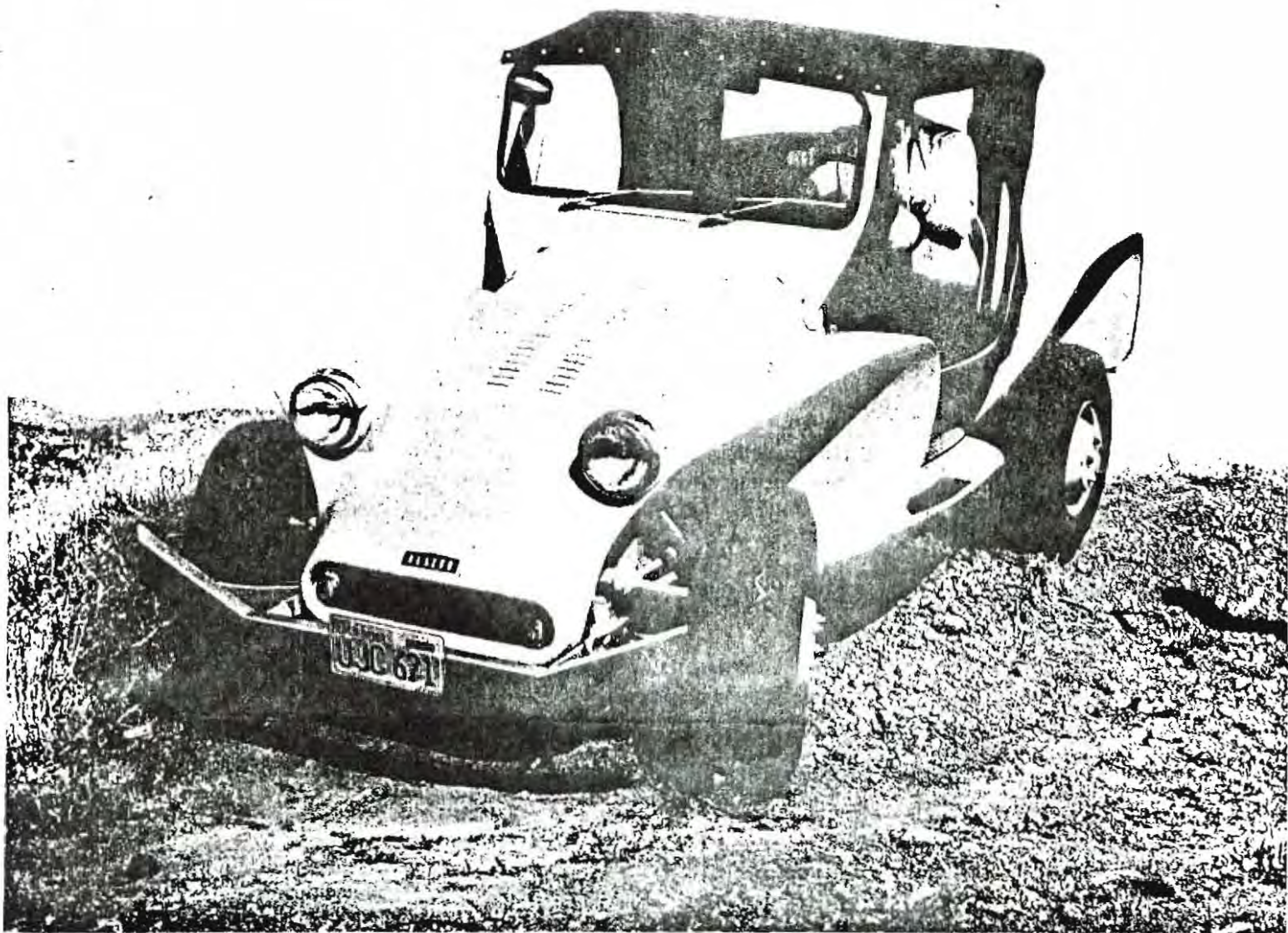
The wheels and tires themselves are interesting. The wheel is dished out, and an optional set of wheels can be bolted on quickly, giving the Blazer either two or four dual wheels. Standard tires are 9.50 x 15, and this is an exceptionally wise choice. Four-wheel-drive enthusiasts have proven the value of wider tires, but the Blazer is the first four-wheel-drive car to make them standard equipment.

The Blazer's inboard disc brakes are one of the best innovations to be put on a four-wheel-drive car in years. The special and peculiar problems of braking in the back country are far different from those on the open road. Streams are frequently forded, submerging the brakes, and long, steep downhill stretches

FOUR-WHEEL DRIVE WITH A CORVAIR ENGINE



Passenger compartment of Trail Blazer is Spartan, but has all driving essentials. Seats are exceptionally comfortable, and material is top quality.

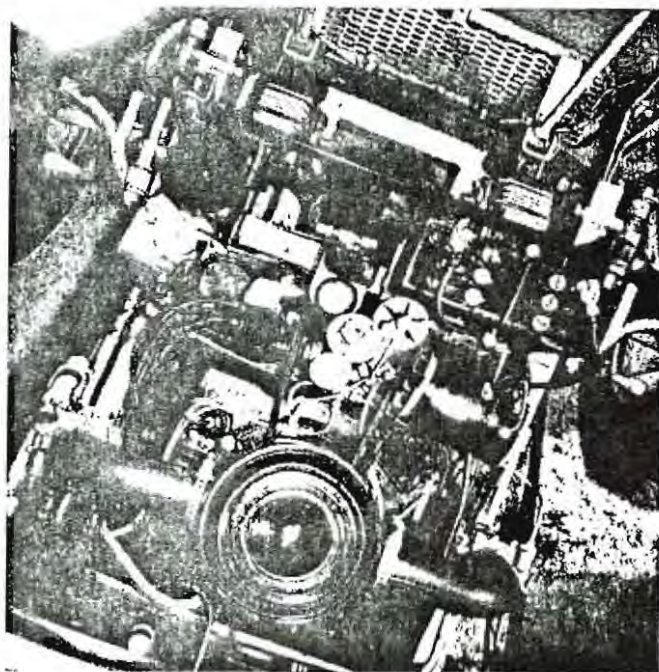


Center point steering is an admirable quality of the Trail Blazer. Steering is light, positive and has the feel of power assist. Note the inboard disc brakes ahead of the Corvair powerplant in picture at right.

are common. Disc brakes are excellent for these purposes, since they dry off immediately and fade very little.

The Trail Blazer would be at home in a car show — but the practical four-wheel enthusiast will be able to point out a lot of advantages that most people would miss. The low, sweeping hood makes it possible to see very close to the front of the car and negotiate a bad trail. The elephant-car fenders are also practical. Mud will follow a natural curve and be thrown out instead of caking up and jamming against the wheels. Moreover, the driver can look out and see his front or rear tire, giving him a precise point for difficult maneuvers.

Inside, instrumentation and ornamentation are stark, but everything a driver needs is there. Although plain, the interior is not austere. The naugahyde and foam rubber seats are the finest currently available on any four-wheel-drive car. For open-air driving, the convertible top comes off quickly. Actually, it has dozens of snaps, but removing it is no more difficult than unbuttoning a shirt. The car will be manufactured by Hickey Manufacturing Company, Inc., of Downey, California. /MT



STATE OF ARIZONA

Department of Insurance
Abacus Building
Phoenix, AZ 85007
Phone (602) 542-4900

BULLETIN NO. 91-12

Date: March 1, 1992
To: All Arizona Insurance Agents/Clients
Arizona Automobile Dealers (New/Used)
From: Director, Arizona Department of Insurance
Subject: Automobile Headlight Dimmer Switches

1. Pursuant to the Arizona Department of Motor Vehicles Act No. 91-12, all motor vehicles sold in the State of Arizona after April 15, 1992 are required to have the headlight dimmer switch mounted on the floorboard. The dimmer switch must be mounted on the floorboard. The dimmer switch must be mounted in a position accessible to operator by pressing the switch with the left foot. The switch must be far enough removed from the left foot pedal to avoid inadvertent operation of the pedal.
2. Included in the above act, and beginning May 1, 1992, all other vehicles with steering column mounted dimmer switches must be retrofitted with a floorboard mounted dimmer switch of the type described above. The steering column mounted dimmer switch must be disabled or removed from the vehicle. Vehicles which have not made this change will fail the forthcoming Arizona Safety Inspection program, which will begin on this date. Vehicles found not to be in compliance at registration time, will be denied new tags.
3. It is recognized this will cause some hardships for the driving public. However, this change is being made in the interest of public safety. Arizona DMV Act 298-29977 will benefit all Arizona residents because of the influx of foreign made vehicles. A recent highway study entitled "Initiation Sequence in Arizona Nighttime Highway Traffic Accidents" was conducted jointly by the Arizona Department of Public Safety and Arizona Department of Motor Vehicles, with research done by Arizona State University. This study shows that 95% of all Arizona Nighttime highway accidents are caused by a blonde getting her left foot caught in the steering wheel (while trying to dim her headlights).

cc: To be included with all registration and insurance renewals.

TCA ANNUAL RALLY

**T
I
M
E**

**S
P
E
E
D**

**D
I
S
T
A
N
C
E**

May 17, 1992

S.W. Corner of El Con Mall

Registration: \$3.00 per car

Opens at 1:30pm

First car off at 2:01pm

TECH TIPS on PRIMARY CARBURETOR ADJUSTMENTS By *CORVAIR ASSISTANCE*

The primary Corvaire carburetors have an unusual idling circuit. The throttle valves have a small notch on one side (early carbs do not have a notch). With the valve in the idle position the notch is positioned over a small vertical slot in the side of the throat.

The air rushing by this opening draws fuel from it to operate the engine at idle speeds. As you increase the idle speed, the edge of the throttle valve moves upward and exposes ever more area of the slot to the air flow. This action roughly matches idle speed to fuel needs. The final mixture adjustment is made by the idle mixture screw. This empties fuel lower down in a high vacuum area. You will sometimes find that as you raise the idle RPM to where you want it, the idle screw will be fully seated and will lean the mixture no further. One fix is to try another carburetor, but after all the overhauling, installing, aligning, etc., you are in no mood to start over. The result is that you just let it go the way it is.

I have found an easy way to lean the idle mixture and get the idle mixture screw back into operation. I take a #48 drill bit and tape it securely to a 1/2 inch piece of steel fuel line. I cut the fuel line in half lengthwise for about an inch, and then cut off one half. This leaves a one inch notch. I wrap a little tape around the shank of the drill, lay it in the notch and tape it securely to the pipe. Now, if you look carefully into the throat of a late model carburetor, you can see the base of the fuel cluster located on one side of the throat. You will note that there are two air vents on top of this unit. The tiny one relates to the normal running mixture, while the larger one that is located by the long hold down screw is a #48 drill size and vents air into the idle mixture as it makes its way to the idle fuel dispensing well and into the idle air stream. **NOTE:** Early carburetors have two smaller holes in the same area for the same job. Using your new tool, push the drill gently into the hole. Enlarge the hole slightly by pulling the flutes of the drill up and down in the hole. It does not take much as easy does it. The very tiny soft aluminum shavings will pass thru the idle system and should not hurt anything. Remember! It is easy to take metal out of a hole but putting it back is pretty impossible. Another way to increase the hole size slightly is to grind a long point taper into a piece of wire or welding rod. You can expand the hole with this tool by placing the tip in the hole and wobbling it around to enlarge the hole slightly. The very slightly enlarged vent hole will lean the mixture and give back final mixture adjustment to the idle mixture screw.

You are not finished with your job until the complete air cleaner and associated piping is all back in place. The air cleaner and the piping can make a small drag on the air flow and enrich the mixture slightly. A really dirty air cleaner will make the engine run rich through all power ranges. For a final check, I pop the hose off the choke pull off. This allows a small amount of extra air into the manifold and will lean the mixture. If the idle mixture is perfect, the engine will slow down very slightly. If the mixture is too rich, the engine will speed up. Keeping these facts in mind, you can tweak your idle mixture to perfection. This method is also handy to give your idle mixture a quick check at anytime.

Just be sure your engine is hot enough to have the chokes in their full open position, and that the pull off diaphragm is not already leaking air into the hose. The idle mixture settings can change by themselves if a small amount of dirt alters the flow of the idle needle setting.

The main idle outlet is hard to block because it is large enough to pass most dirt particles. The tiny orifices idle pipe that meters fuel in to the idle system can also get blocked, but this does not seem to happen very often.

Submitted by Rick Brautigan

Vairs 'n Spares

FOR SALE: CORVAIR PARTS!! '62-'63 +.040 pistons, never used but have been installed (no jugs), \$150 OBO; '62 rocker panels, \$5; early front bumper, free; '60-'61 distributor parts, free; 110 heads, \$20; 2 camshafts w/ gears, \$ 5; '64 steering wheel, free; standard bell housing, \$5; '65 pistons, rods & jugs, used, \$40; rebuildable carbs, free; 2-140hp secondary carbs, rebuilt, \$30; '65 crankshaft, \$10; 8-plate oil cooler, good, \$5. Call Josh DeWitt, 294-4340, 6766 S 12th Ave. 4/92

FOR SALE: '62 MONZA Coupe, ready for paint, recent velour interior, new carpet, new headliner, new racing gauges, custom blue paint inside, 300 miles on 125hp engine; competition clutch, extra parts, set up for power brakes, lots 'n lots of extras. Asking \$1250 OBO. Must sell. I was told it has to go! Call Josh DeWitt 294-4340, 6766 S 12 Ave, Tucson 85706. 4/92

FOR SALE: '66 MONZA 2-door, automatic, body straight except for crease on right door, great interior, ok paint, runs good. \$900. Call John McNamara 624-4045. 2/92

FOR SALE: '64 CORVAIR Monza 2-door. Complete or part out. Rusted but good parts. Del Light (602)883-6794. 12/91

FOR SALE: '65 RIGHT DOOR (for 2-door), \$15; two rebuildable carburetors, \$15 for both; '64 & '65 bumpers and trim; parts and filters. Make offer. Del Light (602)883-6794. 12/91

FOR SALE: '65 MONZA Coupe, 110/auto, yellow exterior w/ white interior, A/C, AM/FM cassette, 75K original miles, new chrome, new front suspension, new carpet and door panels. A beautiful car that needs nothing. \$3,950 OBO. Call Gordon Cauble at 299-1122. 11/91

FOR SALE: '63 DOOR & QUARTER PANELS for a convertible, red, without buttons. Larry Dandridge. 571-9680. 10/91

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. \$2,900 OBO. Call Gordon Cauble at (602)299-1122. 4/91

AUTO BODY REPAIR and restoration. Traveling estimates. It could be less than you think, but then again, it could be more. Corvairs are my first 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 long 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.

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

CORVAIR PARTS: Large selection of early and late. Reasonable prices. Larry Dandridge, 571-9680.

48 year patio sale
Dave and Beverly Baker
7041 E. Arrowhead Drive.
April 25th and 26th.
9:00 to 5:00



IRONMAN

Castings - Aluminum - Iron

- ★ Straighted
- ★ Welded
- ★ Rebuilt

— ANTIQUES REBUILT —

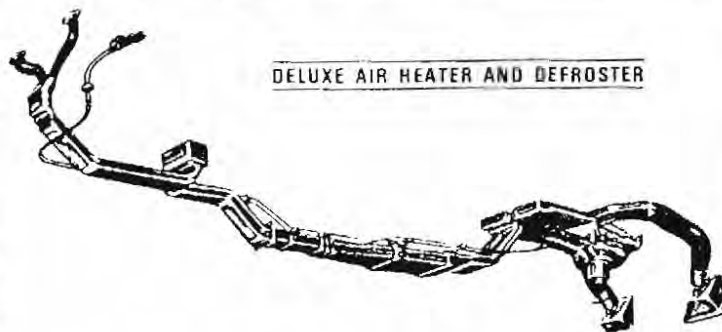
- ★ Machines
- ★ Engines
- ★ Cars

217 N. Cleveland
P.O. Box 371
Bowie, Arizona 85605
602-847-2294

Larry Dandridge CORVAIR REPAIRS

1710 S. JEFFERSON #10
TUCSON, ARIZONA 85711
571-9680

Please patronize our
advertisers whenever you
can. They help us - Let's
help them!

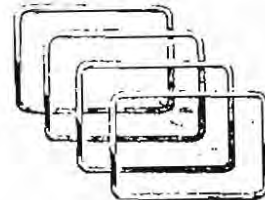


DELUXE AIR HEATER AND DEFROSTER

An air heater that utilizes the engine heat to provide fast heating and defrosting. The engine heat is circulated by the high capacity three speed centrifugal blower motor and

fan that is mounted on the heat exchanger with a temperature control system that blends the heated air with outside air.

PART NO. 985698



WINDOW SCREENS

Rust proof aluminum window screens for the four side windows. The screens mount to the side windows without interference with the operation of the windows.

PART NO. 985100



RON BLOOM - PH. 881-1443

C-39R Licensed Contractor C-62

- Warm Air Heating
- Service Maintenance
- Cooling & Ventilating
- Home Improvements
- All Types of Repair

4072 E. 22nd St. Suite 197 • Tucson, Arizona 85711

Bonded

Fax 602-745-8119



SLEEPER UNIT

Waterproof olive drab canvas with collapsible metal frame supports and plywood base. The unit is 6½ feet long, 4 feet wide and 33 inches high. Includes a two section ladder. Mattress and bedding not included. Folds neatly for traveling.

PART NO. 985102



POP-UP TENT UNIT

An 8 by 10 foot tent made of sail boat drill cloth (7.68 ounce). Complete with fiberglass ribs, sewn in floor, large window and mosquito netting for opening. When erected tent has 6 foot 4 inch head clearance. Folds into a neat package.

PART NO. 985101



Wrecking out
Corvairs!

Ben & Son Auto & Truck Salvage

(formerly Jerry Bishop's)

4260 E. Illinois

Tucson, Arizona 85714

748-1444

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

May 17 - Annual TCA Rally, 1:30pm, El Con Mall
(details inside)

Regular Monthly Meeting: Wednesday, May 27, 1992

TCA Board Meeting: Wednesday, Apr 29, 1992 at JB's Swan & Speedway, 7:30pm

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



FIRST CLASS MAIL