

Corvairisation

TUCSON CORVAIR ASSOCIATION

TUCSON, ARIZONA

February 1993

Volume 18 Number 11



Have you hugged your Corvair today?

Happy Valentine's Day!

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 (COSA).

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.

COSA MEMBERSHIP DUES are \$25 per year and include a subscription to the COSA Communique, a monthly publication. COSA membership is not required 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.

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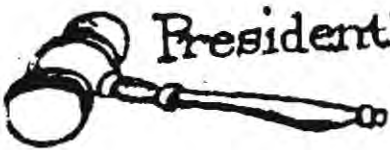
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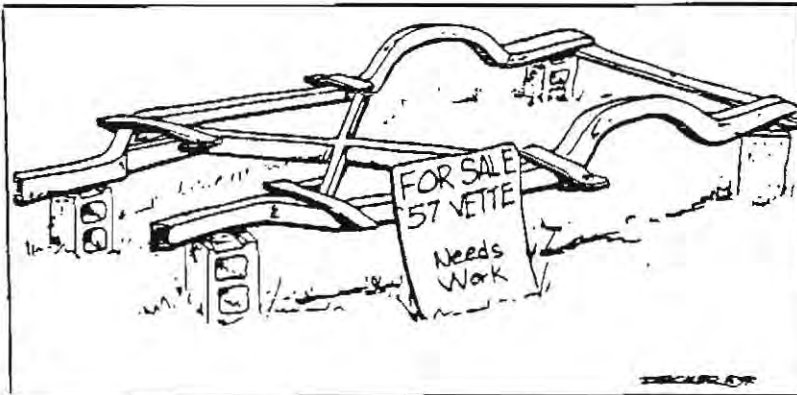


President's Word

THE PRESIDENT SEZ:::::for everyone to show at the next meeting, Wednesday, February 24, 1993, because it is time for election of officers for the next term of office, beginning March first.

Six Corvairs showed at the Marana High School Car Show. I'm sure all of us enjoyed seeing all of the beautiful cars. There were lots of beautiful shiny cars of all types and sizes. It's been many years since I have seen a 1926 Studebaker Sheriff's Special with runningboard headlamps and a siren out on the front frame bar. I want to thank everyone for their support and kindnesses during my tenure as TCA President. I've really enjoyed it.

Cecil Alex



A THREE YEAR OLD BOY WENT WITH HIS DAD TO SEE A NEW LITTER OF KITTENS. ON RETURNING HOME HE TOLD HIS MOTHER THEIR WERE 2 BOYS AND 2 GIRL KITTENS. HOW DID YOU KNOW THAT SHE ASKED? "DADDY PICKED THEM UP & LOOKED UNDERNEATH," HE REPLIED I THINK IT'S PRINTED ON THE BOTTOM."

What model year was the last station wagon offered? _____

What part of the car turns the speedo-cable on the 1965-69 Corvairs? _____

When was the 3.08:1 rear axle ratio offered? _____

What were the factory recommended lubrication intervals for Corvair universal joints? _____

TUCSON CORVAIR ASSOCIATION

The regular monthly meeting of the Tucson Corvair Association was called to order at 7:40 p.m. by President Cecil Alex at Picadilly Cafeteria, Wednesday, January 27, 1993.

Don Robinson presented Dave Baker with an award of recognition for his service and contribution as President of the TCA in 1991. Don also announced the club is selling 1988 Membership Directories for 1/2 price, \$2.00. A good addition to any Corvair owners' glove box.

Van Pershing has been in pursuit of a replacement copier for the club. He will give a report at the board meeting.

The current fuel pump malfunction situation was discussed. The problem seems to have no solution at this point.

The 1993 Wahl's Corvair Underground catalog has been loaned to the TCA library by Dave Baker. It is available to any interested members. Contact Beverly for check-out.

Bill Leslie gave a report on early model batteries now available at the Battery Factory for approximately \$50.00.

The tune-up clinic held at Barry Cunningham's shop was a success. Those attending were witness to the damage caused by a welded flywheel. Heads were pulled, engines were pulled -- there was good coffee, food and jokes.

The February mid-month will be the car show at Marana High School, held by the Vocational Industrial Clubs of America. The show runs Saturday, 2/13 from 11:00 am - 4:00 pm. Meet at 10:00 a.m. at the McDonalds on Ina Rd.

Raffle winners were: Van Pershing, Ron Allen & Ruth Griffith.

Volunteers for March prizes: Bill Leslie, Ron Bloom, Ron Allen, Mac Post, Russ Lockhart and Cecil Alex.

The meeting adjourned at 8:35 p.m.

Respectfully Submitted,

Marcy Tucker

****PLEASE NOTE****PLEASE NOTE****PLEASE NOTE****PLEASE NOTE****

Membership records indicate dues have not been received from the following members. If this information is incorrect, please advise me. If you have any questions about your membership, please feel free to contact me.

Bechdol	7/92	Glover	10/92	Rosenberger	11/92
C. Davis	11/92	Howard	7/92	Sams	7/92
DeWitt	11/92	Hudson	9/92	Williamson	9/92
Elvick	9/92	Maudlin	11/92	Zimmerman	9/92
		Pettis	10/92		

Long-Term Storage

Here's a tip that can be used on any car you're storing for an extended period of time. In fact, if you use this tip, it's more likely you'll use it to store your Corvair.

When you store your car for an extended period, the oil film on the cylinder walls and other internal parts, which isn't very thick to start with, dries up, allowing the formation of rust. When you fire the car up later, the piston rings scrape off the rust and you've lost a bit of the cylinder wall. You don't lose very much, but you lose it at a much higher rate than you do from daily startups.

When you put your car away, you could remove all the spark plugs, squirt some oil in the cylinders, and crank the engine a few times. This will put some oil on the cylinder walls, but it may not be evenly distributed and it won't necessarily get on other parts like valve stems.

There's a better way. There is some stuff called *marine fogging spray*. It's kind of an oil emulsion that comes in an aerosol can. You use it to put a good film of oil on all the parts in the intake tract and on the cylinder walls. What you do is remove the air cleaners, start the engine, and while revving the engine at say 1500 RPM, just spray the stuff down the carbs. You continue this until you start to get a good bit of smoke out of the exhaust, then you shut down the engine and leave it. If you spray too hard initially, you'll kill the engine before you get enough oil in it, so you need to spray intermittently, keeping the engine just short of dying until you see that good smoke from the exhaust.

Fogging your engine is relatively easy to do, so you can do it when you're storing your car for the winter, or just for couple of months. There are several brands available and it can be gotten at any marine dealer.

Al Harris, *Hot Air Mail*, NVCC

Emblem Retainers

The chrome emblems on a Corvair -- "110", "Corsa", etc. -- are normally held on by spring steel inserts that are pushed into the holes in the body. When originally put in, they scratch the paint on the edge of the hole. Then over the years, the retainers rust, which eventually causes the body to rust out around the holes. When replacing trim, you can avoid this by using common drywall screw inserts in place of the stock steel retainers. Just find a size that the emblem's studs just fit into, press the plastic insert into the body, and push the emblem into the holes.

The Air Cooled News, Lowcountry Corvair Association

Throwing a Curve

You say you'd love to know what the mechanical advance curve is in your distributor, but you don't have access to a distributor machine? Don't sweat it. Just pick up a *Mr. Gasket* timing tape from your local speed shop that is designed for the diameter of your harmonic balancer. (Late model engines use one 6.75" in diameter, earlier ones are probably the same -- editor.) Then use your timing light to check your advance at different engine speeds as measured by your tach. (You may need a friend to help you by watching the tach and recording the data.) Record the advance, with the vacuum advance hose disconnected, for each engine speed from about 1000 through 3500 RPM at about 250 RPM increments. When you are finished, you'll have the advance curve for your distributor. See? Nothing to it!

Central Valley Corvairs Newsletter

Saginaw Transmission Gears

If you find a '66 or later Saginaw 4-speed, usually used in Chevy II's, Novas, and low horsepower Camaros and Chevelles, for sale cheap, buy it. Not only are the synchros, bearings, and other parts the same as '66 - '69 Corvair transaxles, but the gears, except for the input gear, are those used in the "close-ratio" Yenko Stinger gearbox. The input gear can be used, so don't throw it away. (Most of these parts can still be bought new from parts houses as well as Chevrolet dealers. It's just much cheaper to buy a good used unit.)

News and Affairs of Corvairs

Power Antenna

Attention Late Model Corvair Owners -- especially if your Corvair is of the daily driven variety. If you are looking for a power antenna to fit for a stock rear mount replacement, I have found it!

Good old J.C. Whitney & Co. has come to the rescue. It is available in fully or semi-automatic, as well as stainless steel or black matte finish-rast. They sell for between \$25 and \$30, but with all the discount catalogs they issue, I purchased mine for \$28 plus shipping. The key issue is the 9 3/4" under fender clearance!

Part numbers I have are: 03-9579A, 03-9580R, 03-9577M, and 03-9578T from catalog # 545K. Best of all, they fit with no modifications -- well, really one hole should be drilled in the inner fender for best integrity. It looks great, plus I can put the car cover on with no holes in it or having to worry about the stock antenna being bent or ripped off.

Paul Peterson, *Westwind*, Corsa West of Los Angeles

Vice President's Column

HAPPY VALENTINE'S DAY TO ALL. I hope you hugged your CORVAIR - but better than that, I hope you hugged your loved one!

This has been an exciting year, serving in office for TCA.

I want to THANK everyone who supported and gave me a helping hand, including my fellow officers.

Over the past year our membership went from 47 to over 60 under the direction of our President Cecil Alex.

As the new Officers take up their duties, let's give them all of our support in the coming year.

Again, THANK YOU for letting me serve.

TCA Vice-Pres. 1992-93



LIGHT, John J., 61, of Tucson, died December 24, 1992. Survived by wife, Ruth Light of Tucson; mother, Marsalies Light of Belleville, IL; daughters, Lisa and Kathy, both of NC; stepchildren, Blenda Allen of Edwardsville, IL, Larry Thompson of Adolphus, KY, and Jerry Thompson of Kuwait; 12 grandchildren; and two great-grandchildren. Mr. Light served for 11 years in the U.S. Navy, U.S. Marines, and U.S. Air Force. He was a member of Loyal Order of Moose, V.F.W., and American Legion. He retired in 1982. Services are private. Memorials may be made to the Salvation Army. Arrangements by **EVERGREEN MORTUARY & CEMETERY.**

Dear Members:

I promised to give you an update on my Corvair. Now that we have matching clutch parts "Thanks to some club members," the clutch is ok, at least good enough to get it to the Marana Car Show. Those of you that missed it, missed out on a good fellowship, and some beautiful cars, clear back to Model T's.

We should have more outings and get more of the members to participate. Let's come up with some ideas, OK??

Always,
Russ & Jeanette

John was an active member of the TCA since January of 1992. Our sincere sympathy goes out to his family.



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Tech Topics

PREVENTATIVE MAINTENANCE SERIES

By Mike Dawson - Valley Corsa
San Jose, California

This month will be an attempt to help diagnose noises from the rear of the car. Drive train noises also apply to FC vehicles.

A rolling noise that does not change in pitch from acceleration to deceleration in the same speed range is usually a wheel bearing. Wheel bearings on early models usually squeak or make a cycling growl. Late bearings will squeak, make a raspy noise or howl.

A clank when starting from a stop or going into gear may be a U-joint. They can also make a clinking noise, usually at low speed. Loose axle yokes on early models and FC can make the same noise.

Howling that changes noticeably between acceleration and deceleration is either a worn out pinion gear, mismatched ring and pinion gear or very loose or worn out pinion bearings.

Thunking noises on late models can be either the top or bottom shock mount. Check for shifted lower bushings or rusted top mounting pads. The latter can be repaired.

Squeaking from one side of a late model going over bumps can be a trailing arm bushing that has popped out of its shell. The arm is rubbing on the bracket and the tire is way out of toe alignment.

A heavy thump or clunk going over a quick rise may be a separated motor mount on a 1965 model. The other models make less noticeable noises unless almost terminal. Best to check them every time you change oil filters.

A loud squawk that occurs briefly as you push in or release the clutch is a pilot bushing problem. Always replace it any time the transaxle is separated as they take a set very quickly.

A knocking noise at idle which disappears or gets quieter when depressing the clutch is a flywheel with loose rivets.

A squeal or light rattling noise that is only noticed when holding down on the clutch pedal is a clutch release bearing.

A moaning sound that is heard only when the engine is cold is probably a late model blower bearing that needs greasing or

replacing. Early model bearings usually start a continuous metallic rumbling noise due to their design.

A light to heavy tapping noise that goes away after driving is usually a lifter that has lost its oil temporarily. Long storage or a lot of cold startups and quick shutdowns cause lifters to go "flat". Frequent oil changes and avoiding a lot of start ups without driving helps this problem.

A persistent squeak (usually powerglide cars) that only occurs at a stop, in gear with your foot on the brake may be the rear parking brake cable at its support brackets or on the backing plate on the inside of the brake drum. To test this theory, pull slightly on the parking brake handle when the squeak occurs. If it stops, you have found the problem. The idling engine gently tugs on the spring attached to the cable assembly: install the missing clips on the two support brackets, grease them and use brake lube under the cable inside the brake drum.

A chirping from the engine that is noticeable only on acceleration may be a loose head. Retorque the heads immediately or you will have blown head gaskets. This is usually caused by overheating and can sometimes result in studs pulled out of the crankcase. You can also get a bad smell in the heater since combustion gas is escaping.

An actual blown (burned through) head gasket will make a persistent spit-spit-spit noise as the engine idles. The noise will get louder under a load and bad fumes get in the heater.

A mild howling from four speed transmissions up through 1965 that is only heard in first, second and third is probably the needle bearings and shaft in the counter gear. The noise is gone in fourth gear since the counter gear is not loaded. A common problem and the parts are available.

A clicking noise from the rear of early models and FC at very slow speed may be the brake shoes snapping across backing plate pads as they try to follow an out of round drum or a slightly bent axle (common problem). Apply brake lube to the pads or correct the problem.

Vairs 'n Spares

Condition and rarity are the important consideration. This '61 Monza 900 4dr is rare in that it has ordinal factory air

conditioning blowing ice cold.

Overall condition is exceptional and never fouled by "Restoration" or other damage. It runs and looks like new. Not even a crack on the padded dash! Worth 3,500. offered at \$2,500.

Call Don. 296-9811

FOR SALE

1966 - 500 Coupe, 110 HP, 4 speed, 3.55 rear. 4 - 180 R 13 near new WSW tires. Straight, Chromed front and rear bumpers, Chromed Air Exhaust Grill, Dual Glass Packed Mufflers (?). Best Offer. Ron Allen, (602) 883 - 8458.

FOR SALE: 1st time offered-complete new '62-'64 convert. roof rail weather-strip set \$265. Parting out '67 Monza coupe. Many good used items: front & rear glass, metric speedometer, Saginaw 4 spd. trans. & much more. For prices & other items not listed, call Gordon Cauble 602-299-1122.

FOR SALE: 1964 Corvair 2 Door Monza, complete, not running \$350. Pre 1964 bumpers, front & rear, good condition \$35. 1965 right front door for 2 door Monza \$10. (Other misc. parts go with the '64 above). Del Light 883-6794.

FOR SALE: 1965 Monza convert. Orig. paint, 140 hp, 4 speed, rust free. Last tabs 1977. Engine/drive train good. No leaks. Orig. dealer bill of sale. Car is complete! For more info call Ron Bloom evenings 323-9183.

FOR SALE: 1963 Greenbrier, blue. Xtra engine. Can be seen at 1041 E. 21st St. Oscar Martinez 624-7539 \$1,200.

FOR SALE: 1963 Greenbrier. Automatic. Two bench seats. White w/tan stripe. \$300 OBO. Gary Hagen 746-0839.

FOR SALE

65 4spd Trans-axle gone through 125 64 110 Heads pair good 100. 64 Blower housing all new bearing 30. 64 110 eng. runs 75. Rail headers for std eng 25. pr. Early coupe rear window 25. Early W/S 75. 63 Front Suspension 50. 63 Complete Suspension Rear, 50.

LARRY DANDRIDGE 771- 9680

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 OBO. Call Gordon Cauble at (602)299-1122 (\$2500).

FOR SALE

62-63 Pistons, new rings, 040 over, \$150.00 or best offer.

Josh DeWitt (602)294-4340

FOR SALE: 6 each B.O.B., engine & 3/4"

* and piston units complete. 3/4"

* 3847843 (FOR 1964 CORVAIR) 3847843

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FOR SALE: 66 CORSA, 140 HP/4 speed. Original and complete. Looks nice. \$1600 OBO. Call Don Robinson (602)297-1356.

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

FOR SALE: NEW AND GOOD USED PARTS--Rebuilt flywheels for early or late, bolted balanced and guaranteed, \$90; all other parts for "clutch job" available. FC axles with packed bearing, \$75. ea. '65 Corsa wiring harnesses, main & engine, \$30 ea; new gas door guard, \$20; reconed Corvair radio speakers, early \$16, late \$20. Call Gordon, 602/299-1122.

NOTE--Ads in VAIRS 'N SPARES are free to members. Non-members can place

1962
Left front wheel bearing grease cap
1963
Non-servicable joints

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

March mid-month - Sat. Mar. 20 - PICNIC - place to be announced.

Regular Monthly Meeting: Wednesday, Feb. 24, 1993

TCA Executive Board Meeting Mar. 3, 1993 at JB's Swan & Speedway, 7:30pm

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