

Corvairization

TUCSON CORVAIR ASSOCIATION

TUCSON, ARIZONA

Volume 20 Number 3

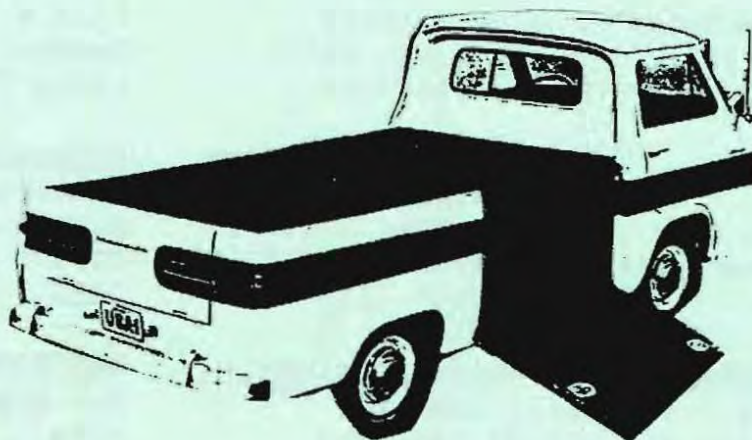
June 1994

FATHER'S DAY SPECIAL

by Ruth Lommalzsch

Now and then it's time to say
Something in a special way,
And so to fathers everywhere;
May God grant you His special care.

Give you health and happiness
And all your families richly bless,
Not just while Father's Day is here,
But on each day of every year!



TUCSON CORVAIR ASSOCIATION

EST. 1975

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\857).

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: Initial dues are \$ 15.00 (includes name tag), renewable for \$ 12.00 per year and 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 \$2.50 per 4-line ad 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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A NOTE FROM OUR PRESIDENT

Well here it is June already! The years half gone, time sure does fly by anymore.

Recently I switched engines on my van and car. I had a 110 in the van that I had put in back in Illinois a few years back and I decided I wanted to put it in the car, so I could put air conditioning in the car. Back there when I worked on the engine, no one put the air baffles back on, but I found out out here in Arizona you need them back on the engine for cylinder temp. control. So I dropped the push rod tubes and rocker arms and reinstalled them.

Then I installed the air conditioning with a few modifications, putting the coil in the trunk. I added a grill in the front so that it would draw more air, also cut air vents in the bottom of the trunk too. I then put in another floor in on top of the coil and fan. Lost some trunk space but it lets the unit run cooler with the air on, also the spare tire is in the trunk.

All the air conditioning work was accomplished with the help of my faithful Vice President - Ron Bloom.

Well hope to see you all at our picnic Saturday at Madera Canyon and next week at the monthly meeting.

YOUR CORVAIRING PRESIDENT



PICACHO PEAK RUN



By Retia Williams

Saturday the 16th of April was a day of fun, good food and fellowship. It was also an adventure in navigation as we played "follow the leader" thru the town of Picacho and then on to the scenic route to the "dead end" of Picacho Park.

The group we joined up with from Tucson was a lot of fun and brought with them a nice collection of Corvairs. We all had a wonderful time.

... next time we'll use a road map!

(EDITOR'S NOTE: DID I HEAR SOMETHING ABOUT A WILD GROUT AND A LECTURE FROM A PARK RANGER?)

PRESIDENT'S COLUMN



I am happy to say that we had no problems during the Picacho Peak picnic (to meet with the Tucson Corvair Club) and also, that everybody (who went) had a great time at Masayama. **Cactus Corvair Club** is the only car club and those of you who do not join in for as many of

TCA REGULAR MEETING - MAY 25 1994
PICADILLY CAFETERIA

28 MEMBERS PRESENT

13 CORVAIRS

The May meeting of the Tucson Corvair Assoc. was called to order at 7:35 pm by Prez. Vern Griffin.

The minutes of the April meeting were approved as published in the Corvairsation.

Treasurer Al Crispin was absent tonight. He was riding around in his new motorhome.(?)

Merchandise charman Don Robinson reported there was nothing new for sale. He also gave additional pointers concerning the rallye scheduled for Memorial Day , May 30. Starts at 3:01 pm. from El Con Mall (South of Foleys).

We wish to thank Barry CUNNINGHAM for his very good artical on becomming a Corvair Nut and look forward to futher installments. Barry also brought in a variety of items for discussion such as differences in speedo cables, fuel lines and spark plugs.

Beverly Baker celebrated her 50th anniversary just before the meeting and we wish her 50 more. I hope and assume she allowed Dave to join the celebration although I can't imagine why.

It was nice to see some of our more devoted members out tonight. Now, if they would just come to the meeting more often. They were Nadine and Bob Wrentchler, Fred Zimmermann, Ron Allen and wife.

This has been a rather stressful month for some of our members and we offer our best wishes to them all. Cecil Alex had to be rushed to the hospital for emergency surgery. Ray Britton had surgery. Jack Evans, father of Milt, passed away.

License plate drawing was won by Dave Baker. Raffle prizes were won by Randy Griffith, Vern Griffith, Marcy Tucker and Allen Elvick. Raffle proceeds came to a total of \$21.00. Bringing prizes next month will be Allen Elvick, Marcy Tucker, Bob Wrentchler and Momma Griffith, and Randy Griffith.

Russ Lockhart sent word that his 63 Spyder is for sale. Gordon Cauble is selling his 67 Mustang.

Meeting adjourned 8:30pm.

Respectfully submitted,


Larry Dandridge / Recording Secretary

IN MEMORY
OF
MR. JACK R. EVANS
JUNE 18, 1913 - MAY 17, 1994

A TRUE GENTLEMAN, LOVING HUSBAND
AND FATHER, ENTHUSIASTIC CORVAIR CHAMPION,
AND GRACIOUS HOST AND MEMBER OF THE
TUCSON CORVAIR ASSOCIATION

OUR PRAYERS ARE WITH
ESTALENE
AND FAMILY

HEARD YOU WERE IN THE HOSPITAL
CECIL ALEX AND RAY BRITTON. WISHING YOU A SPEEDY RECOVERY.
REMEMBER TO GIVE OUR FAITHFUL CORVAIR MEMBERS A CALL TO HELP
CHEER THEM UP ON THEIR SPEEDY RECOVERY.



ALEX
775 West Roger Road #73
Tucson, AZ 85705



THANK YOU VERY MUCH, FELLOW CORVAIR FANS!!!
We greatly appreciate all your kind well-wishes
and prayers AND the huge Balloon Bouquet from
the TCA. Esther is now the chauffeur and
Cecil restrains himself well from back-seat
driving!! Cecil has gained 3 lbs of the 14
he lost. When asked to say a word, he said he
wouldn't recommend this surgery to anybody!
We keep on keepin' on.
Talk to us -- the phone is beside the LA-Z-BOY!
Thanks again.....Cecil Alex and Esther

P.S. On June 9 in the wee small hours of the morn,
Cecil took an ambulance ride to the hospital
with tremendous chest pain. was I scared !
By Thurs. aft., June 9, the verdict was that
he had a blood clot in his lung. The prognosis
is that if he takes the prescribed bloodthinner for
approx. six months, it will all go away !
I must say that I am extremely relieved to
know that !! "they" say that he should probably
be home by June 14.
..... E.

T. C. A.
Memorial Day Rally

It was three hours past high noon. One minute 'til the first car was on its way. It was a 104 degree day! A large tent nearly suggested a circus ; but no , it was a parking lot car sale---- and starting point of the TCA Tsd rally.

So it was hot ! The cars were air cooled and their passengers air-conditioned--- all those other Corvair comforts too.

As the rally cars exited El Con's parking lot on the odometer leg, the first check point was being manned at Via Entrada and River Rd. The ice in the rallymasters jud was not melting fast enough for a cool drink; so it was necessary to eat the ice.

The odometer check route went east on Bdwy to Swan , then North to River. Subsequently, the route went up Pontatoc to Skyline and terminated south of Skyline on Hacienda Del Sol.

After twenty five minutes from the start , cars continued South to River Rd. and West. A quick right turn put all cars onto Camino Real and they soon were at Campbell and Skyline . Down the hill they went on Camino Miraval and Via Entrada. They then looked at River Road for several miles as they headed West to La Canada . Oh Boy ! Rollercoaster! After several quick turns the cars were back onto La Canada . Still on course ? Looking for a couple of wash tubs and a blue road runner . After more quick turns, there was a checkpoint, then South on la Cholla.

After a blue bridge , a blue mail box , and a couple of T's the rally drivers , navigators, too, found Ironwood Hills Dr. and were headed to the end point. We were waiting at JB's 1st and Grant.

Vern and Naomi Griffith won first place with a very low score. Second Place went to Ron Bloom and Russ Lockhart.

More at the meeting!

Don & Sue Robinson
Rallymaster

ELECTRONIC IGNITION INSTALLATION INSTRUCTIONS
(Chrysler Unit)

- 1) Mount control unit and ballast resistor in an relatively cool area (e.g. on top of the air cleaner, in the spare tire area, or on the upper portion of the rear panel near the deck lid).
- 2) Install modified distributor plate
 - a) Remove the distributor cap
 - b) Remove the two screws holding the breaker point distributor plate and remove the plate.
 - c) Install the modified distributor plate using the same screws and locations that were used to hold the original plate.
- 3) Install reluctor
 - a) Press the reluctor over the distributor point cam bar by centering the reluctor in relation to the pick up coil. Be sure the void portion of the reluctor is placed upward to accommodate the rotor (see figure 1)
 - b) Insure the reluctor is phased properly with the rotor bar. The rotor should lead a reluctor bar by approximately 20 (see figure 2).
 - c) Lock the set screw
 - d) Turn the engine to align reluctor bar with the pick up coil bar.
 - e) Adjust the components using 16 gauge or thicker braided copper hook up wire in accordance with the following diagrams (see figures 3,4,5).

DISTRIBUTOR PLATE MODIFICATION

- 1) Remove the distributor plate from the Corvair distributor.
- 2) Remove the points and condenser.
- 3) From the bottom side of the distributor plate, drill out the pin holding the movable (i.e. advance) plate to stationary plate (use 13/64 drill bit).
- 4) Remove the movable plate.
- 5) Place the movable plate on a hard smooth surface, top side down.
- 6) Hammer the raised portion of the plate (i.e. the portion that held the condenser until it is level with the remainder of the plate (be careful not to loosen the nylon rubbing blocks).
- 7) Trim approximately 3/16" from the outer edge of the plate where the condenser was held (use a file or snipes).
- 8) Attach the pick up coil to the movable plate in accordance with figure 6.
 - a) Center the coil on the movable plate linkage with the base of the coil being approximately 11/32" from the edge of the distributor shaft hole. The edge of the adjustment pivot pin hole should be approximately 3/32" from the distributor shaft hole.
 - b) Lock the pick up coil to the plate using a "C" clamp.
 - c) Drill a 1/8" hole (using the adjustment pivot hole in the pick up coil as a guide) through the movable plate.
 - d) Drill and tap the movable plate for a 8-32 screw in the center of the pick up coil lock screw slot.
 - e) Remove the "C" clamp.
 - f) Pop rivet the pick up coil to the movable plate through the adjustment pivot point hole from the bottom of the plate (rivet protrudes through the top).
 - g) Install the 8-32 3/8" long screw at the lock screw position.
- 9) Mount the movable plate to the stationary plate as follows:
 - a) Using the original advance pivot pin (i.e. the one you drilled out) cut the pin to 5/16" shaft length (cut the drill end, save the head).
 - b) Install a 1/4" wavy washer on the pin and apply a small amount of high quality grease to the pin.
 - c) Push the pin through the movable plate and stationary plate. The pin should protrude approximately 1/8" through the stationary plate.
 - d) Apply tension to the head of the pin using a bolt in a vise and peen the portion of the pin which protrudes thorough the

stationary plate, thus attaching the movable plate to the stationary plate. Your distributor plate is now ready for installation.

RELUCTOR MODIFICATION

- 1) Remove the lock pin from the reluctor.
- 2) Drill the reluctor using a #3/64 drill. Make sure the reluctor is locked in place during the drilling to prevent the drill from moving off center during the procedure.
- 3) Drill and tap the solid portion of the reluctor for a #3/16 set screw. The set screw should be located between the reluctor bars on the lower portion of the reluctor.

NOTE: If the reluctor is drilled off center, reluctor bars will have to be filed during installation to get 0.008" clearance between each bar and pick up coil.

Removing Components from Chrysler Vehicle 225 CU. IN. CYL. ONLY

- 1) Reluctor- pry off distributor shaft using two small pry bars or screwdrivers.
- 2) Pick Up Coil- remove lock screw and pull up on the coil.
- 3) Electronic Control Unit and Ballast Resistor- cut wires far enough back in the wiring harness to maintain wiring between the control unit and the resistor. Remove obvious fasteners from the electronic control unit and the resistor.
- 4) Coil- Remove the two bolts holding the coil. NOTE: This coil will bolt exactly into the Corvair coil mounting holes.

NOTE: Some pick up coils may have an additional plate mounting. These coils must be avoided or additional effort will be required to remove from vehicle.

FIG. 1

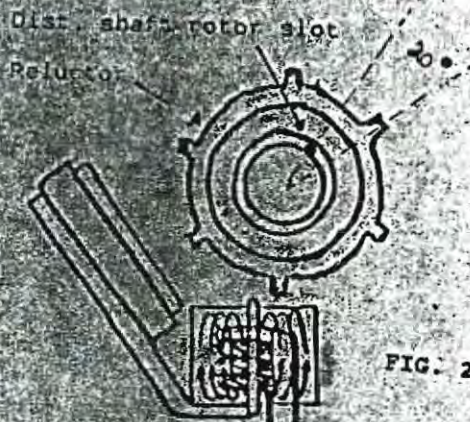
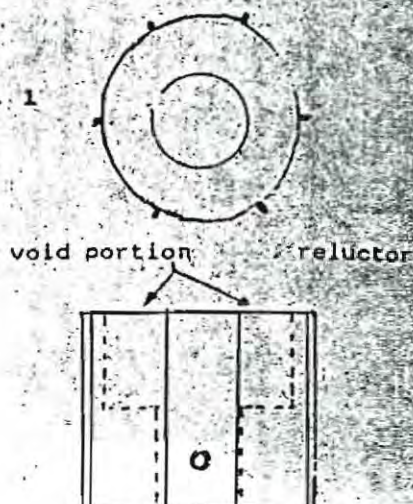


FIG. 2

THE LIFE AND TIMES OF A CORVAIR NUT
CHAPTER 2 A CORVAIR LOVE AFFAIR

Out of all the Corvairs I've owned in the last twenty years, my very first Corvair, the 64 Monza 2 Dr. Automatic stands out in my mind. As one of the most rigorous, most often abused as only a teenager could abuse a car, reliable Corvairs I've drove, the poor little Corvair was lacking alot of exterior parts, paint was badly faded but it got me around and that was the important part. How many Corvairs owners can say they drove their Corvair to high school graduation, "Well I Did"! and to the graduation parties all night long. In fact the 64 2 Dr. hit every party every weekend, regularly. Lots of good memories from that car.

With all these miles being driven, maintenance was a growing concern. Dad's red 66 Monza Convertible was in need, brothers 64 Monza Convertible was in need of repairs, he took care of the chrome spoke wheels, polishing and we went in search of other Corvair nuts to assist us in gaining knowledge of maintaining our three Corvairs. Thus began a long and intimate relationship with the local Corvair nut automotive shop.

yes, right in our own neighborhood was a full blown auto repair garage specializing in Corvair repair. This discovery was virtually heaven sent, the owner, a true Corvair nut straight from the Chevy dealer's garage. Factory trained in Corvairs repair, with an unsightly collection of used Corvair parts out behind the shop. Now a days such sights are not so unsightly when you need used parts.

This particular Corvair nut and garage owner is to whom I owe much of my early training as a mechanic and Corvair nut. As time went on I continued to learn more of the Corvair automobile, and make more acquaintances with similar interests, just by hanging around the local Corvair shop. Soon I was discovering there were a lot of us Corvair nuts out there and the need of unify was in order.

Myself my brother and a couple of other Corvair nuts got together in a livingroom of one of us, and invented the TUCSON CORVAIR ASSOCIATION. Membership immediately grew from four or five to begain with, to begin with to a dozen or more in the first couple of months, and so on.

Many Corvairs drove in and out of the Corvair shop. My 64 2dr. being one of the most frequent, so just out of pity the owner hired me for the summer. It was then I embarked on many wonderful Corvair repair lessons of the greasiest kind. By the end of the summer I had become fairly skilled in many repair areas of the Corvair, I then decided I should expand my horizons and take on a new challenge. One of the mechanics at the garage towed in a 64 greenbrier, It sat out back of the garage for a couple of months, I pleaded with him to let me help get it running so I could obtain ownership of this Corvair. Not just any Corvair, a bigger, better Corvair, new and improved, with more seating capacity to carry even more friendly to even more parties. I found a buyer for the 64 2 dr., alas, we parted, soon to meet again while I was hunting used parts in the local Corvair junk yard, There it was "RIP" with my initials still carved in the bondo on the roof.

Not to worry, the Corvair love affair goes on with the 1964 Greenbrier 4 speed with curtains. Stay tuned for many exciting stories out on the town in my custom Corvair Van!!

CHRYSLER ENGINE IGNITION SYSTEM

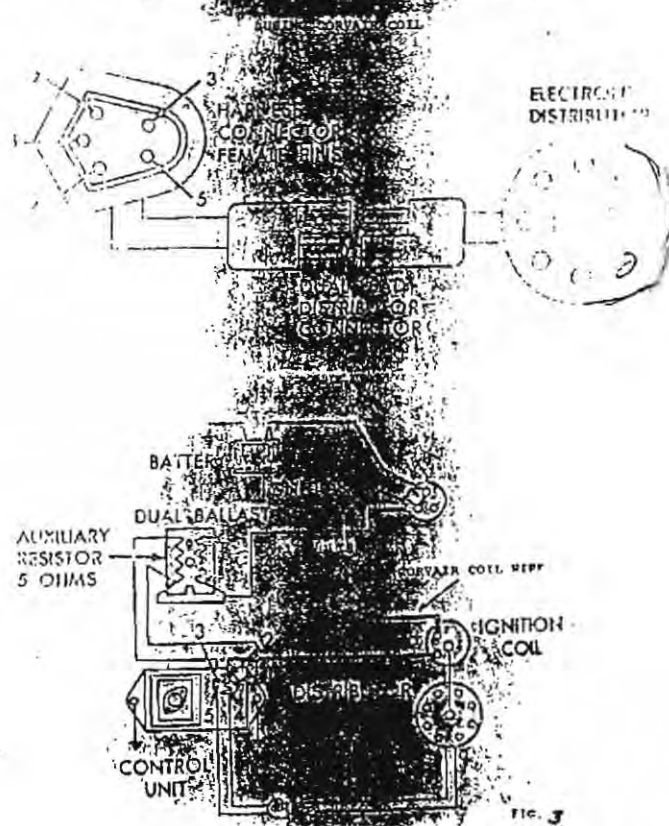
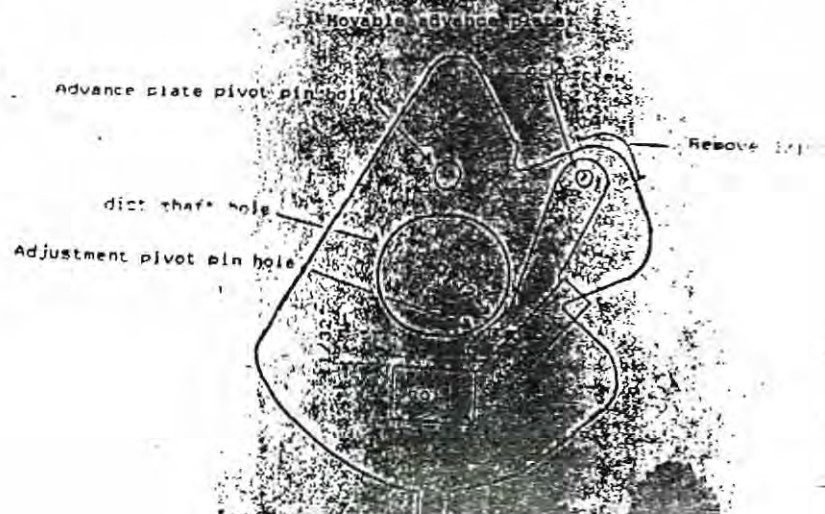


FIG. 3



Note: Some engines use a resistor block rather than a resistance wire. The resistance can be obtained by splicing to the ignition coil of the resistance block.

FIG. 4



Vairs 'n Spares

FOR SALE: 1966 Corsa 140, new tires, new plugs, plug wires, tune up \$ 950.00 Call Don Robinson (602) 297-1356

FOR SALE: ENGINES*** 3 80 hp, two YC'S and a Z
1 98 hp, YN
1 140 hp, RT

Complete front and rear suspension for forward control.

Misc. parts.

Call Don Robinson (602) 297-1356

FOR SALE: 3:89 Diff. needs repair, Gen. Misc. items, Call Ron Allen (602) 883-8458

DO IT YOURSELF: Large Inventory of new parts plus small selection of used parts. Call Al Crispin (602) 722-9445

FOR SALE: 62 two dr. 110 HP, PG, Red, New fuel pump, Reg, Battery, New brakes, New tires, Everything in good shape! \$ 2000.00
Call Merle Williamson (602) 290-6655

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, (602) 571-9680.

FOR SALE: 64 Monza 2 dr. parting out, Call Del Light, (602) 883-6794 or 883-5902

FOR SALE: 6 ea. N.O.S. eng. cyl. and Piston units complete. GM p/n 3847843 (for 64 Corvair) \$400.00 Call Don Chastain (602) 886-1076

PARTS FOR SALE: Early rear axle bearings, Wanted, FC hub caps. Call Ron Bloom (602) 747-4842

PARTS FOR SALE: Diff. 3:27, Good used Engs., Late dashes, Glass, Lots of good used parts, FC Block only. Call Randy Griffith, 602-682-8298 or Vern Griffith, 602-883-6490.

*****NOTE--- Ads in VAIRS & SPARES are free to TCA members. Non-members can place a four line ad for \$2.50. Send ads directly to Corvairsation editor*****

6:00 pm: Parking Lot Bull Session
6:30 pm: Dinner (optional)
7:30 pm: Meeting starts

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|------|----|--|
| June | 18 | Madera Canyon - Picnic |
| July | 16 | Pool Party Ron & Lynns Place |
| Aug | 20 | Progressive Dinner - Evening |
| Sept | 24 | Ft. Huachuca |
| Oct | | Casa De Los Ninos Car Show |
| Nov | | G.W.F.B.T.\Titan Missile\Pima Air Museum |
| Dec | 21 | Christmas Celebration |
| Jan | 21 | Tune up Clinic |
| Feb | | Marana Car Show |

C Regular Monthly Meeting: Wednesday , June 22 , 1994
C TCA Executive Board Meeting: June 30, 1994 , 7:30pm
C Sir George's 22nd and Columbus

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