

# Corvairnation

TUCSON CORVAIR ASSOCIATION

TUCSON, ARIZONA

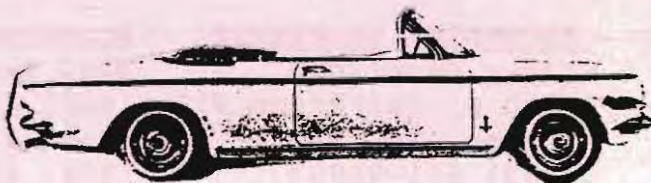
Volume 20 Number 2

May 1994



## *A Mother's Love*

A Mother's love is something  
that no one can explain,  
It is made of deep devotion  
and of sacrifice and pain,  
It is endless and unselfish  
and enduring come what may  
For nothing can destroy it  
or take that love away...  
It is patient and forgiving  
when all others are forsaking,  
And it never fails or falters  
even though the heart is breaking...  
It believes beyond believing  
when the world around condemns,  
And it glows with all the beauty  
of the rarest, brightest gems...  
It is far beyond defining,  
it defies all explanation,  
and it still remains a secret  
like the mysteries of creation...  
A many-splendored miracle  
man cannot understand  
And another wondrous evidence  
of God's tender guiding hand.





## 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 (COSA\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.

**COSA MEMBERSHIP DUES** are \$25 per year and include a subscription to the COSA Communique, a monthly publication. COSA 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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## PRESIDENTS CORNER

Time for a note from me, so the paper can be printed, before Lynn leaves on her long awaited trip.

I have the urge to do some traveling, but it will have to wait untill August or maybe a weekend or two around Arizona.

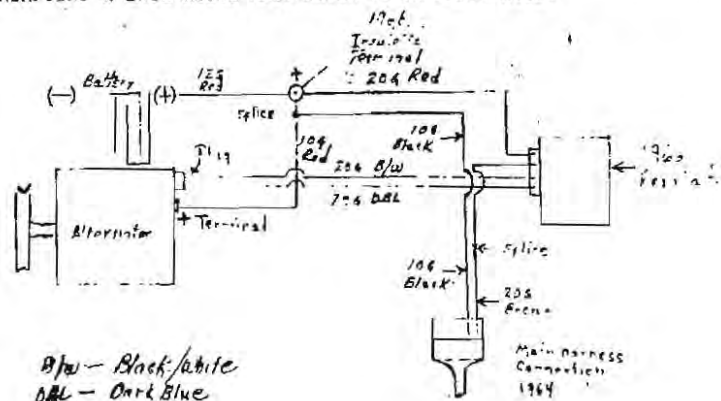
We had a nice weekend at Picacho Peak. The picnic was very nice. Ruth and I went out on Friday and stayed untill Sunday. It is a nice place to go and relax, as it is very quiet, and a nice place to be.

Had an enjoyable visit with Ken Sanders and family the other day. He is just looking at Greenbiers, so he came out to see how we had done ours. (should said, "use to be ours but now is our oldest sons"). Hope he does decide to become a Corvair owner.

Well so long for now, see you at the meeting and remember the rally on May 30th .

*Vernon*

### ADAPTING A LATE MODEL ALTERNATOR TO AN EARLY MODEL



### Adapting an Alternator to an early model

1. You cannot use the early model voltage regulator.
  2. Open up the early model engine wire harness.
  3. Discard Dark Blue wire from Armature to Regulator
  4. Use 10G Black wire from main harness connector to regulator, for splice to late model battery connection.
  5. Discard 2nd Black wire which is replaced by 20G Red wire from battery terminal to regulator quick disconnect.
  6. Hold down wire from early model Generator to Regulator for a splice to Brown wire from late model Regulator quick disconnect.
  7. Use late model insulated battery terminal or some other insulated terminal. If you use a late model terminal, drill hole in side panel and push terminal into place.
  8. Open late model harness.
  9. Use late model harness from battery to alternator and regulator.
  10. Using the 4 wire late model harness from alternator to regulator- quick disconnect at the regulator- splice 20G Brown to 20G Brown in the early model main harness connector. Red wire from late model regulator goes to the "PLUS" terminal. Black and White wire and Dark Blue wire go to the plug-in at Alternator.
- NOTE: For a neat job, measure splicing wire lengths before attaching terminals or making splices. The connection to the "PLUS" terminal and splices can be made anywhere as long as the schematic is followed. The "PLUS" terminal on the alternator may be used for a common "PLUS" where applicable. The BROWN indicator light wire may use new bayonet to main harness instead of splice. BE SURE TO USE WIRE GAUGE INDICATED!!!

CHECK OPERATION---IF OK---REPAIR HARNESS NEATLY

30 Members

T.C.A Regular Meeting

12 Corvairs

The regular monthly meeting of the Tucson Corvair Association was called to order at 7:30 p.m. by our beloved President Vern Griffith.

Visitors were introduced and recognized. Ken Sanders, who plans on joining the club.

The minutes of the March meeting were approved as published, after a correction by Randy Griffith.

A treasury balance of \$1012.07 was reported by our larcenous treasurer Al Crispin.

Our Merchandise Chairman, Don Robinson reported on what was available for sale.

Beverly Baker reported nothing new is in the Library.

A report was given on the combined Cactus Corvair and Tucson Corvair picnic at Picacho Peak on April 16 by Ron Bloom.

It was very nice to see Vern and Gordon Cauble at the meeting also our old friend Gail Crispin.

Don gave a short talk concerning next month's T.S.D. rally, which will be on May 30th. The first car will leave at 3:01 p.m..

A suggestion was made by Joe Abate that we choose a place that is close to being midway between Tucson and Phoenix and also to try and arrange more events in conjunction with Cactus Corvair Club.

Regular raffle prizes were won by Larry Dandridge, Barry Cunningham, Al Crispin, Mack Post.

Ron Bloom, Al Crispin, Sterling Winning, Larry Dandridge, Barry Cunningham will bring raffle prizes for the May meeting.

Raffle brought in for April's meeting was \$30.00.

Barry Cunningham gave a report on how well the parts he had modified for his sand rail worked. Everything worked real well and nothing broke.

Gordon is selling his Spider Conv.. Don Robinson is selling his 65 Corsa - 140 coupe.

Meeting Adjourned at 8:30 p.m.

Respectfully Submitted,

 Larry Dandridge / Recording Secretary

## The Life and Times of A Corvair Nut

### Chapter I The Begining

In the begining, back in the prehistoric days, early 70's, the corvair nut aquired a drivers licence and was finally able to hit the road paved or not, a sort of freedom at last. Freedom from the confines of living at my parents home. My first chariot of freedom was my fathers 1964 Olds 88. My fathers patience wore thin after several nights out on the weekends, the Olds. began to fall apart, also my younger brother became able to drive. My father no longer cared to supply his car for both of us to use.

The scratches, dirt, beer can ring and foot prints on the hood and roof was bad enough. But I had a new found love with driving and going out with the guys or on a date. In high school dating doesn't really get going to well unless you have a car, the escape machine to anywhere besides my parents home, not that home life was bad, just that I truly enjoyed driving automobiles.

My father broke down to buy a vehicle for his two sons to drive. For reasons of lack of finances and assort of pay back for my lack of responsibility while borrowing his car, he went in search of a car that was not only inexpensive, but destined to teach me a lesson in automobile responsibility, thus the corvair saga begins.

My first corvair, a \$200.00 64 2Dr. Monza, automatic and you guessed it, a real shabby ready to blow up knocking rattling, early model 80 h.p. engine. It wasn't but two months later the car was disabled with a frozen motor. With alot of extra chores, after school and on weekends and a lending hand from dear old Dad, we went in pursuit of an engine overhaul, not so easy! In 1973 corvair nuts were not very abundant in Tucson but we did manage to find an individual with a backyard full of corvairs and the mechanical knowlegde required to fix the motor. After a few hundred dollars and alot of anticipation to drive again I was back on the road. We were all extremely impressed with the performance of the vehicle with a rebuilt motor.

Suddenly, the falling apart, cheap, barely running (and ugly too) car had been transformed into a sleek peppy chariot to freedom corvair, I liked driving even more now. Things kept on the up and up. My brother liked driving the corvair so much he took some saved up dishwashing money and bought a 64 Monza convertible with 5 original wire wheels for \$350.00 wow!! We now are a two corvair family. I also had apart time restaraunt job and maintaining the corvair became easier and the driving fun came more often. Being a student and working part time did limit my repair budget and social activities some what. I used only \$5.00 to \$10.00 used tires, replaced regularly one at a time. A faded, scratched, and badly bondo cracked paint of a color that was once was. Your guess is as good as mine. I installed my own gold, deep pile shag carpet and an under dash cassette deck. My brother and I were the only corvair drivers and or owners seen cruising the high school parking lots at the time, there was no great image or prestige that went along with corvairs and we were often asked why we drove them and they even put us down for it. never the less we continued to pursue our new found hobby.

Next in line for corvair ownership was Dad. His Olds. finally gave up the ghost and was traded ( not running ) for a \$300.00 66 Monza convertible. We were now a three corvair family. Stay tuned for next months issue, for many exiting tales about young corvair nut and the acquisition of his second corvair!!!



# Powerglide Basics: The Governor and Throttle Valve

How the powerglide knows when you want to put down some rubber or just mosey along

by John Garrett

**H**ow does an automatic transmission know when to change gears? With a manual transmission, to get from 0 to 60 mph fastest a driver has to turn more rpm's by staying in the lower gears longer than usual. But how does an automatic transmission know when a person wants to hit the ground running or just ease on down the road? Two gadgets make that decision: the governor and the throttle valve.

The governor and the throttle valve are the Powerglide transmission's two variable hydraulic mechanisms. First the governor... Driven by a gear on the pinion shaft between the differential and the transmission, the governor is the

Powerglide's way of detecting the car's speed. The governor is a rotating pressure regulator that, by moving a plunger valve in and out, regulates hydraulic pressure in accordance with the car's speed.

More specifically, at low speeds (figure 1) two sets of weights are not rotating fast enough to release rear pump pressure to the shift valve, thus keeping the transmission in low gear. However when the governor spins faster as the car accelerates, the two weights (figure 2) are forced outward by centrifugal force thereby pushing the plunger valve inward and diverting rear pump pressure to the shift valve. When the shift valve receives the rear pump pressure (along with other hydraulic pressures) the transmission can shift to high gear. Simultaneously, a hydraulic

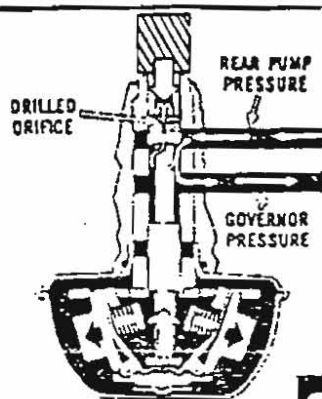


Fig. 2  
in motion

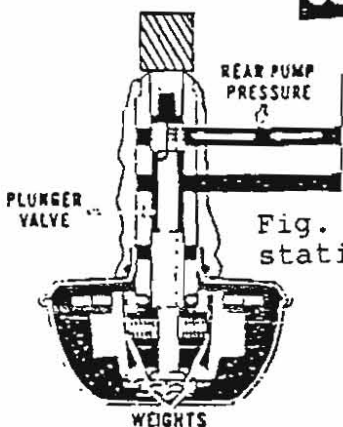
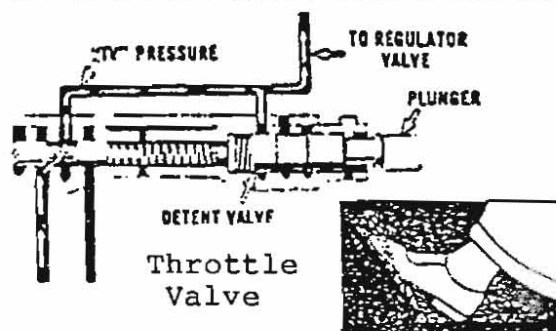


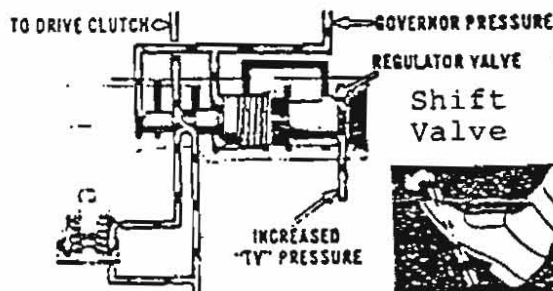
Fig. 1  
stationary

**GOVERNOR**



Throttle  
Valve

**THROTTLE VALVE**



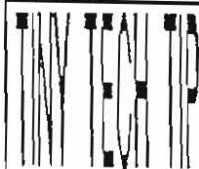
Shift  
Valve

pressure running through a drilled orifice (figure 2) opposes the inward movement of the plunger valve, and as the governor slows this pressure pushes the plunger valve back to its low speed position. This allows the transmission to shift back to low gear.

The transmission needs to "know" more than just the speed of the car because if the governor was the only variable regulator then the transmission would change gears at the same speeds no matter what the driver may be asking of the car. The Powerglide therefore needs another regulating pressure which the throttle valve provides. The throttle valve (TV) detects the travel of the accelerator pedal and thus tells the transmission is the driver intends to accelerate quickly or moderately. In other words the TV pressure

tells the transmission how much acceleration the driver demands.

When the driver pushes down on the accelerator pedal only a little, low TV pressure does not override the normal governor pressure progression going to the shift valve. However, when the driver puts "her / his foot through the floor," the TV pressure increases and overrides the normal governor pressure to the shift valve and keeps the transmission in low gear longer. With high TV pressure the governor pressure must rise farther than usual to snap the shift valve into the position that shifts the transmission to high gear. For the person behind the wheel, high TV pressure allows the engine to turn more rpm's by keeping the transmission in low gear longer.



Perhaps Corvair manual gear shifters will never be as "play free" as shifters that go straight into the transmission, but they can be very close. If you have replaced all the parts (especially the shift bushing) and you still aren't satisfied with the results, take a look at the pin that connects the shift tube adaptor to the transmission shifter shaft. I replaced that pin with a high strength bolt that allowed me to tighten out the play between the adaptor and the shifter shaft. It makes a big difference.



# TCA

## MEMORIAL DAY RALLY

MAY 30, 1994

STARTS AT EL CON

(SOUTH OF FOLEYS)

REGISTRATION STARTS AT 2:40 PM

FIRST CAR OFF AT 3:01 PM

RALLY LENGTH = 40 MILES

RALLY TIME = 2 HOURS

RALLY ENDS AT A RESTAURANT

ENTRY FEE \$2.00 PER CAR

## WHAT YOU NEED FOR RALLY —

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## Dick Cannon

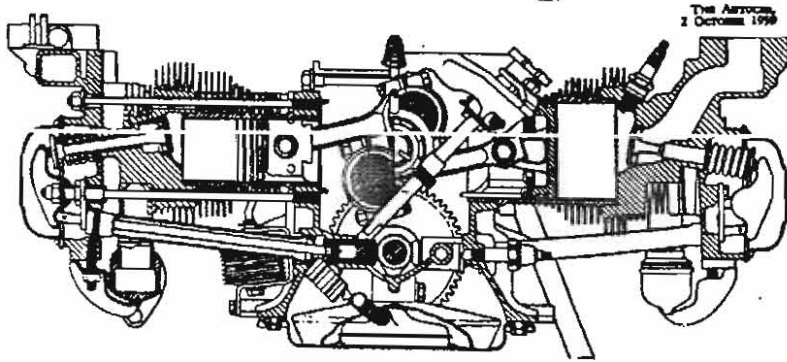
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FOR SALE: 64 Monza 2 dr. parting out, Call Del Light, (602) 883-6794 or 883-5902

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. <sup>'64</sup>3:27, Good used Engs., Late dashes, Glass, Lots of good used parts, FC Block only. Call Randy Griffith, 602-682-8298 or Vern, 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\*\*\*\*\*



**TUCSON CORVAIR ASSOCIATION REGULAR MONTHLY MEETINGS**  
**FOURTH WEDNESDAY of each month (except December)**

**Piccadilly Cafeteria, 6767 E. Broadway, Tucson**

**6:00 pm: Parking Lot Bull Session**

**6:30 pm: Dinner (optional)**

**7:30 pm: Meeting starts**

**COMING EVENTS**

**PLEASE CONTACT A  
BOARD MEMBER WITH  
ANY SUGGESTIONS!!**

May	30	Don Robinson Rally
June	18	Maderia 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

**Regular Monthly Meeting: Wednesday , May 25 , 1994**  
**TCA Executive Board Meeting: June 2, 1994 Sir George's 22nd & Columbus 7:30p**

**AA**  
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**A 4072 E. 22nd St. Suite 197**  
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