

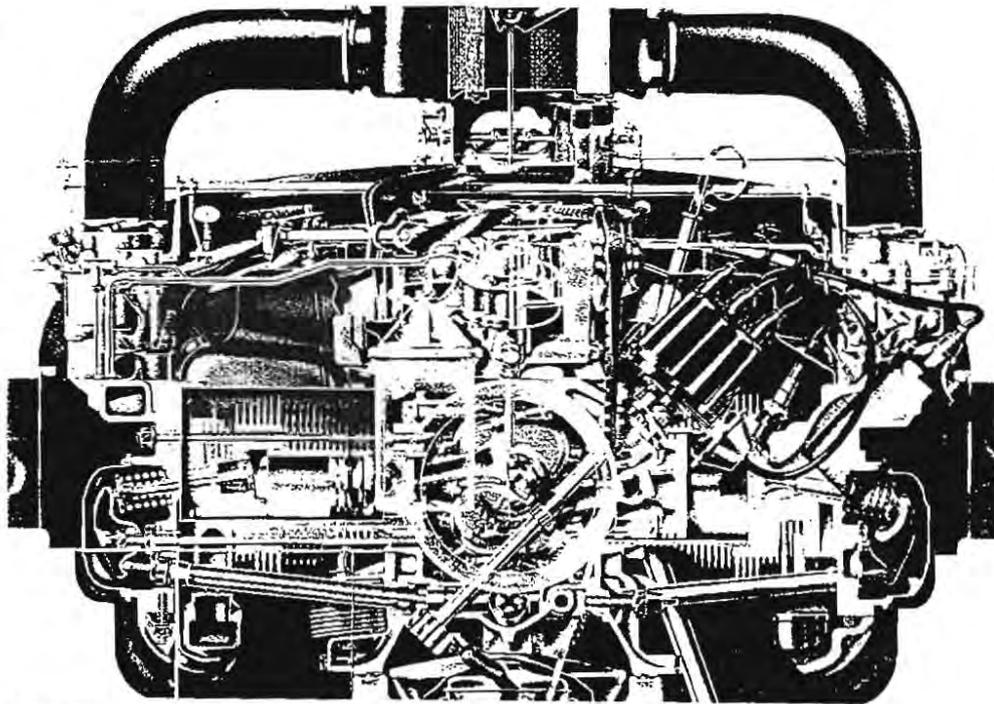
Continuation

TUCSON CORVAIR ASSOCIATION

TUCSON, ARIZONA

Volume 20 Number 10

January 1995



Engine cross-section across crankshaft

Vairs 'n Spares

FOR SALE: 61 F.C. & 61 Lakewood, spare parts and Eng's. see Jim at 3223 S. Naco Vista, Tucson, Az.

FOR SALE: 64 open-110-4- yellow, no rust, minor damage to front, Spyder dash. \$ 1500.00 Josh 887-7805

For Sale: All new items unless specified. 1 set 61-63 pistons std. \$83.85 (167.70) 1 set 61-63 pistons +40 \$83.85 (167.70), 1 set rings 61-63 +40 \$ 16.40 (32.80) 1 set 65-69 head gkts \$ 8.75 (19.50), 1 set base Gkts 60-69 \$ 5.40 (10.80), 1 used thermister \$ 35.00 (70.00) Larry 571-9680

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

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.

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 Eng's., 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*****

Boy does time fly , here it is the start of 1995. I wish the best for everyone for the new year.

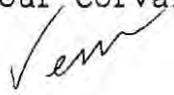
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We have the tune up for Jan. 21st. and then in Feb. the Marana car show. Hope we have good participation in these events.

Our nomination committee has the slate of officers ready which will be read at our Jan. meeting.

Hope soon we can solve our copier problems, so will make this short for now.

Your Corvairing President


Vernon

GET WELL

A great big get well goes out too our very own Mack Post. On Dec. 29 Mack was admitted in the University Medical Center, to under go open heart surgery. The operation was a success al though Mack almost pass on durning the night, thanks to the quick response to the staff on duty we still have our great pal and friend. Mack had too have a pacemaker also! We wish the very best for Mack and a speedy recovery.

Please call and or send our friend Mr. Post a line or a get well card. Lets let him know that we are thinking of him during his speedy recovery.

Mack Post
114 N. Avenida Carolina
Tucson Az. 85711
326 - 3351



DUAL EXHAUST by Warren Rhoades

Reprinted from *Corvair Houston Newsletter*

If you want your Corvair to be strictly stock, you can only have a dual exhaust system on late models originally equipped with the 140 HP engine. However, if you are like I am and want a Corvair for a fun car that runs good and looks fairly nice, you may want to consider a dual exhaust system. A large number of club members have done that.

Tom Clarke installed a completely fabricated set of duals purchased from Clarks. Each of the two exhaust systems is made of a long exhaust pipe bent into a loop resembling a paper clip or trombone. Two small glass packed mufflers are mounted in series in the exhaust pipe. The arrangement looks nice and appears to be easy to install.

I chose to have a system similar to the 140 HP engine arrangement. Each side is made of a "U" tube, sized to fit the standard exhaust manifold, a 1963 small round standard muffler and a standard outlet elbow exhausting to the side of the car. The left bank uses a 140 muffler bracket and heat shield. The right bank has a 1963 standard muffler bracket and heat shield. I chose the small round mufflers for greater installation clearance and ease of installation.

As is generally agreed, the dual exhaust system will reduce the average exhaust back pressure on the engine by one-half to one-fourth of the amount with the original style single exhaust. A possible greater benefit is that, on the Corvair engine, the dual exhaust system eliminates the exhaust pressure pulse interference.

With a single exhaust system on a Corvair, the exhaust pressure pulse occurs every 120 crankshaft degrees which is the firing interval. The effective exhaust valve open duration is approximately 200 to 220 crank degrees, although the actual valve opening and closing duration will be 260 to 290 degrees. It can easily be seen that two exhaust valves are open to the single exhaust system at any time. The high pressure exhaust pulse of an opening exhaust valve puts a high back pressure on the other cylinder with the open exhaust valve. This can cause interference to the exhaust flow from that cylinder.

The dual exhaust system only has three even firing cylinders per exhaust system resulting in a 240 degrees pulse interval. There is no exhaust pressure pulse interference due to the effective exhaust valve open duration being less than the 240 degrees pulse interval.

The 140 HP engine needed all of the help the dual exhaust could give to make the 140 HP rating effective. Unless you are racing your Corvair, the dual exhaust is not necessary. But isn't it nice to know the potential is there?

BULBS

Replace 1157 tail/stop light bulbs with #2057 bulbs. They draw more amps, but are much brighter!

CCRSA Ontario

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 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.

from *The Air Cooled News*,
Lowcountry Corvair Association

TESTING A USED ALTERNATOR

by Rob Szymanski

What do you do if you're basically lazy and want to know if a used alternator works? I was recently faced with that problem and discovered that you can find out if it works without bolting it on. Start by disconnecting the negative battery cable. Get out your reversible drill and find a bolt with the same head size as the opening in the center of the alternator pulley. Clamp the threaded end of the bolt into your drill chuck tightly. Disconnect the battery, ground, and regulator leads from your in-service alternator and reconnect them to the to-be-tested alternator. Reconnect the negative battery cable and turn on the ignition. DON'T START THE ENGINE! Put the bolt head that's clamped into your drill into the to-be-tested alternator and set the drill on reverse. With the alternator pulley spinning, look to see if the GEN light went out -- if it did, the alternator works! Your drill will need to develop about 1000 RPM.

from The Corvair Society
of Baltimore's *Dryspor*

Treasurer's Report

Balance Dec.10, 1994.....\$ 1553.47

Income

Raffle	\$	
Dues	\$	
Merchandise sales & cans.....	\$	
Advertisers.....	\$	3.00
Parts.....	\$	155.00
Flower Donations.....	\$	
Name tags.....	\$	
Christmas Dinner.....	\$	239.20
Misc.....	\$	22.33
Total Income	\$	419.53

Expenses

Postage	\$	29.00
Jackets & embroidery.....	\$	
Mid-Month (Ice, Soda, Etc.)..	\$	
Flowers/card/misc.....	\$	
Copier printing.....	\$	60.92
Name Tags.....	\$	
Parts.....	\$	520.50
Bank Exp.....	\$	
Christmas Dinner.....	\$	239.00
Total Expenses.....	\$	849.42

Balance Jan. 9, 1995.....\$ 1123.58

Al Crispin

CONGRATULATIONS

Congratulations goes out to our very own Cecil Alex he has finished his on going therapy and is on the road too recovery. Cecil has been in and out of the hospital many times this past year. Cecil is a man of integrity, and dedicated to the Tucson Corvair Club.

Cecil on behave of the Tucson Corvair Club we want to thank you for all your hard work and dedication and above all keep up the good work, we want to keep you around a long long long time.

BRYAN LYNCH AWARD

The honor of the Bryan Lynch award this year goes to a man who joined T.C.A in October 1982, he has been very helpful to other members and to other Corvair owners, helping them solve their problems, big or small. In 1985 served our club as Vice President and in 1994 took over position as secretary again as Membership Chairman.

He is a man of great Integrity!
and I am very proud to present
this award to:

Mr. Larry Dandridge
December 21, 1994
Tucson, Arizona



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I had a very hard time in deciding this award. So I made this decision. I will give two awards. The second award going to a man who is also worthy of this award, he joined T.C.A in September 1991 he has given many hours of his time to the club and assisting his wife with the publication of our news letter. In 1992 he served as Vice President. In 1993 as Board Member At Large, again this year as Vice President.

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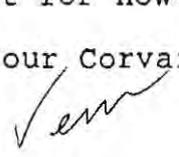
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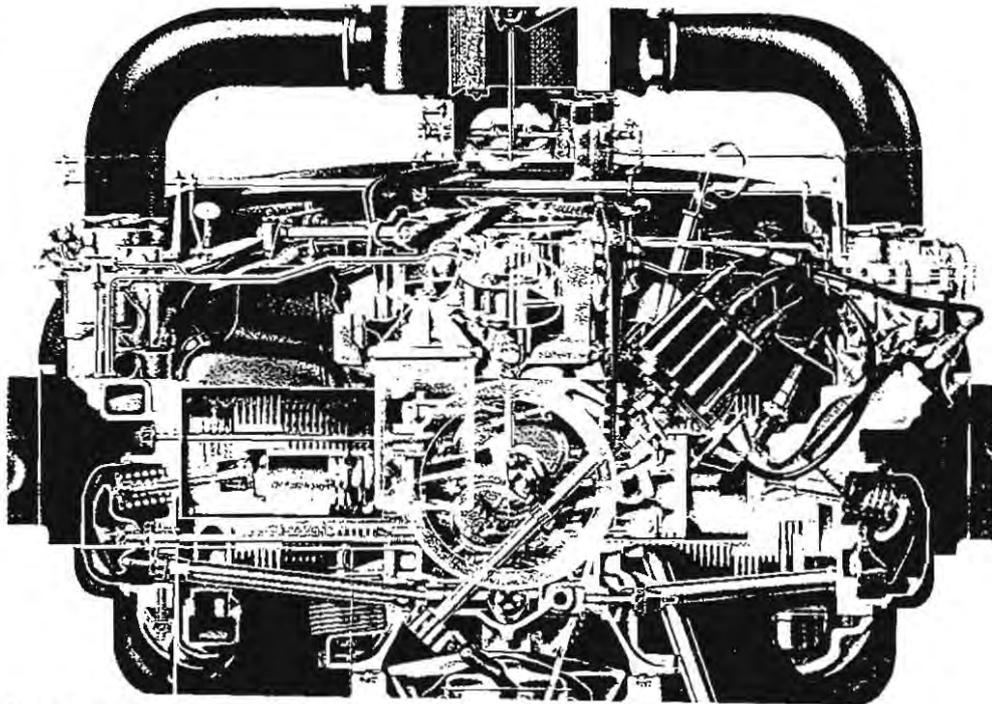
Corvairisation

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