

# Continuation

TUCSON CORVAIR ASSOCIATION

TUCSON, ARIZONA

Volume 21 Number 4

July 1995



HAPPY JULY 4TH



# 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 required 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.

BUSINESS MAILING ADDRESS: 4072 E. 22nd St. #197- Tucson, Az. 85711

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July 1995

Well summer is definitely here ! With temperatures well in the hundreds, aren't you glad you have air conditioners. Besides Tucson is a great place to live. Although the summer heat and sun can be very dangerous. But as for me I am very fortunate to have the comfort of a nice cool swimming pool not to say of the luxury of air conditioning.

Summer is a special time we set times for vacations weddings atc.. My youngest son Donald got married on the 4th of July this year. and now my baby is a married man. Speaking as a mother it is very hard to give up her baby! but over all I couldn't attend the wedding do to having surgery and couldn't travel, well ,I am well a were that I need to let him grow up. As we talked on the phone I was well a were that he has indeed grown up and that he a sure me that he knew that I surely would be with him in spirit.

Speaking of weddings this reminds me of a story in Matthew 22 it points out some useful things for all of us to remember during this time of year. It points out that a king prepared a great feast, a wedding feast for his son, but nobody came. This is one of those stories where you wonder what the untold part really is. Why were no one coming? Could it be that he was not a " popular " king ? or is it that he had a rotten kid ? the story just doesn't say. Jesus used this circumstance to make a point.

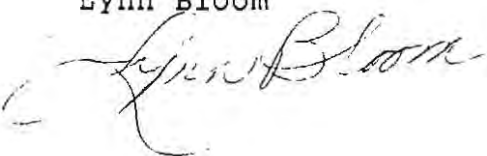
You could think all kinds of things about this parable, or you could really as most miss the point. Just be yourself and don't try to be the popular one or to do everything someone tell you to just to fit in, because if you just do what you feel is right that is all that matters. People will accept you better for just being you.

I feel that for me, I am trying to establish not good works but friendships of we the people. My husband and children are my most special friends. But I do have one friend even more special and that is my Lord Jesus Christ, he gave me a gift and that gift is eternal life . And it's free ! Free for the asking, all we need to do is ask and accept.

Enough of my rambling I really want to say THANK YOU ALL for all your support and gifts and cards during my surgery and recovery I am very grateful that God bless me with so many friends.      THANK YOU ALL !

I also want to wish you all a very happy and safe 4th of July. Hope to see you all soon.

Friends always  
Lynn Bloom

A handwritten signature in cursive script, appearing to read "Lynn Bloom", written in dark ink.

T.C.A REGULAR MEETING  
JUNE 28,1995  
PICADILLY CAFETERIA

Cars: 6

Visitors : 4

The regular meeting of the Tucson Corvair Assoc. was called to order at 7:30 P.M by our Vice President Barry Cunningham.

The minutes of the May meeting were approved as printed in the Corvairsation.

Visitors this month were Jash and Amy DeWitt, Kara O'Leary and children and Chris Griffith.

Alan Elvick reported that we now have a balance of \$ 1746.61 in the tressure.

Dave Baker has a new carb sync tool in the library.

Cecil and Esther Alex will celebrate their twenty th year together on the 29 th of June. Congratulation and we wish you many more years.

The license plate raffle was won by : Don Chastain.

The regular raffle were won by : Alan Elvick, Larry Dandridge

Next month prizes will be furnished by: Alan Elvick, Ruth Griffith, Al Crispin, Jack Zrekle, Larry Dandridge, Ron Bloom, Joe Abate.

Gordon Cauble notified the club that there was a 65 - 500 four dr. for sale with extra parts including a 69 smog engine, \$ 700.00 OBO.

Members will be notified if there is a July activity.

The meeting was adjourned at 8:35 P.M..

P.S.

We would like to wish Lynn Bloom a speedy recovery from her hoapital stay and hope to see her at the next meeting.

*Larry Dandridge*

## Treasurer's Report

Balance June 10, 1995.....\$ 1746.41

### Income

Raffle .....	\$ 23.00
Dues .....	\$ 12.00
Merchandise sales & cans.....	\$ 26.78
Advertisers.....	\$ 10.50
Parts.....	\$ 34.95
Flower Donations.....	\$
Name tags.....	\$
Misc.....	\$
<b>Total Income</b>	<b>\$ 107.23</b>

### Expenses

Postage .....	\$ 32.00
Jackets & embroidery.....	\$
Mid-Month (Ice, Soda, Etc.)..	\$ 59.00
Flowers/card/misc.....	\$ 21.30
Copier printing.....	\$ 36.75
Name Tags.....	\$
Parts.....	\$
Bank Exp.....	\$ 14.02
<b>Total Expenses</b> .....	<b>\$ 163.07</b>

Balance July 10, 1995.....\$ 1690.57

Respectfully Submitted :

Alan Elvick



THANK YOU VERY MUCH,  
MY FELLOW CORVAIR FRIENDS !!!

I greatly appreciate all your thoughts  
and prayers and for the beautiful  
flower arrangement from T.C.A..

I, also want to thank Esther and Cecil  
Alex for the huge and beautiful  
balloon bouquet. Thanks Guys !

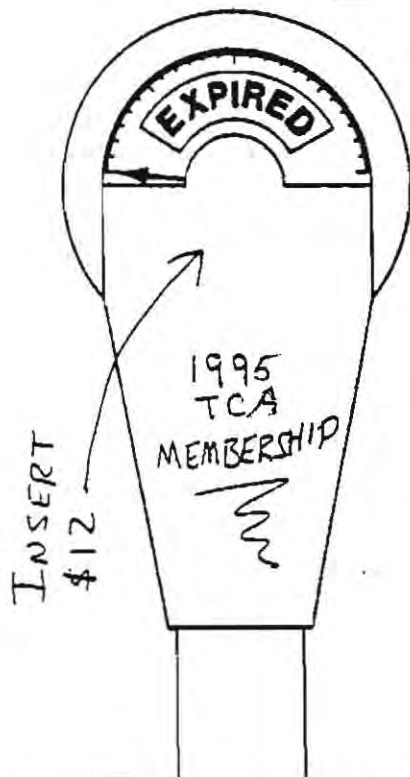
Also a special thanks to Ruth and Vern  
Griffith for the beautiful plant.  
Thanks Guys !

Well it is nice to be pampered  
and have Ron bring my meals in bed.  
But it is difficult just lying around !  
However the main thing is that I am  
getting better every day.

Thanks Everyone !

Answers For Last Months  
Do You Remember

1. Who was the treasurer back in  
1979 ? Don Bortle
2. In 1986 who was our Corvaire  
President ? Don Robinson
3. Do you remember who our  
Corvaire Editor was in 1987 ?  
Van Pershing
4. Our committee Chairman was who in  
1978 ? Frank Mc Kenna
5. In 1979 who was our Vice President ?  
Darrel (Pat) Hayhurst



NO RESPONSE !



S.A.R.C.H.V.A

Remember :

All material or Input for  
Paper must be in by the 10<sup>th</sup>  
of Each month. It's your  
CORVAIRISATION !



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# THE PITFALLS OF O - RINGS

Sean Bailey, Lone Star Corvair #787

Before beginning the task of replacing the pushrod drain tube O-rings, I consulted the manual. There is no factory procedure for doing this: The manual assumes that the engine is out of the car and the heads will be removed. I did ask the advice of several members of the club. Some helpful hints were dropped, but generally, I was on my own. Sort of like losing one's virginity.

I found that the task turned into a 21 hour struggle over Memorial Day (I was under the Corvair all during the Indianapolis 500). A lot of that time was spent learning how to do things, and re-doing things, and inventing procedures and a tool.

In writing this article, I assumed that you are replacing the O-rings with the engine in the car, and said engine is old and/or equipped with original type seals that have not been replaced in a long time, or ever. Additionally, you are a very amateur mechanic with a not very large selection of tools.

## You will need:

- New valve cover gaskets, 24 large O-ring seals for each end of 12 pushrod tubes, and 12 small O-ring seals for the rocker studs.
- A good torque wrench, set to 30 ft-lbs.
- Two ratchets, one with a 7/16" socket for the valve cover bolts, and one (preferably a 1/2" drive type) with a 5/8" socket, for the rocker stud nuts. This will also serve to drive in the newly sealed pushrod tubes. You will also need a 13/16" socket for the pushrod guide studs. A spark plug socket will work; a regular deep socket is better.

You will also need a couple of heavy duty-type 1-2" hose clamps, a pair of Vicegrips, and a hammer.

Reverse the Corvair up ramps if you can; the higher the car is off the ground, the more comfortable you will be. Drain the oil from the crankcase; if you don't, it will come out anyway when the tubes come out.

Remove the exhaust system if single; loosen enough to move easily if dual. Remove the valve (rocker) covers. If in place for a long time, this may require some judicious prying or tapping with a hammer. Don't bend them!

Start with No.1 cylinder. Undo the rocker nuts, remove the nut, ball, rocker, and pushrods. I soaked mine in a 56oz Delicat® plastic cat food container 3/4 filled with kerosene. You may have some better arrangement for cleaning parts; this worked for me.

Remove the two 13/16" rocker studs, which also hold the pushrod guides. Remove the guide. The two small O-rings are behind the guide, around the stud. I used snap-ring pliers to remove these. They will be hard, and possibly brittle. Clean the guide.

Now for the fun part: removing the pushrod tubes. This was the most time-consuming (read frustrating) part for me. Initially, I tried using Vice-grips directly on the tube. This broke the seal, but I found

that it was impossible to make the grips tight enough to do anything further without bending the tubes, because they contact in only two spots. What I found that did work was to encircle the tube with a hose clamp, then tighten the clamp as much as possible using an electric drill with a small socket. Because the clamp contacts the tube completely around it,

there is little chance of damaging the tube. I put the Vice-grip on the hoseclamp screw

VERY tightly, and tapped with a hammer on the Grip in line with the tube. In every case but one, the tubes, which apparently had been in place for 31 years on my car, broke loose and came out without major banging. One was very stubborn, and I destroyed two hose clamps removing it, but did no damage at all to the tube, which is quite delicate. After removing the tube, I cleaned it and used a utility knife to remove the old seals. They were very hard indeed.

Put the tube, sans seal, back through the hole in the head whence it came. It's a tight fit; DO NOT put the new seals on until the crankcase end of the tube is through the hole. The short end (obvious when the tube is out) goes in the crankcase. Put the new VITON seals (O-rings) on AFTER the tube is nearly in position, otherwise the new seals will be damaged, as I found out to my sorrow. Using the same socket that removed the rocker nuts, gently drive the tube with a hammer until it seats. It will be quite obvious when it's seated home.

If you put the rocker studs into the guides, then put the rocker stud seals on the studs, it will be much easier to screw in the studs than if you put the seal in first. Tighten the rocker studs to 30 ft-lbs.

Next come the pushrods, with the tiny oil hole outboard and pointing up. Now put on the rocker, the pivot, and the rocker nut. Tighten carefully, making sure at all times that the pushrod is seated against the tappet in the crank case. Tighten the nut until there are a few threads showing.

Repeat this process for each cylinder until complete. Valve lash adjustment is next. This worked for me:

With the engine COLD, I put the No.1 cylinder on top dead center. Then, I tightened the rocker nut JUST until there was no movement, then tightened 1/2 more turn of the ratchet. The 1961 Shop manual gives the order of valves which can be adjusted with the engine in each of two positions. Result: perfect lash adjustment. Other methods may work better for you.

Replace the valve covers, exhaust system, and put in enough oil to replace what you drained away, and start the engine. You're done!

It's a tedious, slow process (don't kid yourself about this), but if your engine is a serious leaker (even potentially), the results are worth the effort. ☆



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\*\*\*\*\*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

PLEASE CONTACT A  
BOARD MEMBER WITH  
ANY SUGGESTIONS!!

Aug Progressive Dinner  
Sept Ft. Huachuca  
Oct Casa De Los Ninos  
Nov G.W.F.B.T.  
Dec Christmas Party

Regular Monthly Meeting: Wednesday , July 26, 1995  
TCA Executive Board Meeting: Aug 3, 1995 7:30pm  
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