

Corvairnation

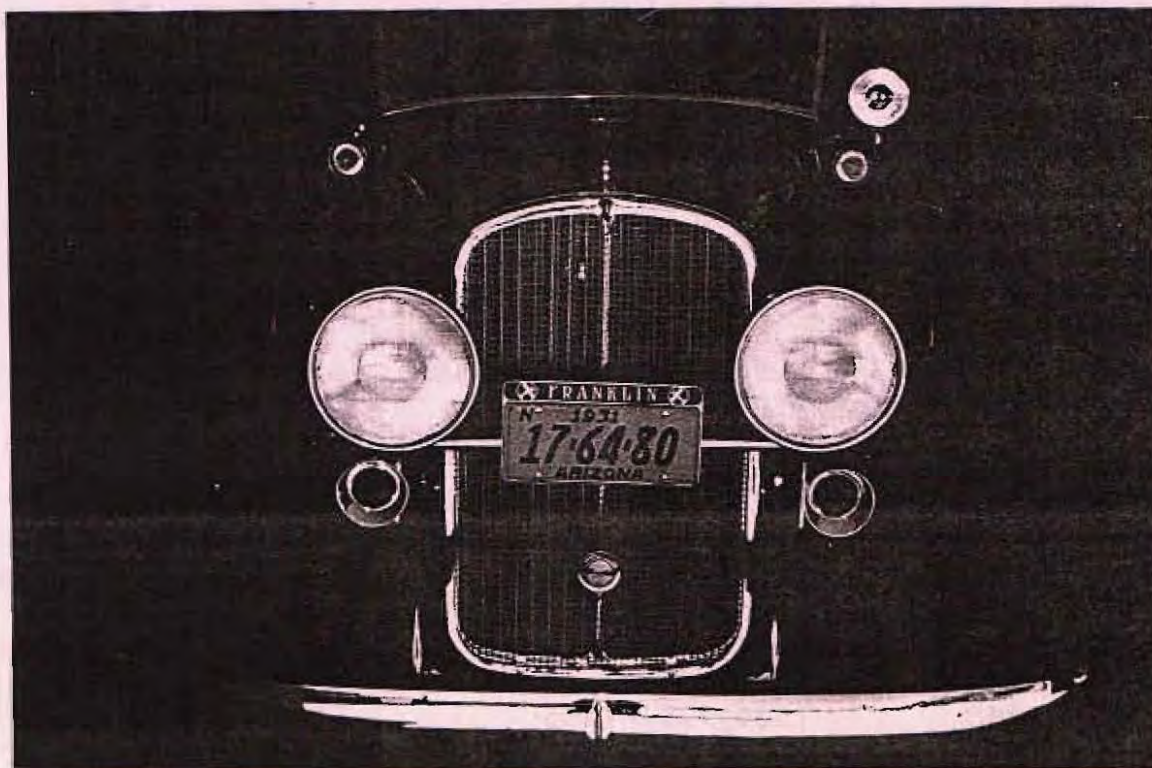
TUCSON CORVAIR ASSOCIATION

TUCSON, ARIZONA

Volume 21 Number 2

May 1995

Happy Mother's Day



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.

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FROM THE PRESIDENT

Well, we missed the picnic at the picacho and Phx. mid-month as we are finishing our 48 hours of schooling in Phx. Although we were thinking of you all as we passed Picacho at 7 am we even tried to call the last year's Prez. Vern but couldn't get through, He may have been sleeping or it may have been the phone, anyway we heard eveyone had a fun time but had a hard time trying to give our prizes away , anyway we will be to the one next year.

We have something differant to fool around with here at our house, have a car that has 5 cyls. and no spark plugs, no carb. and it won't ping going up the hills, comp ratio is a little higher then a corvair , 21, yup you got it , its a diesel with a turbo. So our 65 open is for sale, we are going to keep the rampside and we do have some parts for sale.

Barry has a picnic planned at Maderia Canyon but will need to get the details from him at the meeting.

See ya at the meeting!

With Warmest Regards;


Ron J. Bloom President

T.C.A MONTHLY MEETING
APRIL 26, 1995
PICADILLY CAFETERIA

MEMBERS: 27

CARS: 12

VISITERS: 3

The April meeting was called to order at 7:30 pm. by our president, Ron J. Bloom. The minutes from March were accepted and approved as printed in the Corvairsation.

Visitors this month were Don and Ann Henn, Rich O'Teary. They all took this occasion to become members.

Don Roberson has a new supply of caps available for sale at \$ 12.00 each.

Barry Cunningham gave a nice recap on april's mid-month activity, which was a tour of the H. H. Franklin Foundation Museum. The May mid-month will be a combined picnic and car show with the Cactus Corvair Club of Phoenix. We will meet at McDonalds on Ina and Thornydale. There will also be a car show at Little Anthonys Diner on April 29.

Allan Elvich reported a balance of \$ 1603.02 in the treasure.

The license plate raffle was won by Cecil Alex.

The regular raffle prize were won by: Jim Wright, Bonnie Wright, Allan Elvick, Steve Jarblin, Don Henn, Elizabeth Zerkle. Barry Cunningham. Darn, missed again for the fourth month in a row.

Prizes next month will be furnished by: Allen Elvick, Steve Jarblin, Jim Wright, Vern Griffith, Don Henn, Larry Dandridge.

Barry Cunningham brought in a vacuum gage made by Dave Baker. I understand it works quite well.

The meeting was adjourned at 8:35 p.m..

Larry Dandridge

PS. #1


This month we also want to welcome new members Jeff and Tina Wells of the U.S Air Force.

PS. #2

The mid-month Picacho peak picnic combined with Cactus Corvair Club was a very well attended affair. There were eight cars from Tucson and nine cars from Phx.. The weather was pretty nice, cloudy and cool.

From the T.C.A Club there were Vern and Ruth Griffith, Larry Dandridge and mother, Barry Cunningham, Randy and Terri Griffith and children, Allen Elvick, Cecil and Esther Alex, Don and Ann Henn, Jack and Elizabeth Zerkle, Bill Heindel and a Air Force buddy from Texas, Larry. Allan Elvick won 1st place in early open, Barry Cunningham won first place in late class and Jack Zerkle won engineering prize.

Those of you that didn't see fit to attend don't realize what a nice time you could have had..



On April 22, 1995, the TCA members were invited to the local H. H. Franklin Foundation to see the Franklin cars; so here is some data.

The Franklin auto was produced in Syracuse, New York in 1901. Thirteen cars were made that year, at a cost of \$1,200.00 each. The Franklin car was probably the world's only successful air-cooled car at that time - 1901 to 1934. The engines were valve in head, 1.7 liters, but were made larger in 1904 with 12, 20, and 30 HP. The first cars were equipped with a 2-speed planetary transmission and chain drive.

In 1906 a 6 cylinder, 7 main bearings, 3-speed transmission was introduced. All cars 1901 to 1928 had wooden frames. From 1916 on all were 6 cylinder until 1933 when a V-12 was introduced in a luxury car.

Many improvements and tests were made over the years. A fan was put up front in 1906 and later was built in the flywheel (1910). 1912 models came with full pressure lubrication, 1915 models came with aluminum pistons.

In 1929 a 4.5 liter engine was used in a Waco bi-plane and was successful; today, the engine belongs to The Franklin Engine Company, which makes airplane engines.

In the year 1917, 179 cars made an Economy Run from New York to Montreal and averaged 40.3 MPG.

'Cannon-Ball' Baker an ex-baseball pitcher became a race-car driver, and drove Franklin cars as hard as they could go in many tests. He said "a great car, the best waffle-iron I ever drove". He drove Franklins coast-to-coast several times; to Pikes Peak, and broke many records.

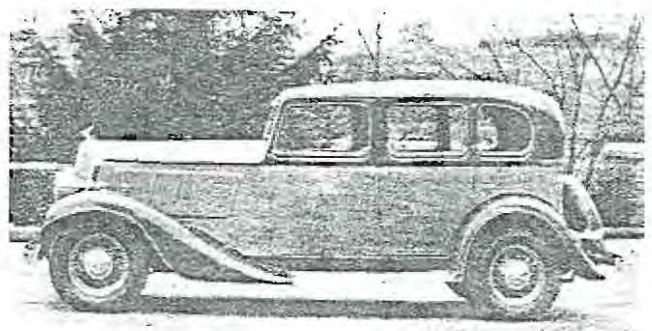
In 1928, the Airman model came out, it was named for Charles Lindberg, who also drove one.

The 1934 model Franklin was the last; 360 cars were produced.



1902 Franklin, runabout, HAC

Twelve — V-12, 150 hp, 144" wb						
	FP	5	4	3	2	1
Sedan-5P	3885	4000	5000	8000	15,000	28,000
Club Brougham-5P	3885	4200	5200	8400	15,700	29,000
Sedan-7P	3985	3900	4800	7700	14,300	27,000
Limousine-7P	4185	4300	5400	8700	16,500	30,000



1934 Franklin, Airman sedan, JAC

Tech Topics: EM Rear Wheel Alignment

Larry Rollow-Tech. Coordinator NTCA

It is the April 1995 Transaxle Telegraph article "Technically Speaking"

Recently NTCA member David Olwine called me with a problem. It seems the fan belt on his 1963 Spyder convertible turned over in the pulley groove and needed to be replaced, but when he tried to fit the new belt on, it wouldn't go between the oil filter adapter and the back of the engine compartment. So he called me. I asked the condition of the motor mounts and how many shims there were between the front cross member and the transmission. He said the rear motor mount was not real good but it was intact. He also mentioned that the fan belt would not fit between the rear motor mount bracket and the harmonic balancer. We talked some more and I found out that he had the car aligned a while back. I suggested that he check the condition of the front motor mounts and see how many shims were between the cross member and the transmission. As all you early freaks know the rear toe-in is adjusted by how many shims there are between the front cross member and the transmission.

David called me back and said he had removed a large thickness of shims between the cross member and the transmission. The fan belt now would go on. I suggested that he need to check the rear toe-in. Factory specs call for from 1/8 to 3/8 of an inch toe in. You can get away with the lesser amount if you are running radial tires. I told David about the toe-in measuring device that I had constructed from the information contained in the Corvair alignment book by NTCA's own Fred Johnson. (If you don't have this book and his other book on Corvair oil leaks you need to get these for your library). David asked me if I would give him a hand setting the toe-in. I said OK and he arrived Sunday morning.

We went to work. The car had toe-out as a result of all the shims being removed. We added some shims and checked again. Still not enough. So we added some more. Better, but still not enough. The gap between the rear of the engine compartment and the oil filter adapter was closing as well as the distance between the harmonic balancer and the rear motor mount bracket. I felt that we had enough shims in place to have the toe-in properly set. So we decided to try something else. We removed the rear grill so as to be able to get at the bottom nut on the rear motor mount. We jacked up the rear of the engine and loosened the motor mount nut. The rear motor mount bracket immediately slipped rearward when the nut was released. It turns out that when the shims were installed it

was flexing the rear motor mount bracket and inhibiting rearward movement of the whole power train, thus not allowing the proper toe-in setting.

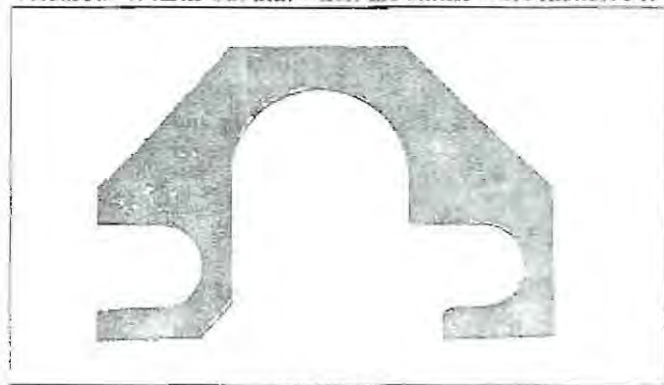
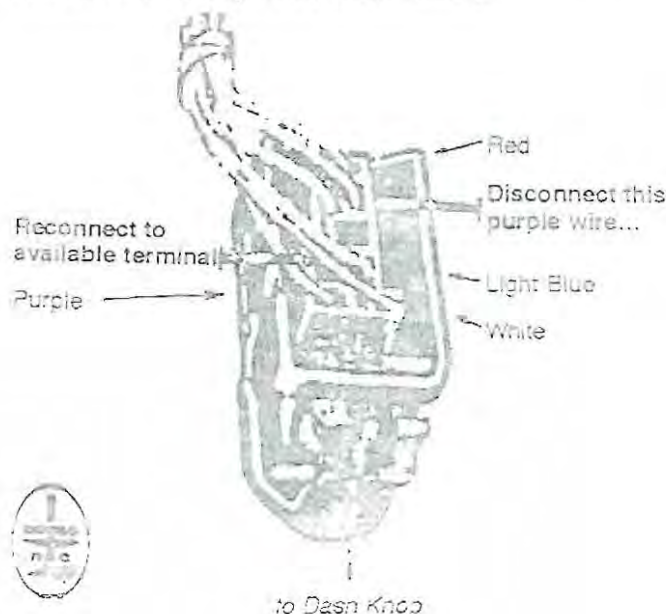
We had consulted the shop manuals ('60, '61 and 62-63) and found them to be wanting in information regarding the setting of the rear toe-in. After re-tightening the nut we again checked the rear toe-in. Viola! It was now where it should be. Additional shims were added, just allowing the tension to be removed. All of you early guys may have already known all this but I know of two who didn't. The point of all of this is when adding or subtracting shims for setting rear toe-in on an early, be sure to loosen the rear motor mount nut to allow the rear motor mount bracket to find its proper place. By the way, I also checked the Corvair Technical Guide and found no reference to the setting of the rear toe-in or the need to loosen the nut to complete the job. *



J. Seago, Editor Lone Star Corvair #787
Technical Contribution from Barry Brewer.

Next time you see Barry driving his 1963 Coupe at night, you may notice that the parking lights remain on with the headlights "like the newer cars." Constantly illuminated parking lamps became especially familiar when the federally mandated side lamps were introduced on the same circuit. Barry points out that this smart-looking aesthetic modification was easily performed on his early model.

All that is required is unplugging the harness from the switch assembly, sliding out the rear purple wire connector from the harness end plug (a jeweler's screwdriver aids to disengage the connector retaining prong), and sliding the connector onto an available lead adjacent to the front purple wire. Don't like the results? Slide the wire off and pop it back in its original spot! I especially like this modification because it is non-destructive to the original electrical harness.



Transmission Shim - Actual Size



"Very low mileage. It was owned by a little old lady who could never get it out of the garage."

PLUGGERS / BY JEFF MACNELLY



The plugger's all-purpose tool



"No, I'm not going to tell you the rules. I tell you, you tell some other guy and pretty soon we have to change them again."

INSTALLING A NEW PADDED DASH ('63 CORVAIR) Dick Sorensen, Gretna, NE; IOWA CORVAIR CONNECTION

If you want to improve the looks of you Corvaire's interior, replace that faded, cracked, padded dash with a new one. Anyone can do it. First, remove the old pad. I won't go into detail, as I have never met an "old car person" who wasn't pretty good at taking things apart. Once it's off, clean up the dash where the old pad was glued on.

Take the new pad out of the box, and look it over. It will never look the same again. You will notice it hasn't been trimmed. Slip it over the dash and see how it's supposed to fit. Rough out the openings for the ash tray, radio speaker, and any other openings which may be needed. Trim around the front edges, marking the screw hole areas with a dark marking pen. Now, if it fits OK, you're ready to start. Plan how you're going to position it, so once the glue touches it will be in the correct position.

Next, brush contact cement on both the bottom of the pad and the top of the dash. At this point, you have one more chance to give up the whole project and paint the dash. I really didn't need to mention that, as I never knew an "old car person" who wouldn't blunder into almost anything.

Find a helper. Anyone who can take verbal abuse will work out OK. When the glue has dried to the touch, carefully move the dash pad into the preplanned position. You will know when you are close because the glue will suck it in. I have seen this glue pull a dash at least two inches through clear air. Now that you have it partially stuck in the wrong place, pull it loose. Good luck! When there are strings between the dash and pad six inches long, that is far enough.

Now reposition to the preplanned position. Explain to your helper the importance of hitting the right spot. Try to slip it on again. The reason it won't go all the way down is that it is glued to the windshield. Check to see if you can let go of the pad, as your fingers may be glued to it.

Explain once more to your helper how important it is to position it properly. Keep trying until you either ruin the pad, or it is finally on the dash. There will be a few lumps here and there. If one of them is your hand between the pad and dash, it is important that you get it out.

Replace the trim on the front of the pad. You'll need a screwdriver with a universal joint in the shaft. You may want to paint the moldings to cover up all the scratches you made when you took the screws out. You'll notice now that the black marks you made on the screw holes are still showing on the top of the pad. Take another marker and connect them: simply tell people that you had the pad striped, as there is no way to remove the marks.

Stand back and admire your beautiful new dash pad. It might not be a bad time to thank your helper, if they didn't go back in the house a long time ago.

Nothing compares with the satisfaction of doing something yourself. A few hints: You can clean your hands pretty well by pulling the glue off, if you wait several weeks before you start. Don't try cleaning up the glue stuck on the dash and windshield with your sandblaster; it makes a real mess, and will not cut the glue. I can give advice on doing this, but would rather not help!

In the October, 1994 edition of the *Lone Star Telegram*, I took the original cost of a 1963 Corvair adjusted for inflation and compared it with the price of modern compacts today. I concluded that the Corvair was a good value when new, and one could restore a Corvair to like-new condition as an interesting, cost effective alternative to buying a new compact.

To justify the expense, I decided to look at another point of Corvair economy - gas mileage. Most Corvair owners are aware that new Corvairs were supposed to get highway gas mileage in the mid-twenties. Since these figures compare with many modern cars, how do we quantify the economic benefits of fuel economy averages?

To clarify this, find your current mileage m down the side of the table and cross-reference it with the column containing your proposed mileage increase Δm . This number represents the amount of gas saved per 1000 miles of driving (example: improving 18 mpg by 2 mpg saves 55.6 gallons of gas driving 10,000 miles). Multiply that by the current per gallon price of gasoline to determine the money saved by improving gas mileage.

A "back of the envelope" calculation will reveal that the amount of gas saved by improving one's average fuel economy is a function of initial average gas mileage, desired improvement in average gas mileage, and the total amount of miles traveled. Specifically:

$$\Delta g = K \left(\frac{\Delta m}{m(m + \Delta m)} \right)$$

where

Δg is the amount of gas saved

K is the number of miles driven

m is the current average gas mileage (mpg)

Δm is the improvement in average gas mileage (mpg)

It's easy to notice that once a car exceeds "Corvairish" mileage figures, actual fuel savings based on MPG becomes less significant. Consider this interesting scenario: an improvement from 10 mpg to 11 mpg will save more gas than trading in a 35 mpg car for a 50 mpg one!

It should also be apparent that one must drive often to compensate for moderate expenditures to increase Corvair fuel economy (at current petrol prices, anyway). For the weekend Corvair driver who feels that he could gain another 1 or 2 miles per gallon with new hardware, it's probably not worth the bother.

Until gas prices increase substantially, good economy may not factor greatly into driving a Corvair versus another make with similar passenger or cargo space. However, one can certainly make the claim that Corvair fuel economy is "good enough". The table shows the extra gasoline needed to commute with a Corvair will easily offset the "sticker shock" of any new, super-efficient compact.

Don't waste money.

Drive a Corvair. ☆

1000	+1	+2	+3	+4	+5	+6	+7	+8	+9	+10	+11	+12	+13	+14	+15
10	9.09	16.7	23.1	28.6	33.3	37.5	41.2	44.4	47.4	50	52.4	54.5	56.5	58.3	60
11	7.58	14	19.5	24.2	28.4	32.1	35.4	38.3	40.9	43.3	45.5	47.4	49.2	50.9	52.4
12	6.41	11.9	16.7	20.8	24.5	27.8	30.7	33.3	35.7	37.9	39.9	41.7	43.3	44.9	46.3
13	5.49	10.3	14.4	18.1	21.4	24.3	26.9	29.3	31.5	33.4	35.3	36.9	38.5	39.9	41.2
14	4.76	8.93	12.6	15.9	18.8	21.4	23.8	26	28	29.8	31.4	33	34.4	35.7	36.9
15	4.17	7.84	11.1	14	16.7	19	21.2	23.2	25	26.7	28.2	29.6	31	32.2	33.3
16	3.68	6.94	9.87	12.5	14.9	17	19	20.8	22.5	24	25.5	26.8	28	29.2	30.2
17	3.27	6.19	8.82	11.2	13.4	15.3	17.2	18.8	20.4	21.8	23.1	24.3	25.5	26.6	27.6
18	2.92	5.56	7.94	10.1	12.1	13.9	15.6	17.1	18.5	19.8	21.1	22.2	23.3	24.3	25.3
19	2.63	5.01	7.18	9.15	11	12.6	14.2	15.6	16.9	18.1	19.3	20.4	21.4	22.3	23.2
20	2.38	4.55	6.52	8.33	10	11.5	13	14.3	15.5	16.7	17.7	18.8	19.7	20.6	21.4
21	2.16	4.14	5.95	7.62	9.16	10.6	11.9	13.1	14.3	15.4	16.4	17.3	18.2	19	19.8
22	1.98	3.79	5.45	6.99	8.42	9.74	11	12.1	13.2	14.2	15.2	16	16.9	17.7	18.4
23	1.81	3.48	5.02	6.44	7.76	9	10.1	11.2	12.2	13.2	14.1	14.9	15.7	16.5	17.2
24	1.67	3.21	4.63	5.95	7.18	8.33	9.41	10.4	11.4	12.3	13.1	13.9	14.6	15.4	16
25	1.54	2.96	4.29	5.52	6.67	7.74	8.75	9.7	10.6	11.4	12.2	13	13.7	14.4	15
26	1.42	2.75	3.98	5.13	6.2	7.21	8.16	9.05	9.89	10.7	11.4	12.1	12.8	13.5	14.1
27	1.32	2.55	3.7	4.78	5.79	6.73	7.63	8.47	9.26	10	10.7	11.4	12	12.6	13.2
28	1.23	2.38	3.46	4.46	5.41	6.3	7.14	7.94	8.69	9.4	10.1	10.7	11.3	11.9	12.5
29	1.15	2.22	3.23	4.18	5.07	5.91	6.7	7.46	8.17	8.84	9.48	10.1	10.7	11.2	11.8
30	1.08	2.08	3.03	3.92	4.76	5.56	6.31	7.02	7.69	8.33	8.94	9.52	10.1	10.6	11.1
31	1.01	1.96	2.85	3.69	4.48	5.23	5.94	6.62	7.26	7.87	8.45	9	9.53	10	10.5
32	0.95	1.84	2.68	3.47	4.22	4.93	5.61	6.25	6.86	7.44	7.99	8.52	9.03	9.51	9.97
33	0.89	1.73	2.53	3.28	3.99	4.66	5.3	5.91	6.49	7.05	7.58	8.08	8.56	9.03	9.47
34	0.84	1.63	2.38	3.1	3.77	4.41	5.02	5.6	6.16	6.68	7.19	7.67	8.14	8.58	9
35	0.79	1.54	2.26	2.93	3.57	4.18	4.76	5.32	5.84	6.35	6.83	7.29	7.74	8.16	8.57



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Dick Cannon

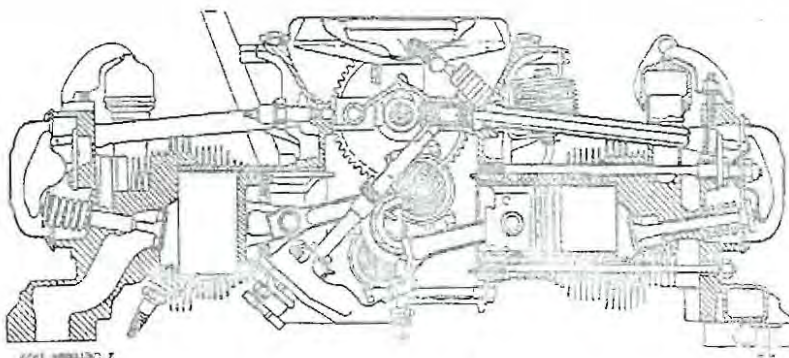
Uniforms

Korea ***** W.W. II

Ribbons

Medals

299-4723



Treasurer's Report

Balance April 1995.....\$ 1603.02

Income

Raffle	\$ 42.20
Dues	\$ 36.00
Merchandise sales & cans....	\$ 12.75
Advertisers.....	
Parts.....	
Flower Donations.....	
Name tags.....	
Misc.....	
Copier Donation.....	70.00
Total Income	\$ 160.95

Expenses

Postage	\$ 00.00
Jackets & embroidery.....	
Mid-Month (Ice, Soda, Etc.)..	
Flowers/card/misc.....	
Copier printing.....	17.39
Name Tags.....	
Parts.....	
Bank Exp.....	
Christmas decorations.....	
Total Expenses.....	17.39

Balance May 10, 1995.....\$ 1746.58

Respectfully Submitted :

Allen Ehrlich

SHOE By Jeff MacNelly

THERE WAS A YOUNG MAN WITH A VAIR.
HIS CAR WAS MUCH FASTER THAN HIS
HAIR.

AFTER YEARS OF FAST GOING,
MUCH SKIN WAS SHOWING.

AND HE STILL SAID I REALLY DON'T CARE
- ANYMOUSE

Tidewater Corvair Club



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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 297-1356

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1 98 hp, YN
1 140 hp, RT

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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

WANTED: FC hub caps. Call Ron Bloom 747-4842

PARTS FOR SALE: Diff. AA diff 3:27, af diff 3:55, Chrome, late & early dashes, early & late front ends, heads-516, 632, 759, 566, 512, 513, 762, 711, . Engs. four 80--95 hp. 2-98-102 1 80 FC, 1-yr ear. turbo, glass, lights, misc parts. Call Randy Griffith, 682-8298 or Vern Griffith, 889-7516.

*****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

Regular Monthly Meeting: Wednesday , May 24, 1995
TCA Executive Board Meeting: June 1, 1995 7:30pm
Golden Corral 4380 E. 22nd

FIRST CLASS MAIL