

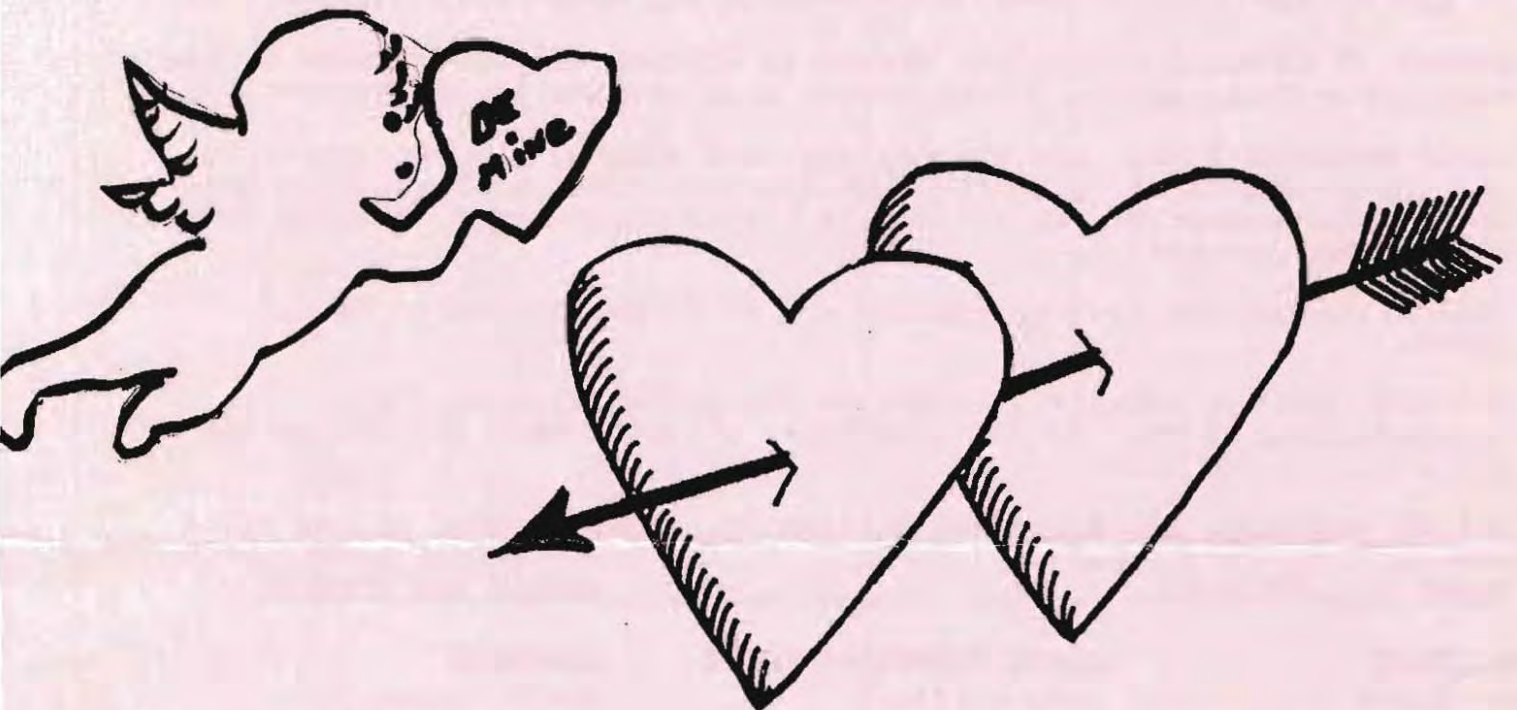
CORVARIATION

TUCSON CORVARI ASSOCIATION

VOLUME 22 NUMBER 02

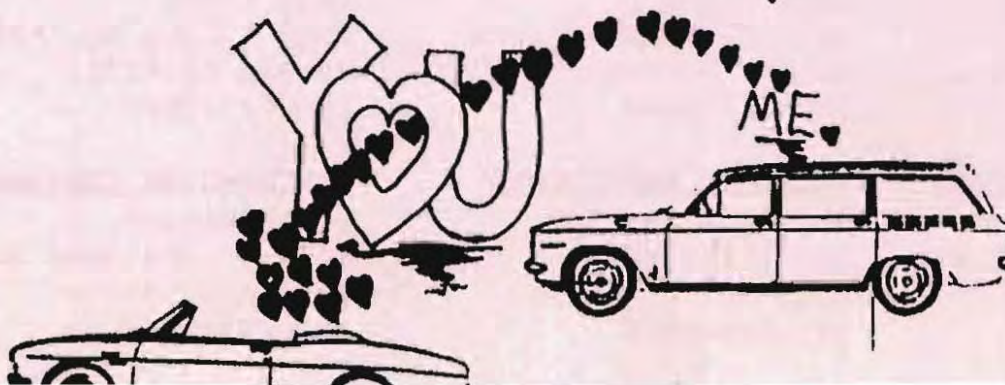
TUCSON, ARIZONA

FEBRUARY 1997



VALENTINES !

IS A SPECIAL DAY WITH HUGS
THAT LAST 'N' STAY 'N' STAY.
I HOPE THAT YOURS IS
SPECIAL TOO WITH LOTS OF
LOVES FROM ME TO YOU.



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 \$22.00 per year for Fa. and \$ 15.00 for singles , (includes name tag) renewable \$ 18.00 and \$ 15.00 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 \$28 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 1st for that month's issue. Mail or deliver all materials to the Editor.

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

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FEBRUARY TREASURERS REPORT 97

BEGINNING CASH ON HAND.....461.18

INCOME: (ACCOUNTS RECEIVABLE)

Ads.....	00.00
Badges/Pins.....	00.00
Raffle Tickets.....	00.00
Cans.....	00.00
Merchandise.....	00.00
Parts.....	529.52
Subtotal.....	529.52

DUES:

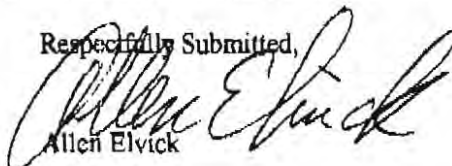
Dave & Beverly Baker.....	18.00
Vern & Ruth Griffith.....	18.00
Subtotal Dues.....	36.00

TOTAL INCOME: (ACCOUNTS RECEIVABLE).....565.52**EXPENSES: (ACCOUNTS PAYABLE)**

Badges.....	00.00
Parts.....	728.51
Merchandise.....	00.00
Copier Supplies.....	00.00
Stamps & receipt book.....	36.17
Paper supplies for party & outings.....	32.61
Total.....	797.29

TOTAL EXPENSES: (ACCOUNTS PAYABLE).....797.29**ENDING BALANCE: (CASH ON HAND).....229.41**

Respectfully Submitted,


Allen Elvick

Mixed Fruit Cobbler

9x13-in. Sheet Pan

Cinnamon Pastry:

- 1½ cups flour
- 1 teaspoon sugar
- 1 teaspoon ground cinnamon
- ¼ teaspoon salt
- ½ cup shortening
- 5-6 tablespoons ice water

Fruit Filling:

- 4 Granny Smith apples (approximately 1½ lb.), peeled, cored and sliced
- 4 Bartlett pears (approximately 1½ lb.), peeled, cored and sliced
- 1 pint fresh blueberries
- 1 pint fresh raspberries
- 2 cups sugar
- ½ cup flour
- 2 tablespoons lemon juice
- 2 tablespoons butter
- 1 cup chopped walnuts
- 2 tablespoons confectioners sugar

Preheat oven to 350°F. To prepare Pastry: Combine flour, sugar, cinnamon and salt in medium mixing bowl. Cut in shortening with pastry blender until mixture is crumbly. Add ice water, 1 tablespoon at a time, and mix with a fork until mixture holds together in a ball. Roll pastry on lightly floured surface to 13 x 12-inch rectangle, about ⅛-inch thick. Cut dough into eleven 13-inch strips. Cover with clean cloth while making filling.

To prepare Fruit Filling: Combine apples, pears, blueberries and raspberries in a large bowl. Combine sugar and flour and stir into fruit. Spread fruit mixture evenly into pan. Sprinkle with lemon juice and dot with butter. Criss-cross eight pastry strips over fruit mixture (cut two to fit short corners). Using remaining three strips, make an edge around inside rim of pan, folding over ends of strips. Combine walnuts and confectioners sugar. Sprinkle over pastry. Bake 60-70 minutes or until pastry is crusty and filling is bubbly and thickened. Serve with whipped cream, if desired.

Makes 12 servings.

Peach Gingerbread

9 in. Round Cake Pan

- 1½ cups flour
- 1 teaspoon baking powder
- ½ teaspoon baking soda
- 1½ teaspoons ground ginger
- 1 teaspoon ground cinnamon
- ½ teaspoon salt
- ½ cup butter or margarine
- ½ cup sugar
- 1 egg
- ½ cup light molasses
- ½ cup sour milk or buttermilk
- 1 can (16 oz.) sliced peaches in light syrup, drained, cut into chunks

Preheat oven to 350°F. Spray pan with non stick vegetable pan spray. Combine flour, baking powder, baking soda, ginger, cinnamon and salt. Set aside. In medium bowl, beat butter and sugar until creamy. Beat in egg and molasses. Add dry ingredients alternately with buttermilk, mixing until well blended. Stir in peaches. Pour mixture into prepared pan. Bake 40-45 minutes or until cake springs back when lightly touched in center and edges begin to pull away from sides of pan. Cool 5 minutes in pan; invert and cool, right-side up, on wire rack. Serve cake with Lemon Rosemary Sauce. To freeze, wrap tightly in foil and label. Reheat pan at 350°F for 20-25 minutes.

Makes 8 servings.

Lemon Rosemary Sauce

- ½ cup butter, melted
- ½ cup sugar
- ½ cup lemon juice
- 1 egg, beaten
- 1 tablespoon grated lemon peel
- 1 teaspoon finely chopped fresh rosemary leaves OR 1 teaspoon dried rosemary

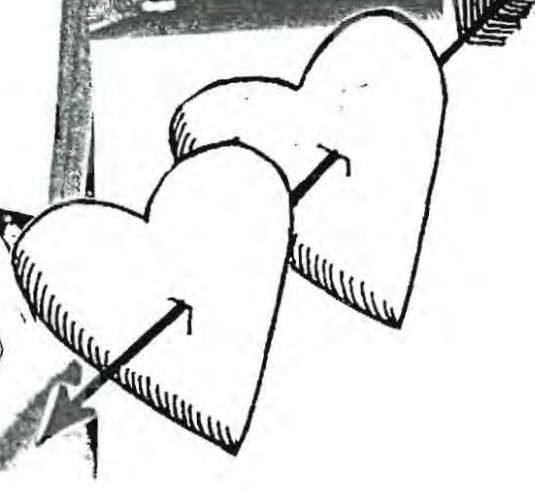
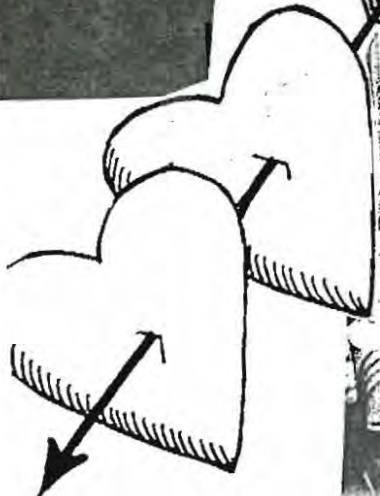
Combine all ingredients in small saucepan. Cook over medium heat, stirring constantly, until mixture boils and thickens. Cool. Store in refrigerator until ready to serve.

Makes 1 cup.

LUANN & GREG EVANS



Congratulations
To
Gordon &
Suzanna
Cauble



May
Birthdays

Birthday Greetings

May all your
special hopes and dreams
one by one come true.

This is my birthday wish
that is being sent to you.

Happy Birthday
Mack East ... 82
Cecil Alex ... 87

If by chance we missed
anyone please accept our
Apology.

A Note of Cheer

God bless you and keep you,
God guide you each day,
May the light of His smile
Always shine on your way.
Deep down in your heart
Every day of the year
May you know
that God loves you
And will always be near.

Our dear friend
Mack East has been
hospitalized, and is
still down, we sure
hope you get well soon.
We miss you dear friend.



19TH ANNUAL

ALL CHEVY DAY

MARCH 2, 1997

LOS OLIVOS PARK
2802 EAST DEVONSHIRE

(one block north of Indian School Rd.)

9:00am - 3:00pm

Open to all Chevy or Chevy powered vehicles

Participants Choice Judging * Plaques * Dash Plaques

(Plaques - 1st place in each class. 2nd if more than 3 cars in class)

REFRESHMENTS AVAILABLE (proceeds to Los Olivos Senior Center)

For more information call: GREG 892-3065

SEND ENTRY FORM WITH PRE-REGISTRATION \$12.00 BEFORE FEB. 22
(PRE-REGISTRATION includes \$2.00 in Refreshment tickets)

\$15.00 AT EVENT SITE.

T-SHIRT ORDER - Yes, I want to reserve a t-shirt w/ pre-registration
\$10.00 ea. (12.00 for XX-Large)
(\$12.00 and \$14.00 day of event)

Send to: Cactus Corvair Club, Inc.
857 E. Garnet Ave.
Mesa, AZ 85204

CACTUS CORVAIR CLUB, INC.

ALL CHEVY DAY - REGISTRATION

PLEASE CIRCLE CLASS.

CACTUS CORVAIR USE ONLY

CLASS

VEHICLE#

CLASS CODE

- | | |
|--------------------------------------|---|
| 1. 1954 - Older | 15. Corvette 1968 - 1982 |
| 2. 1955 incl. Nomad & Sedan Delivery | 16. Corvette 1984 & Newer |
| 3. 1956 incl. Nomad & Sedan Delivery | 17. Monte Carlo |
| 4. 1957 incl. Nomad & Sedan Delivery | 18. Corvair 1960 - 1964 |
| 5. 1958 - Newer | 19. Corvair 1965 - 1969 |
| 6. Chevelle 1964 - 1965 | 20. Corvair F.C. & Wagons |
| 7. Chevelle 1966 - 1967 | 21. Truck/Van 1955 & Older 1st Series '55 |
| 8. Chevelle 1968 & Newer | 22. Truck/Van 1955 - 1959 2nd Series '55 |
| 9. El Camino | 23. Truck/Van 1960 - 1966 |
| 10. Chevy II/Nova 1962 - 1965 | 24. Truck/Van 1967 - 1972 |
| 11. Chevy II/Nova 1966 & Newer | 25. Truck/Van 1973 - 1987 |
| 12. Camaro 1967 - 1969 | 26. Truck/Van 1988 & Newer |
| 13. Camaro 1970 & Newer | 27. Street Rod |
| 14. Corvette 1953 - 1967 | 28. Engineering/Open |

Please Print Legibly:

NAME _____ MODEL _____

ADDRESS _____ YEAR _____

CITY _____ STATE _____ COLOR _____

ZIP _____ PHONE _____ LICENSE PLATE _____

CLUB AFFILIATIONS: _____

WAIVER

I hereby agree, as a condition to my participating in this Cactus Corvair Club event, that I am participating in this event for my own pleasure and will be fully responsible for my car and passengers at all times. I release the Cactus Corvair Club, their assignees, officers & agents, and their successors from all liability whatsoever by any act, thing or event that may transpire during or by reason of the holding of this event. I further agree that my car will be operated by a licensed driver and that driver will comply with all applicable provisions of the Arizona Vehicle Code and that my automobile is fully equipped in accordance with the Vehicle Code of the licensing state. I certify that the answers given are true and correct to the best of my knowledge.

Signed: _____ Signed: _____
DRIVER: (this is a release) OWNER: (this is a release if other than driver)

Signed: _____ Signed: _____
PASSENGER: (this is a release) PASSENGER: (this is a release)

Signed: _____
PARENT OR GUARDIAN OF MINOR
(under 18 years)

Pre-registration per vehicle \$12.00 _____

T-shirts \$10.00 _____ Medium _____ Large _____ X-Large _____

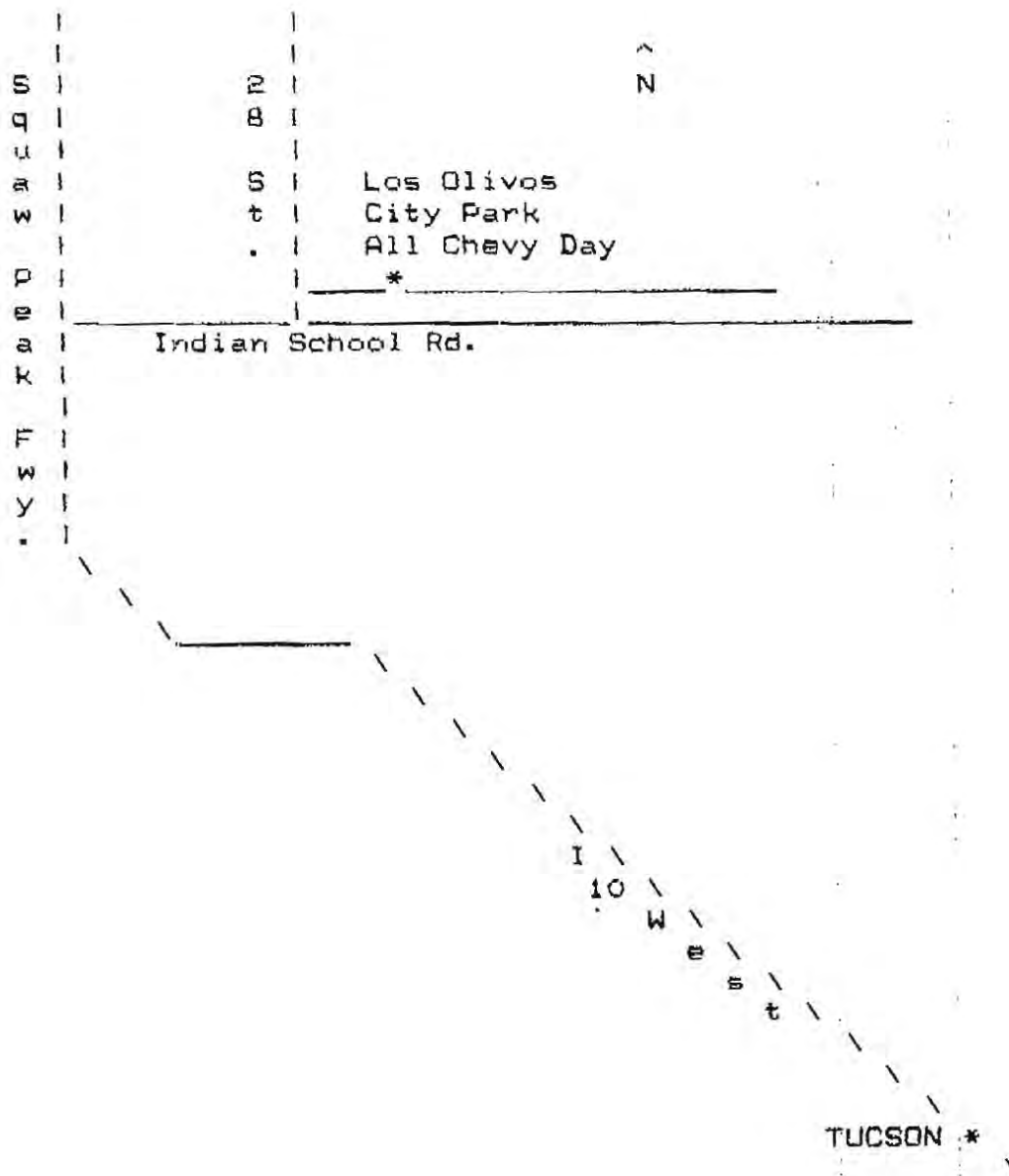
T-shirts \$12.00 _____ XX-Large _____

(T-shirts on event day \$12.00 or \$14.00.)

Total Amount Submitted \$ _____

CACTUS CORVAIR CLUB'S ALL CHEVY DAY

PHOENIX



Plan To Attend

10th Annual Route 66 Fun Run Weekend April 25, 26, 27 1997

Martin Milner Route 66 T.V. Celebrity A Tribute To The Beatles Downtown Kingman Car Show Extravaganza And Much, Much More

*Travel Historic Route 66 with us between Seligman and Topock, Arizona.
(The Longest Stretch left in the Country - 160 miles.)*

Association Members Pre-Registration Discount Package Price Thru April 10, 1997	\$39.00
Members Registration Package Price After April 10, 1997	\$44.00
Non-Members Pre-Registration Discount Package Price (Includes yearly membership) Thru April 10, 1997	\$54.00
Non-Members Registration Package Price (Includes yearly membership) After April 10, 1997	\$59.00

Name (Last): _____ (First): _____
Address: _____
City: _____ State: _____ Zip: _____
Phone (Home): _____ (Work): _____
Year Vehicle: _____ Model: _____
Car Club Name: _____
T-Shirt Size (one per entry) Circle Choice: Small Medium Large X-Large (XX-Large XXX-Large Add \$3.00 to entry fee)



Additional T-Shirts \$12.00 each (XX-Large & XXX-Large \$15.00 each) Prepay. Qty _____ Size _____
Qty _____ Size _____

Additional Mugs \$6.00. Prepay. Quantity _____ Additional Plaques \$3.00. Prepay. Quantity _____

Are you a member of the Historic Route 66 Association of Arizona? (Circle) Yes No

Have you ever participated in a Route 66 Fun Run Weekend before? (Circle) '88 '89 '90 '91 '92 '93 '94 '95 '96

Liability Release: I hereby certify that I agree to Release and Hold Harmless The Historic Route 66 Association of Arizona, the 10th Annual Fun Run Weekend, April 25, 26, 27, 1997, it's Agents and Members and the owners and managers of all locations where any part of the event is held from loss, damage or injury resulting from participation of the above entrant. I also certify that my vehicle is properly insured to meet legal requirements of liability.

Signature of Entrant: _____ Date: _____

Send Registration To:

Historic Route 66 Association of Arizona
P.O. Box 66, Kingman, AZ 86402
For General Information Call: (520) 753-5001

For Office Use Only

Date Paid _____ Ck # _____ Amt _____
Fun Run Registration Number _____
Date Computer Entry _____
Date Confirmation Letter _____



Technical Topic

Submitted by Rex Brown as presented at our last regular meeting.

At the April meeting I had a Tech Tip about keeping your cars oil temperature cooler and was asked if I could share the tip. The Tech Tip was given to me by Lew Rishel from San Diego at the 1995 Mini-Convention in Portland. We were looking at my Twin Turbo '65 Monza and I was telling him about how the oil always runs hot. Lew asked if I had restricted the flow of oil thru the exhaust push rod drain tubes. He pointed out that the exhaust stacks in the cylinder heads were notched to allow clearance for the drain tubes. With this arrangement heat from the exhaust would be transferred into the oil running thru the drain tubes.

The restrictor that I came up with was 7/16" SAE flat washer. The outside diameter was just slightly larger than the inside diameter of the cylinder head end of the push rod tube. The diameter of the hole in the flat washer was slightly larger than the slot in the push rod guide plate. To correct the outside diameter of the washer, I slipped the washers on the end of a 3/8" drive extension and rotated them against a grinding wheel until they would just tap into the end of the drain tube. I then brazed the washer in place to make sure they wouldn't move.

I haven't yet had a chance to try this out but it looks like it should help. Always be sure to check for proper push rod clearance when assembling your engine. I was also told that there are a couple of different washer styles available so look until you have one that will work and always make sure the hole is at least the size of the slot of the guide plate.

Rex.

From: jmdavis5@unity.ncsu.edu
Subject: Re: Lower Shrouds
To: joewest@primenet.com (Joe West)
Date sent: Wed, 27 Dec 1995 00:44:11 -0500 (EST)
Copies to: corvair@thunderbolt.mitre.org

Joe West wrote:

> Is it beneficial to run a Corvair motor in the Hot Arizona summer, with the> lower shrouds removed, or will it cause more damage. One thing is for sure,> the cooling system is open loop with the lower shrouds removed, and I hate> it when things are open loop :)

This always seems to come back to the underlying question that is (unfortunately) not usually asked: How hot is normal, and how hot is too hot? Fortunately for us, GM was worried about this question, too, and so spent a lot of time and money finding the answers.

Testing of the 1960 model showed an absolute worst-case head temperature of 465 F at full throttle at 60 mph sustained (100 F ambient temperature). Oil temperature was 280 F under these conditions. This was with the most efficient fan and the most efficient folded-fin cooler and the early model thermostat system which controls cooling air flow with an inlet throttle, rather than exhaust damper doors.

The oil temperature cited was regarded as excessively high, and the designers hoped that this particular set of conditions would not normally occur. Under more normal operating conditions, oil temperature hovers in the 190-250 F range on this type of engine, which is squarely in the temperature range recommended by engine oil manufacturers.

The head temperatures were within design parameters. I will note that these are comparable to head temperatures I have observed in a wide variety of healthy air-cooled engines from snowmobiles to general aviation engines.

Design changes over the years increased specific output and (usually) reduced cooling capacity. Fans were changed twice, but the first design remains the most efficient air pump.

GM ran a series of tests in 1966 on the eve of introduction of the first 50 state smog pump equipped Corvairs. They found that the smog pump/air-conditioning combination was a guaranteed aluminum foundry, and that

operating temperatures with a smog pump on an normal engine were excitingly high. The immediate result of these tests was that air-conditioning was not available with a smog pump.

This information is in the CORSA Tech Guide, which is copyrighted, so I can't reproduce the article verbatim. I can quote the germane part, however:

Effect on operating temperature			
Change	speed (mph)	Change oil temp(F)	Change head temp(F)
add 1960 fan	60	-9	-15
	80	-11	-13
	W.O.T.	-4	-5
12 plate cooler vice 8 plate	80	-16	N/A
Oil Cooler Side shields	80	-7	-10
Louvers in lower shrouds	60	-7	-14
	80	-9	-13
Remove lower shrouds	60	-14	-24
	80	-18	-28
	W.O.T	-18	-24

So what does all this mean?

1) A head temperature as high as 475 F is not unreasonably high. Racing snowmobiles, I didn't get worried until the heads got over about 500 F, and this is in an engine that suffers heat related failure problems long before a Corvair does, temperature wise, because of poor piston cooling.

2) GM cited head temperatures under boost in turbo cars in excess of 500 F as normal. This makes me a little weak-kneed, but turbos can be extremely durable if properly maintained.

3) The most fragile engine head-temperature wise is the 140, so you should make more effort to keep 140 heads cooler. Having said that, I've observed that 140s with head temperatures around 450 on a hot day tend to be quite durable. All of this assumes a calibrated gauge. I have used thermocouples for the purpose.

4) There's no substitute for head temperature and oil temperature gauges. I have put these on my Greenbrier because it gets pushed harder than the 140 Corsa thermally (no kidding, I assure you!). I worry much more about my stock 140 Corsa running too cold in winter in NC than I do about it running too hot in summer. Yes, we have temperatures in excess of 100 F here as well.

5) On the Greenbrier I have never seen head temperatures in excess of 450F, nor oil temperatures in excess of 250 F. This includes doing some things intentionally just to see how hot it would get, and normal things like towing trailers at 70 mph in 95 F temperatures, etc. I have blued the crossover pipe, and very thoroughly baked the paint onto the lower shrouds, but the engine never showed any sign of distress. It now has 50,000 miles on it, and passes all the normal health tests with flying colors.

6) Put side-shields on the oil cooler, if you're not using a folded-fin, (which is superior anyway, and comes with them).

7) I'd worry about oil temperature long before head temperature unless you want to drive a turbo, smog, or air-conditioned car hard (mountain climbing, towing) in the >100 F regime. Then I'd worry about both. And the best way to worry is knowledgeably: Put on gauges of known accuracy before you decide you need to change GM's design.

8) Ergo, I use the lower shrouds on both cars, because slow warm-ups are much more harmful to any car than a 6% higher head temperature. The only time I omit them is when in the exhaust packing tightening stage after doing exhaust work.

Rad

Simple Low-Cost Charger for Keeping Your Battery in Peak Shape*

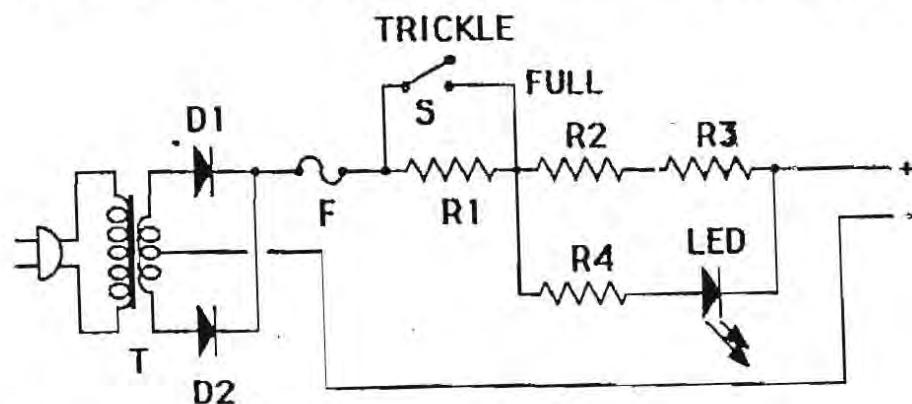
This simple 12-volt automotive battery booster/trickle charger provides a choice of charging rates to suit battery condition.

Set to FULL CHARGE, it will restore a partially discharged battery overnight; when set to TRICKLE CHARGE, it will maintain the battery at peak capacity for an extended time period. A built-in LED glows only when the charger is delivering current to the battery. The circuit is shown below.

Circuit. The output of transformer T is rectified by diodes D1 and D2. Pulsating DC is delivered to the battery via an output cord to the cigarette lighter receptacle in the vehicle. Switch S is used to choose between FULL CHARGE (about one ampere) and TRICKLE CHARGE (about 50-mA). The indicator LED is in series with its current limiter, R4. The fuse protects against short circuits.

Construction. The entire circuit can be mounted in a small metal box, using multilug terminal strips to support the components. Point-to-point wiring can be used. The AC line cord and the output cord should be passed out of the box via grommetted holes. A plug that fits the car's cigarette lighter receptacle should be connected to the output cord. Make sure the polarity is correct.

Operation. Plug the AC line cord into a convenient outlet and plug the output cord into the cigarette lighter receptacle. Select either a FULL or TRICKLE charge via S, and verify that the LED glows in either position of S. If the LED does not glow, clean the contacts on the plug and the cigarette lighter receptacle (disconnect the battery ground first) and try again. If this fails, check for a wiring error. Should the battery be completely discharged (dome light does not light) use the TRICKLE CHARGE position of S for one to two hours. Less than 8 to 9 volts from the battery at the end of this time means that it must be replaced. If the voltage is about 12 volts, place S in the FULL CHARGE position. After a couple of day, switch S to the TRICKLE CHARGE position to maintain the battery at full charge.



D1 & D2: 3-A, 50-V diode
 F: 2-A fuse and holder
 LED: red light emitting diode
 R1: 22- Ω , 2-W resistor
 R2: 15- Ω , 2-W resistor
 R3: 1- Ω , 10-W resistor
 R4: 47- Ω , 1/2-W resistor

S: SPST switch
 T: 25-V, 2-A CT transformer
 Misc: suitable box, multi-lug terminal strips, line cord, output cord, suitable cigarette lighter plug, mounting hardware

*By Cass R. Lewant

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1995 Supplement & Price List - June revision

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VAIRS AND SPEARS

EST. 1975

FOR SALE: I wish to sell my 65 Monza Cpe. 140 eng. & 4 sp trans. Monza clock,, am/fm radio removed from a 67 Camaro, and rust free, straight body. This car runs good; the paint is very faded and may be the original paint. The color is red and where the primer shows through it is gray primer consistent with the interior and I have put in those pieces I could find although they are the wrong color and torn. The price is \$ 2000.00

Please call or write; Mark Lides, 4691 Jeanean Lane, Yorba Linda, Ca. 92686 Ph: 714-996-6773

FOR SALE: 65 Monza Cpe. auto, runs, body work done before it was parked 15 years ago. Good glass except for pass. door window. \$ 500.00. CALL Michelle Lilly, 520-722-2754

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Corvair By Chevrolet



Rampside

*****NOTE--- Ads in Vairs and Spears are free to TCA members. Non-members can place a four line ad for \$2.50.
Send ads directly to Corvairisation editor*****

Van & Vicki Pershing
4842 W. Paseo De Los Colinas
Tucson, Az 85745
Jan. 97