

# King's Corvair

Tweetie (and Ken and Heidi Farr) escorted Sam Rowan, the University of Arizona Homecoming King for 2012. The homecoming parade was held on Saturday, November 10. To even things out, they put Sam in the nicest car, since most people would be looking at the queen! Sam is a senior from Eugene, Oregon and a member of the UofA swim team.



## The Beautiful Testudo



Designed by Giorgetto Giugiaro at Bertone, the car was first revealed at the 1963 Geneva Motor Show. The Testudo – Italian for turtle, was based on the underpinnings of the Corvair Monza, so while it may look like it is doing 200 mph standing still, in reality, its 2.4 liter air-cooled, flat-six only developed only 81-hp. So speed was not its forte, but it could probably handle quite well thanks to its fully independent suspension setup that featured telescopic shocks and anti-roll bars.

## Tucson Corvair Association



Established 1975

The *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 (CORSA) as Chapter 357.

Membership dues are \$15 per year for individuals and \$18 for families. Initial dues are \$19 for individuals and \$22 for families (includes name tags) for members of CORSA. Add \$3 per person for non-CORSA members. Make checks payable to the Tucson Corvair Association.

Change of Address: Report any change of address or phone number to the Membership Chairperson.

CORSA membership dues are \$45 per year (\$90 for 26 months) and include a subscription to the CORSA Communique, a bi-monthly publication. CORSA memberships is not required for membership in the Tucson Corvair Association, but is highly recommended. See any TCA officer for more information.

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## TCA 2013 Events at a Glance

**Wed, Dec 19** **Annual TCA Christmas Dinner,** 6:30pm, Michelangelo's. 420 W. Magee Rd. Bring a couple of nonperishable items for the Food Bank and a white elephant gift. If you have items for a Silent Auction, bring those too.

### No Regular Club meeting in December

**Sat, Jan 12** **Lunch at Hotrods.** Meet at 11am in at the Triple T Truck Stop on Craycroft at I-10 to cruise to the Hotrods Restaurant and Garage on Old Vail Road.

**Jan 17-20** **Cruisin' On The River Car Charity Show.** This annual car show will be held at the Riverside Hotel and Casino in Laughlin, Nevada. Ken Farr will be going again this year and would love to have some other Corvairs tag along.

**Wed, Jan 23** **Regular Monthly Meeting.** Parking Lot Bull Session at 6:30pm. Meeting starts at 7pm. Golden Corral, 6865 N Thornydale Road (just south of Ina).

**Sat, Feb 2** **Tubac Car Show.**

## Dues are Due

It's that time of the year again. Your annual dues for membership in the Tucson Corvair Association are due in January.

Dues for an individual are \$15 per year if you are member of the Corvair Society of America (CORSA), otherwise they are \$18.

Dues for a family memberships are \$18 per year if a member of the family is a member of CORSA, otherwise they are \$21.

Dues may be paid by mailing a check made payable to the Tucson Corvair Association (TCA) and mailed to Allen Elvick, 4210 S Preston, Tucson, AZ 85735 or paying him at the regular club meeting.

# November Meeting Minutes

Minutes from the monthly meeting held November 28, 2012 at the Golden Corral Restaurant, 6865 N. Thornydale, Tucson Arizona.

The meeting was called to order by President Lynn MARRS at 7:01pm. Attending the meeting were Bill Maynard, Allen Elvick, Van Pershing, Mike Strong, Amy Young, John Young, Ken and Heidi Farr, Ron Bloom, Lynn Bloom, Lynn MARRS, Jim and Terry Mills, and Barry Cunningham.

President MARRS reminded everyone of the Christmas Party and that everyone needs to bring some canned food for the Community Food Bank and a gift to share. It will be at Michelangelo's at 420 W. Magee Rd, just west of Oracle.

Vice President Evans was unable to attend the meeting.

Van Pershing suggested that we purchased some oil filters for the clubs merchandise department. A price of \$5.12 can be had if we order 2 cases (24 filters). It presented to the membership and approved. Van will place the order.

Madam President spoke of her son being home for Thanksgiving. They went to the Hotrods Restaurant and suggested that it would make a great outing for the club. We will meet at the Triple T Truckstop on I-10 at Craycroft at 11:00am on January 12, 2012.

Merchandise Chairman Don Robinson was not at the meeting to give report.

Treasurer's report was give by Allen Elvick. Current balance in the club treasury is \$2,310.26.

The raffle was held. Winners were Jim Mills, Ken Farr, Mike Stone, Amy Young, Bill Maynard, John Young, Lydia, Allen Elvick, Lynn Bloom, and Lynn MARRS. Many won more than once but did not accept their subsequent prizes. They were Ken Farr, Jim Mills, John Young, Amy Young, Allen Elvick, Lynn Bloom, Lydia, and Mike Strong.

There will be no raffle next month at our Christmas party, however there will be a gift exchange with a \$10 limit. If anyone is bringing a child, please let Lynn MARRS know so she can get an appropriate gift.

Ken showed us how to make the little screw that holds the point to the backing plate in the distributor. The screw is really short and easy to lose and not readily available at the hardware store. A longer screw of the same thread can be shorten with a wire stripper.

Barry Cunningham announced that his car is for sale. He's asking \$1,500. He mentioned that he has missed coming to the meetings. Contact Barry Cunningham at his email address: bcunningham19@cox.net

There were enough prizes that everyone who bought tickets won! Thanks to those who donated.

See you at the Christmas Party.

*Submitted by Lynn Bloom*

# President's Message

Christmas Greetings to Everyone!

It has been a fun-filled year and I am so glad so many of you could participate in the activities.

Our Christmas Party, Wednesday, December 19th at MICHELANGELO'S ITALIAN RESTAURANT, 420 W. Magee Road at 6:30 pm. It's just west of Oracle on Magee. It is the third building on the right from the corner.

You can order whatever you want. REMEMBER: Bring a gift to exchange. White Elephant of sort! Stay around \$10.00 figure for your gift. (If you are bringing a child, let me know, so I can get them a gift.)

REMEMBER to bring food for the food bank and bring your Holiday Spirit! SEE YOU THERE!!!!

Proud to be your President!

Lynn



*The Deserter GT, produced from 1968 to 1972, is still one of the best looking dune buggies around. A few more than 400 were built.*



## Homemade Penetrating Oil the Best

*Machinist Workshop Magazine* did a test on penetrating oils in their April 2007 issue. Using nuts and bolts that they 'scientifically rusted' to a uniform degree by soaking in salt water, they then tested the break-out torque required to loosen the nuts. They treated the nuts with a variety of penetrants and measured the torque required to loosen them. This is what they came up with:

None:	516 ft/lbs
WD-40:	238 ft/lbs
PB Blaster:	214 ft/lbs
Liquid Wrench:	127 ft/lbs
Kano Kroil:	106 ft/lbs
Shop brew (50/50):	50 ft/lbs

The "Shop brew" is a 50% automatic transmission fluid and 50% acetone and appears to beat the commercially more expensive prepared products.

## Call for Officers

New TCA Officers will be elected at the regular club meeting in February and will take over the reins of the Club on March 1, 2013.

The positions of President, Vice President, Recording Secretary, Board Member-at-Large, and Membership Chairman will need to be filled.

It takes no special talents or skills to be an officer in the Tucson Corvair Association, just a willingness to serve for a year or two. None of these offices consumes very much time so, don't be shy! As in most organizations whose existence depends on volunteers, there are very few who are willing to step up and make things happen. It's easy! You can make a difference!

If you are interested in serving in one of these position, please contact a member of the Nominating Committee: Ken Farr, Allen Elvick or Van Pershing.



# The 1960 Corvair Engine



The first engine for the Corvair had many unique features when compared with the 1961 and newer engines.

First off, the '60 engine had 140 cubic inch displacement. The next year they increased the stroke by a sixteenth of an inch to give the engine 145 cubic inches. So internally the engine was a little different. The advertised horse power was the same for both engines at 80, but the '60 engine produced 3 ft-lbs less torque. Most of the 1960 engines were the 80hp variety. Mid-year the Monza coupe was introduced and the 95hp powerplant became available. The 4-speed transmission was not introduced until 1961, so all of the '60s were either 3-speed synch-mesh or Powerglide.

On the outside there are some obvious differences. The cooling fan/thermostat set up is unique to the 1960 engine. Instead of having two bellows-type thermostats that operate the doors on the lower cooling shrouds to control the outlet air flow, the 1960 engine has only one bellow which is quite large that controls a sleeve-type assembly that blocks the fan blades to control the inlet air flow. Adjustment is very critical since the sleeve comes very close to the fan belt when the engine is hot and the thermostat is fully extended. Because of this system the lower sheetmetal is particular to the '60.

The air cleaner is another noticeable difference. There is only one and it is mounted in the center of the engine with large rubber hoses diverting the air into each carburetor.

The carburetors and throttle linkage are unique and not interchangeable with other years.

The battery is mounted up high on the right-hand side of the engine, so between the air cleaner and the battery, there is no room in the engine compartment for the spare tire.

The engine itself has no provision whatsoever for a passenger compartment heater. The passenger are instantly warmed by a trunk-mounted gasoline heater. In some ways, the best heater the Corvair has ever seen! The gasoline heater was a dealer installed option from 1961 through 1963.

So, the 1960 Corvair engine was indeed unique. Restoring one can sometimes be challenging due to parts availability. Back in the day, these little cars ran and ran and ran. I had a 4-door 3-speed car from 1966 till 1969 and never did much to it except drive it hard. It would do 80 mph on the freeway and not one mph faster. It slowed down a little when it came to hills and turned in 25 miles per gallon consistently. I wouldn't have another one, but how I loved that car when I had it!

*Van Pershing*

# I'll Be Home For Christmas

By Paul Niedermeyer

Santa came early in 1972. My older brother had taken a civilian job on a military radar base in Greenland. Out of the blue, he gave me his 1963 Corvair, my very first set of wheels. Instead of bracing myself for the thousand mile-long hitchhike from Iowa to Baltimore in freezing weather, I would be driving home for Christmas in comfort. But there was a catch: Santa had deputized me: I had a "present" to deliver, and deliver I would, come hell, exploding flywheel, or high snow.

My brother was going to be flying in from Greenland to Baltimore for the Christmas holiday. To repay him for the gifted Corvair, I promised to give his long-suffering girlfriend a ride to the Niedermeyer family home. Visions of a smooth journey and a joyous reunion danced in my head.

I may have been a walking automotive encyclopedia, but my hands-on experience so far was limited mostly to oil changes. I'd only had the Corvair for two months. My most ambitious wrenching to date: pulling the cylinder head off the lawn mower years earlier. And it never ran quite the same again. Like so many first-time male car owners of my age, I was brimming with mechanical enthusiasm and imagining all kinds of improvements. But now it was the dead of winter in Iowa and I had no garage. I was just thankful it ran.

Just a few days before the big trip, an ominous metallic clattering arose from the depths of the Corvair's engine compartment. It would change its timbre when I depressed the clutch pedal. The problem clearly originated in the bell housing.

I weighed all the symptoms, scratched my hairy head, and declared a diagnosis: a bad clutch throw-out bearing. I mostly knew it wasn't the sound they normally make when they die, but I was stumped for an alternative theory. And forget about getting a second opinion. Nineteen year-olds are unassailable experts at everything unless or until proven otherwise, which they usually are all too soon.

I had heard about a co-op garage, where shade tree mechanics could rent semi-warm floor space by the day. I bought a new throw-out bearing and drove a couple of miles south of town on Hwy 1, where

I found a few hippies attending to their VW buses, planing their escapes from the frozen wastelands to Taos or someplace warmer. There was a heady melange of wood smoke, oil, grease, gasoline and pot in the air. That helped raised my confidence level substantially.

My tool inventory consisted of a box of cheap wrenches and such, and a scissors jack. Normally, the 250lb engine would be lowered on a cradle with the car on a lift. My improvised solution: unhook everything, take the rear wheels off, lower the body with the scissors jack (one side at a time) until the engine rested on a big timber, wiggle and slide the engine back a bit off the input shaft, jack the body up,



and then slide the engine out, sitting on the timber. Necessity is the mother of improvisation.

The only help I got was from John Mayall: Man's a filthy creature... Yes indeed, I was truly filthy at this point. His album "USA Union" was the only grease-stained record out there, and it played over and over on auto-repeat all day. Hearing it now instantly brings back every detail of that Corvair engine-dropping mis-adventure.

Miraculously, everything went back together, although just how exactly I lined up the engine to slide it back on the input shaft with it sitting on that timber is beyond me now. And it fired right up – still with the clanging! Argh!! I was totally devastated. I broke the bad news to "the present" and my family. It was now December 21. I could still hitchhike out alone, but I wasn't really up for it now. But they kept the faith.

I needed divine intervention. The next afternoon on the way to the store, I hap-

pened to see a Corvair sitting outside a small machine shop. A sign! I entered the machine-oil scented place, and related my sad story to the elderly white-haired proprietor. With a twinkle in his eye, he told me that the rivets in two-piece Corvair flywheels come loose and cause that sound. "I can fix it for you for \$10 bucks. Just bring it to me".

I drove back to John Mayall's blues and the co-op garage. Engine removal Take Two: by the time I finally got the flywheel out, it was 1am and ten degrees outside, maybe below zero. I'll never forget that five-mile walk along the crunchy frozen shoulder of Hwy 1 back into town, under a starry sky, carrying that heavy flywheel. A wise(r) man bearing his heavy gift.

The next day was the twenty-second. I got the flywheel re-riveted, and someone gave me a ride out with it, and I put it all together again – a lot more quickly the second time 'round. I drove it home, reveling in its quiet purring. I fell exhausted into bed that night, anticipating the next day's one thousand mile drive. But deep in my heavy youthful slumber, I suddenly bolted awake (hooves on the roof?). It was 3am. I looked out the window, and snow was coming down so thick, I could hardly see the street light. And there was already some six inches on the ground!

Blizzards always blew in from the west. I decided to go for it. I'd try and outrun it; it was now or never. I awoke "the present" sleeping on the couch, quickly threw our stuff together, and hopped in the white Monza. With its rear-engined traction, the Corvair cut the only set of tracks through Iowa City at that hour.

I-80 was deserted; we were the only drivers foolhardy enough to be out there. But I'd practiced well for this, and I had the right car for the job. I relished the challenge; I've always loved driving in the most difficult conditions. I slowly worked up my confidence and speed, to about forty, hoping the storm wasn't moving faster than us. As we approached the Mississippi, the snow on the un-plowed interstate started to thin. Once in Illinois, we outran the storm altogether. My brother's present and I shared a relieved smile in the dim winter's dawn: *We'd be home for Christmas.*



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Regular Monthly Meetings are held on the Fourth Wednesday of every month with a bull session starting at 6:30pm with the meeting starting at 7pm.

The November meeting is generally held on the third Wednesday. The December meeting is our annual Christmas party with the time and place to be announced.

## MEETING PLACE:

Golden Corral, 6865 N Thornydale Road (just south of Ina), Tucson, Arizona.

Board of Director meetings are held at 5:30pm before the regular monthly meeting at the same location in the months of January, April, July, and October . All members are welcome to attend.

This newsletter can also be accessed at [www.corvairs.org](http://www.corvairs.org)



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