

Corvair Christmas



Jim Steinborn's Christmas tree hauler



Ed Bartlett's Rampside



Craig Nicole's 4-door: beautiful car, but just okay weather!



Goodwin's '65

Motorhead's Lakewood is under there somewhere....



One of the threads on the Corvair Center forum had some Corvair Christmas pictures that various folks submitted. Since we very rarely have the opportunity for photo like these in this kind of environment, we thought it would be nice to share these few snowy Corvair Christmas shots.

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 2015 Events at a Glance

Jan 28, Wed

Regular Monthly Meeting. Parking Lot Bull Session at 6:30pm. Meeting starts at 7pm. Kettle Restaurant, 748 W Starr Pass, I-10 & 22nd.

Jan 31, Sat

21st Annual Collector's Car Show, Tubac Golf Resort, Tubac, Arizona, 10am to 3pm. Online registration and info at www.carnuts.org

Feb 28, Sat

Franklin Museum Tour & Picnic. 10:30am at 1405 E Kleindale, Tucson. Come for a tour of the museum and enjoy air-cooled cars of a different era. More details to follow.

Apr 25, Sat

Chevy Showdown, Home Depot Plaza, Oracle and Limberlost, Tucson, Arizona. Sponsored by Classic Chevy Club of Tucson.



Greenbrier Saves Corsa

One man's version of the "truth"

Recently one of our Club members was stalled along the road in his turbocharged car. He sprayed starting fluid in the carb to try get it primed, but with no luck. The engine would start, but only run momentarily when squirted with the fluid. As everyone knows, the Carter YH carburetor is a very difficult beast and very difficult to get working properly. With an apparent problem with the ill-fated YH, the driver was stuck.

Another Club member was called for assistance and arrived in his Greenbrier with a can of "special" flammable fluid. After removing the can from the van, more than a gallon of the "special" fluid was poured into the fuel tank of the turbocharged car.

Almost miraculously, the major problems with the YH carb disappeared. The car started and ran beautifully all the way home. According to the driver of the van, "the red pizza roller skate won't run unless there's a Greenbrier around to bring it gas."

November Meeting Minutes

Minutes from the monthly meeting held November 19, 2014 at Kettle Restaurant, 748 W. Starr Pass Blvd, Tucson, Arizona.

The meeting was called to order by President Mike Lake at 7:04pm. In attendance were John and Amy Young, Jan Lake, Ron Bloom, Mike Lake, Sam Pernu, Van Pershing, Don Robinson, Allen Elvick, Frank and Gloria Trejo with son Javier, and Bill Maynard and Ilene.

The minutes of the last meeting were approved.

On a sad note: Our long time friend and member of the TCA, Ken Farr, has been diagnosed with stage IV cancer. A discussion was had on how the Club members could help finish the early convertible that Ken has been working on for his grand daughter. Many spoke up to volunteer to help finish the project.

Old Business: The O'Reilly Car show went well with six Corvairs in attendance. The auto parts chain is planning on many more of these types of shows in the future.

The Fan Belt Toss was attended by five TCA Club members. It was reported was that the event seemed light on vendors this year. The quality of the cars was excellent and there seemed to be a lot of younger Corvair people there.

New Business: Christmas party will be on December 6 at 6:30pm at Cody's Beef 'n Beans. There will be a silent auction and all are encouraged to donate their unwanted treasures. Also canned food for the Food Bank will be collected and there will be a white elephant gift exchange with a \$20 limit for the gifts.

The Franklin Museum picnic is all arranged. It will be held on February 28 at the Museum starting at 10:30am.

Van Pershing presented the new T-shirt design and suggested changes were discussed. An order sheet was sent around.

Treasurer's Report: Allen Elvick reported that the month of October started with a balance of \$2,114.48 in the treasury with a month end balance of \$2,074.48.

Raffle: Prizes were won by Bill Maynard, Allen Elvick, Ilene, Mike Lake, and John Young. Prizes for the January meeting will be furnished by Frank Trejo, Sam Pernu, Don Robinson, and Jan Lake.

Technical Talk: Mike Lake ran across a guy who had several rings of brass tags that were used by the workers at the Grand Blanc stamping plant. They were used to check out tools out at the plant's tool crib. The Grand Blanc plant is where all of the Corvair sheet metal was stamped out, so these tags were actually handled by people who made Corvair parts which makes them extremely special. They were offered to everyone to use as key chains or whatever and the remainder will be held in the Club library.

Frank Trejo has purchased a late model 4-door from Dave of the Cactus club. Frank is going to use the trunk floor and will make the rest of the car available for anyone else who needs some of the metal parts.

Frank also mentioned the Tri-State Corvair meeting that the Colorado clubs puts on every year in late May. This year it will be in Durango. He's interested in getting a group together to attend.

Mike talked about his tail light problems. The general consensus is that he has a ground problem. Suggestions were given.

Meeting adjourned at 8:56pm.

submitted by Van Pershing

President's Message

The holidays are fast approaching. It's a time of joy spent with family and friends. This year let us not forget the battle that Ken and Heidi are fighting. Keep them in your prayers.

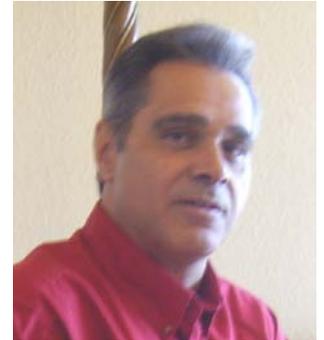
Frank and I visited with Ken and Heidi this week. Ken is receptive to the idea of our volunteers working to complete his '64. Ken needs a few weeks before we can get started. I will keep you posted. I ask you all, please stop by and see Ken; it will help to lift his spirits. Just give Heidi a call to arrange.

Elsewhere in this issue there is a distorted view of events that transpired with one Corsa (the Red Rocket). I can understand the author getting confused on the facts of this event. If I owned a Greenbrier (GreenDryer), I too would be suffering from brain damage cause by inhaling one's exhaust fumes. Let me set the record straight. The events leading up to the Red Rocket running out of gas started back at the end of the Corvair car show in Chandler. As the Tucson group prepared to leave for home, I noticed a look of concern on the GreenDryer's owners face. I asked what was the matter. He explained to me that there was a 3 MPH head wind and feared that if he attempted to head home, that he would be blown clear to Flagstaff. He also expressed a deep concern over not packing winter clothing if such an event took place. With me being the nice guy I am, I offered to tow him back home. Suddenly a look of calmness flooded over him, which didn't last long.

As we started our trip home I realized that towing something with the aerodynamic coefficient of a drive-in movie screen would cause me to burn a lot of gas. It didn't help that I was towing the GreenDryer at speeds it had never reached before. This was quite evident by the look of fear on the owners face each time I accelerated past 15 MPH. I swear he was dragging the brakes the whole time. I know the GreenDryer smokes badly out the exhaust, but this smoke was bellowing off the tires! We did get home and the Red Rocket did a marvelous job in saving the GreenDryer from a cold existence in Flagstaff. As I was unhooking the tow strap, I overheard the GreenDryer owner tell his wife that perhaps being blown all the way to Flagstaff would have been the better choice. It seems going that fast scared the h--- out of him!

Anyhow, the gas gauge in the Red Rocket does not work so I didn't realize that I had consumed that much fuel. For most of the trip I was coasting along, as it just takes one quick stab of the throttle in something this powerful to travel a great distant. But I miscalculated and ran out of fuel, so, I called the owner of the GreenDryer for help. He did in fact respond, in his Dodge pick up. I asked him where the GreenDryer was. He told me that the GreenDryer is not allowed out at night. It is under house arrest and on probation for littering the streets of Tucson. As a matter of fact, I do recall seeing a GreenDryer back bumper at the corner 22nd and Columbus. So, I ask the club membership which view of events do you believe is correct?

I would like to wish you all very happy holidays and please keep Ken and Heidi in your thoughts and prayers.



Mike

Dave Does it Again - Can't Buy a Break!

Poor Dave Lynch just doesn't have much luck in the I-would-really-like-to-have-a-nice-Corvair department. Back in 2006, his beautiful '62 Monza coupe was demolished in a collision. He and son Patrick received only minor injuries.

He replaced the car with a '67 coupe and drove it for years in less than stellar condition. After serving in Afghanistan, Dave had the car brought completely up to standard. With all the mechanical and body work done, he finally had the Corvair of his dreams.

The, recently, while making a turn at an intersection, a stupid driver made an illegal lane change and nailed the freshly-restored '67.



Dave's '62 Monza after the crash of '06. This damage could not be polished out.



Dave acquired this '67 Monza coupe, 110/auto, from the late Dave Baker. It was in fair condition but the paint was going fast and the previous body work that had been done was far less than perfect.



Upon his return from Afghanistan, Dave had some major body work done and a great original color paint job applied. With the addition of a set GM rally wheels, the Monza was looking like a true road queen.

As seen in the photo on the left, a new fender is probably the next order of business for Dave and his '67.

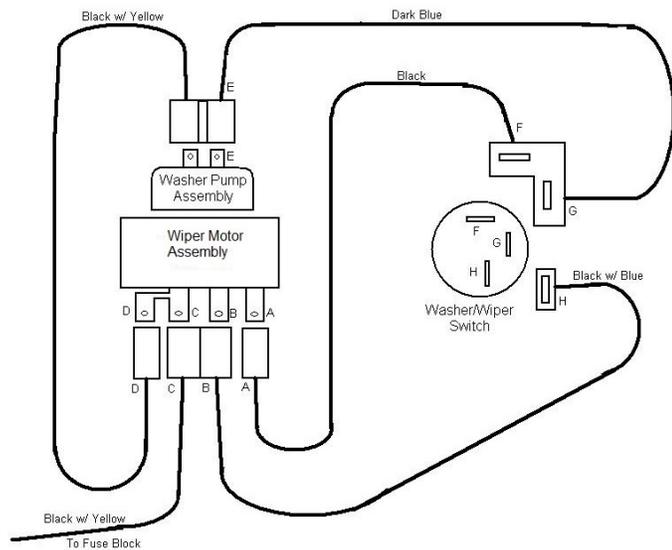


Two-Speed Windshield Wiper/Washer System

It seems like none of the shop manuals have a decent wiring diagram for the two-speed washer/wiper system used in 60's GM cars and trucks. Here's a brief synopsis of how the system works and how to wire up an electric washer pump, if desired.

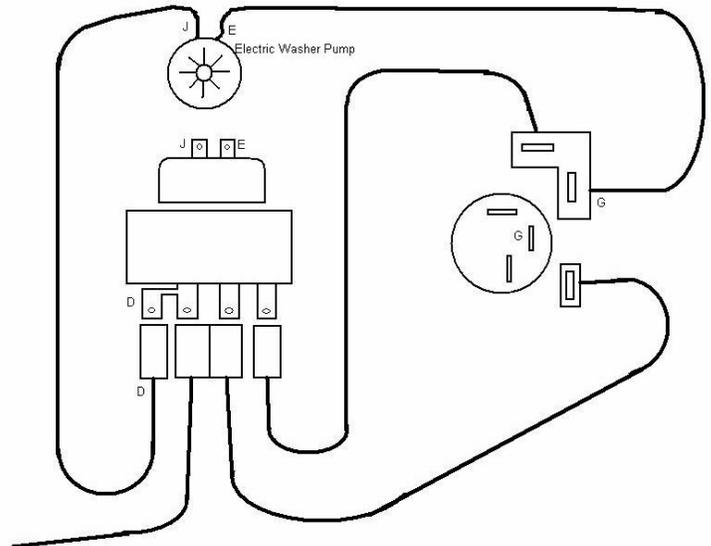
Stock System

Operation: When the ignition is on, +12 volts is continually provided to the washer/wiper assembly through wires C and D. When the switch is turned to the SLOW position, the wiper motor is grounded through both wires B-H and A-F; the wiper will begin to operate slowly. When the switch is advanced to the HIGH-SPEED position, the wiper motor is grounded through wire B-H only; the wipers will then speed up. When the washer button is pushed, the wiper is grounded through wire B-H and the washer pump is grounded through wire E-G.



Change to Electric Fluid Pump

If a modern continuous-flow electric washer fluid pump is preferred instead of the stock unit, connect wire D-J to one of the pump connectors and wire E-G to the other. Verify proper fluid flow direction. If the pump is running backwards just reverse the leads. The pump will shoot fluid through the nozzles as long as the washer button is depressed.



Tool tags.



Little Pieces of History

The General Motors Grand Blanc Weld Tool Center is located in Grand Blanc, Michigan (a few miles southeast of Flint). The tags that are pictures here were used by tool makers to check out speciality tools from the plant's tool crib.

The U.S. government constructed the plant in 1942 to produce Sherman and Pershing tanks. In 1947, the Buick Motor Division leased the plant for service activity, and Fisher Body purchased it in 1951. During the Korean conflict, Fisher Body produced Patton tanks. In 1955, Fisher Body converted the plant into an automotive body metal fabricating facility. In 1984, GM assigned the plant Buick-Oldsmobile-Cadillac Group. It became part of Cadillac Motor Car Group in 1987 and was realigned with Cadillac/Luxury Car Division in 1992. The plant then became part of GM's Metal Fabricating Division (MFD) in 1994. In 2002, the plant became GM's Weld Tool Center. The plant celebrated its 65th anniversary in 2007. The plant closed in July of 2013 after 70 years of service.

Mike Lake acquired these tags from one of his customers that was cleaning out his garage. It is very probable that the workers that touched these tags also touched the sheet metal on your Corvair. If you would like a little piece of history to use as a key fob or whatever, they are available for your use.



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Regular Monthly Meetings are held on the fourth Wednesday of every month with a bull session starting at 6:30pm followed by the meeting which traditionally starts at 7:00pm.

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

MEETING PLACE:

Kettle Restaurant, 748 W Starr Pass (I-10 and 22nd), 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



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It's Another Winter Holiday in Tucson!