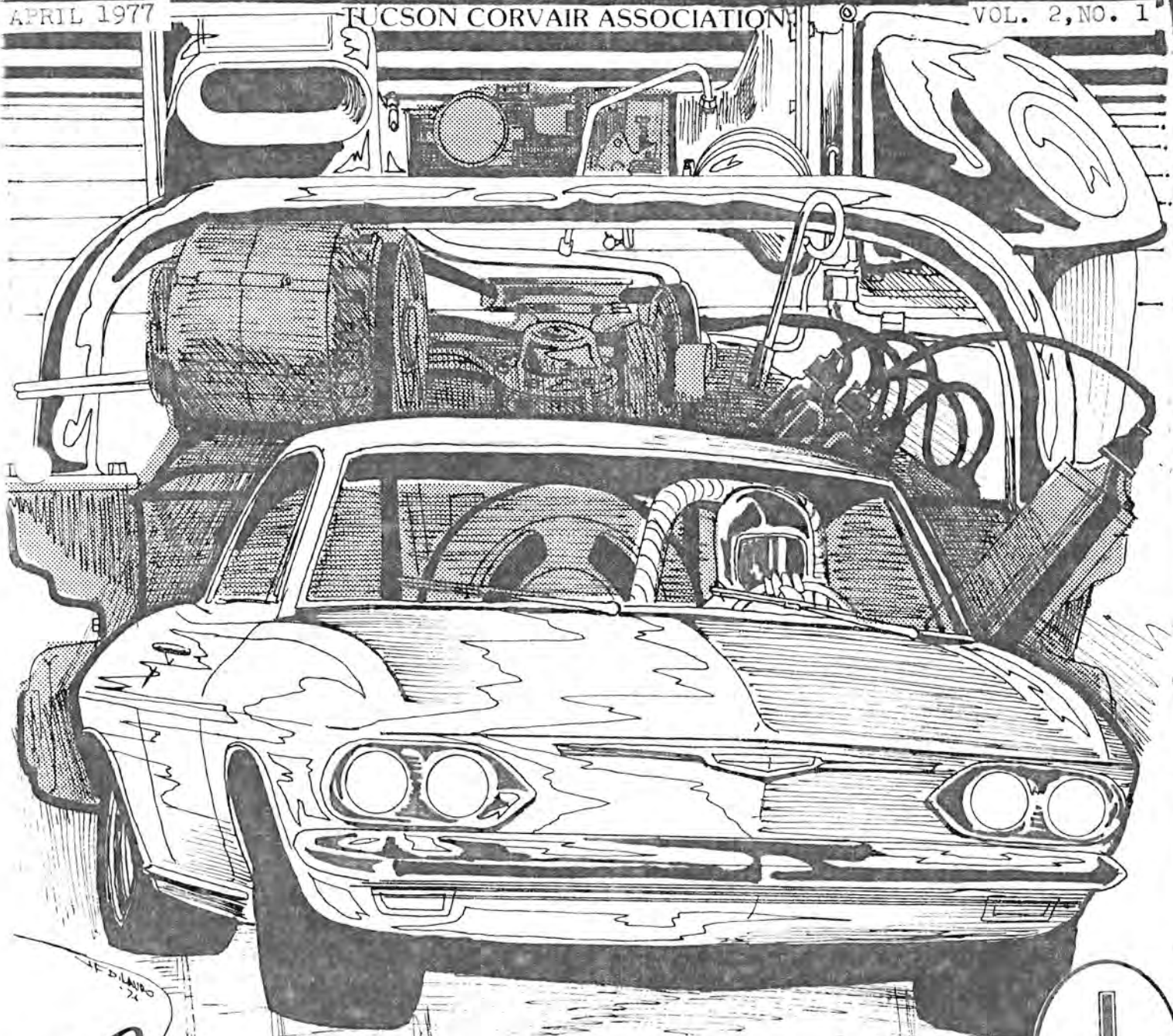


Corvairsation

APRIL 1977

TUCSON CORVAIR ASSOCIATION

VOL. 2, NO. 1



TUCSON
Corvair
ASSOCIATION



FROM THE PRESIDENT'S CHAIR

On taking office, Gordon Cauble has this message to pass along. It is a reminder that the objectives of the Tucson Corvair Association include greater participation by members, hold rallies, outings, etc., that members desire. This is also meant to include families and the activities in which they can participate. In particular, why not make the April 7 meeting at Shakey's your night out to eat. All you can eat for \$2.00, including chicken as well as pizza, salad and bread. Don't come too early--7:00 p.m. is the time. A special serving line will be set up and we can run through quickly. Remember, the use of the room and the price is predicted on 20 or more attending. So, come and bring the family!

COMMENTARY

The editor would like to use his prerogative at this time to express some views on how the organization of the club is progressing.

Our first year was one that saw real progress. It was filled with moments of brilliance and at times lethargy by the members. Now that we have a board of directors to assist the officers in developing plans for the next year, it is likely we will see more progress. This progress will not be the sole result of new officers. It will take the combined cooperation of all members. Remember, this is always something that each member can do to make the existence of the club have real meaning.

If you feel the exhortations of the president or other committee chairmen may border on paranoia, then lookout. The editor will get his two cents in when it means getting the job done--'nuf said.

The Tucson Corvair Association is a recognized chapter of CORSA, The Corvair Association of America. The Association meets monthly. Additional information can be obtained from any of the following officers:

President
Gordon Cauble
5950 N. Camino Arizipe
Tucson, Arizona 85718
299-1122

Vice President
Pat Bender
1025 E. Windsor
Tucson, Arizona 85719
888-2224

Secretary
Poky Van Klinken
5352 E. 22nd St. Apt. 501
Tucson, Arizona 85711
790-1367

Treasurer
Bill Fournier
7740 E. 22nd St.
Tucson, Arizona 85710
298-7801

The Association newsletter, CORVAIRSATION, is published monthly. Information concerning advertisements, want ads, or articles for publication can be obtained by contacting the editor:

John North
3002 E. 20th Street
Tucson, Arizona 85716 326-2086

Closing date for copy is the second Tuesday of each month. The newsletter will be printed and distributed the week previous to the monthly meeting. Your cooperation is appreciated.

TUCSON CORVAIR ASSOCIATION

Minutes of meeting
March 26, 1977

Meeting was begun, following a meal at Shakey's Pizza Parlour, Craycroft and Speedway---The first such attempt to draw member interest.

1. Twenty members were present. Guests introduced themselves. Members also joined the self-introduction to reacquaint each other.
2. The Treasurer reported \$105.00 in the bank account.
3. The minutes of the February meeting were approved as printed in Corvairsation.
4. OLD business: Members were reminded to get measured for club jackets and to keep up with the aluminum can-scrap collection.
5. NEW business: Following discussion by members, it was decided to have the April meeting at Shakey's on Wednesday, April 24 to see if it will really attract more members and families.
6. The chair reminded members of the Randolf Park-Pima County Air Museum outing with the Cactus Corvair Club from Phoenix on April 3. The chair also commented that when plans were completed for the car show at Park Mall on May 14-15, members might be called on to assist with our public relations and security.
7. The meeting then concerned itself with the election of new officers. Following a series of nominations and declinations, the following were elected officers for the ensuing year:

President--Gordon Cauble
Vice President--Pat Bender
Secretary--Poky VanKlinken
Treasurer--Bill Fournier
8. A motion was made and seconded to keep the outgoing officers as members of the board of directors. The amendment to the by-laws was voted on and accepted by a wide majority of members present. An additional amendment to the by-laws included the editor of the newsletter as an ex-officio member of the board.
9. The business session having been completed, a tech talk on starters was presented by Frank McKenna.
10. The usual raffle was won by Bryan Lynch.
11. The meeting was adjourned at 10:15 p.m.

PIMA COUNTY AIR MUSEUM

The following is a report on the April 3rd outing with the Cactus Corvair Club and the Tucson Corvair Association in Tucson and at the Pima Air Museum. It is done through a rather cloudy lens with a suspicion that it was really the bottom of a coke bottle instead of the opaque bottom of a Coor's can.

We found Ramada No. 10 at Randolph Park without too much trouble, even though the editor lives less than a 1/2 mile from the location. Others had gathered prior to our arrival and in at least one case the upper extremity had been bent in the usual salute to the brewer's art.

After all and sundry had been chased from the scene who did not belong, the 'vairs were more or less lined up with nose out.

Banners were stretched at the ramada in anticipation of the arrival of the Phoenix contingent. Alas, they were but few. But, they came with their president, Bob Helt. Noticed that the two major parts guys from Phoenix came along. No doubt they had a luggage compartment bulging. But, kept their cool and did not proffer any wares to unsuspecting Tucsonans.

Since former president Frank McKenna had set up the get-together, he took over the cop-sergeant's job of getting the troops in line. And I do mean line.

KOLD-TV and KVOA-TV showed up for some flics and video-tape, but only the KOLD stuff got on the air. GOOD SHOW! New president, Gordon Cauble, got left behind when we left the park as the TV Interviewer and cameraman got into his car for the ride to the Pima County Air Museum.

A mighty caravan it was. Led, by the editor, with his charming wife, Nancy, navigating, we set off in a close formation which had the "hot engine" guys sweating in 2nd and 3rd. We stayed together at a slow pace onto I-10 and immediately got behind a semi which could not pull the slight grades at interchanges at more than 36 MPH. The leader elected to stay behind him in the interest of safety first.

It was a great drive to Wilmot Rd., where the turn was to be made to the Air Museum. The conversation was great all the way. Eyeballing in the rear view was really impressing. So impressing that the leader just passed up the interchange and headed for El Paso.

We were allowed to pull the cars into the enclosure at the museum where photogs had a chance to line up their lenses with some historic and sundry craft, which are r'ly great.

Our guide for the tour of the various aircraft, dating from World War II up to the near present, did a marvelous job. But, he had competition. The sun was shining more than expected but a cold wind began to deplete the following. In the end, it was a sturdy few who held out against the elements.

Great show, everyone, and our thanks to the guide at the museum. It's changing all the time so you can be sure we'll be back again.

While not all who attended were able to be with us all day, an informal count showed some twenty plus cars and some 35-40 people. Dash plaques will be forthcoming.

Klutz of the Day Award goes to editor, John North, who failed to make the turn at Wilmot Road. He waved to Ted Lloyd and wife as they passed him on the lower level. Oh well, it was too far to go to El Paso anyway.

UP-COMING PARK MALL SHOW
May 14-15, 1977

Details have been worked out with the promotion manager, Mr. Hays, at the Park Mall, for the showing of our best cars on May 14-15.

President Gordon Cauble has asked that all who feel they have a great looking car be sure to bring it to the next meeting, April 27 at Shakey's, Craycroft and Speedway. A selection of the best, up to 10 cars, will be made at that time. Consideration will be given to those who are near ready, but lack final touches. Our concern is that we show off the best we have.

it will be a closed door show. No, I mean engines will not be shown nor will interiors be open to public view except as they are viewable through closed doors and windows.

The Mall will furnish stanchions and ropes to control the public and we expect to have sufficient volunteers to be on hand during the hours the mall is open.

10:00 a.m. - 6:00 p.m. Sat. May 14
11:00 a.m. - 5:00 p.m. Sun. May 15

Set up will begin as soon as the mall opens Saturday. Security Guards will open the center doors at 8:30 a.m. Saturday. We will be able to remove the cars beginning at 5:15 p.m. Sunday.

Details on other items available at the meeting, April 27. So, come with your best car, your wife and your family.

Ted Lloyd had a photo of his '63 Spyder in The Desert Airman, the weekly newspaper of Davis-Monthan Air Force Base. The photo was accompanied by a promo piece on the meeting with the Cactus Corvair Club, April 3. The next meeting was plugged, April 27th, at Shakey's. There are a lot of Corvairs on the base and Ted has made a good effort to get them interested in joining us.

OTHER UP-COMING EVENTS

Details have yet to be worked out, but we are planning a June or July get-together with the Flagstaff and Phoenix clubs in Phoenix. Cactus Corvair Club President, Bob Helt, has given a positive response to the suggestion from our President, Gordon Cauble. More on that at the next meeting.

A suggested economy run to Bisbee is in the works. It might include a tour of one of the defunct mines, or possibly Tombstone. So get your cars tuned-up for that one. I know one guy who is getting 27 mpg just running around town. So you had better put in that smaller jet and lower the fuel level and advance the timing or whatever it is that gets your car the best mileage. No fair throwing your wife out, and no pedals allowed to hang below the floor boards. Otherwise, you will get the old tennis shoe prize.

Suggestions and committee work will be appreciated as these events come up or your suggestions are welcome. Just do it!

LICENSE NUMBER PROJECT FOR MEMBERSHIP DRIVE

Vice President, Pat Bender, reports a log of more than 80 license plate numbers, including those of members. There are hundreds more. He has them all cataloged on cards, but would appreciate you calling him with any that you see on the street. Just as a reminder, he will check these through DMV to get addresses. These will then get invitational letters to join the club. Keep up on the numbers! Pat Bender--888-2224.

WHAT'S DOIN' IN CARS

Gordon Cauble has let a Corsa convertible go out of the state to Texas, of all places, and has a deposit on another car going to the Lone Star State. What are we coming to? This export has got to be controlled, or else!

As this is written, the editor has been promised for the unteenth time that his Lakewood will be ready this week. If it comes off you will see it, maybe soon. There have been enough club visitors to the Custom Body shop so that nearly ½ of the membership has seen it at different times.

Frank McKenna told us a week or so ago that the '67 he has will soon have the engine installed. But, you know how these college types are. Classes and homework come first. Keep up the studies, you bookworm. But, holler if you need some help with the cars.

The editor recently had a vistor from Saginaw, Michigan for a few days. The chap had been a great source of supply in earlier years. As you all know, northern cars get cancer and all that is left is some of the running gear. He offered all kinds of parts, but how do you economically get them here. Yeah, I know. But it would take a semi to bring all that he has.

WHAT YOU ASK IS NOT ALWAYS WHAT IS BID AT AUCTIONS

Saw a reprint of the prices at the Kruse Auction at Scottsdale, and you would be surprised at the reserve prices being asked by the sellers. In some cases the bids did not come within \$1350. Now, I must admit that when two identical models come along together and the first one has no reserve on it, it literally sets the price for the second one. Condition of the cars being the same, as noted by the owner and judged to be by others, you would think that bids would be identical. Yet, when a '65 Corsa Convertible sells for \$1275, no reserve price in condition 3 and the next one up, same model, condition 2-3 and is bid up to \$1400, but has a reserve price of \$3750, the car is not sold. Buyer and seller did not get together. This is open market bidding and we must remember that the buyer doe not always feel the same as you do about your car when it come to parting with hard cash.



HOT SHEET

STOLEN, a full set of three prong knock-off hubs. These were mint and it took considerable time to remove them. The wheel covers were not taken. If you see a strange (so you) set of these hubs, please get in touch with Frank McKenna. Be sure to get the license number of the car you see them on. There aren't many of them around town and we know who in the club has sets of the "hot" dress-up accessory.



TECH TIP

On carburetor rebuilds, even with the minor repair kit, you are likely to find a viton-tipped float needle. The early carbs and some of the later ones will suffer from over-rich mixture if the float is set to specs.

This is particularly true if the carb originally had a solid float needle.

When the floats are further stabilized by the spring on the hinge pin, the viton tipped needle has a tendency to sink further in the seat. Thus, raising the fuel level above specs.

It is suggested that you try to set the float at least 1/32 higher than specs to avoid the over-rich condition. This will lower the fuel level so that it is not pulled over too easily when idling.

Another symptom of the over-rich condition may be stumbling which seems like a flat spot at all speeds. Also you may have to back the idle mixture needle out 2½ turns to get a decent idle.

By reducing fuel height, the idle needle will probably go back to the usual 1½ turns out.

A quirk of the whole situation which was accidentally discovered was this: With an over-rich mixture, the timing can be advanced by 4-6 degrees and fairly good economy will result. But, the stumbling will be there and for most it is more than you can put up with.

WANT ADS

FOR SALE--Slalom car, 140 heads on a 95 cam block, 4-speed. Drive-train recently rebuilt. Used ½ a season. Body indifferent. Asking \$700. Greg LaCrosse in Phoenix. Call Gordon Cauble on this. The car has some extra goodies which are: electric cooling fan, electric fuel pump, electronic ignition, oversized alum. pan and alum. rocker covers and a '66 Saginaw box.

WANTED--'64, 4-door, automatic. Call Gordon Cauble on this as he has some interesting information on what the car is wanted for. 299-1122.

WANTED--'65 of later 4-door. Poky Van Klinken. 790-1367.

FOR SALE--When she gets a replacement--'65 4-door, 140. Poky Van Klinken. 790-1367.

NEEDED--Rear axle with good bearing for '63-'62-'64 will fit. Reasonable, please. John North. 326-2086.

(Hey, you guys and gals, why don't you call or send me your wants and for sales? This space is for you. Call: 326-2086 or mail to 3002 E. 20th Street, Tucson, Arizona 85716.)

Member, Jerry Bishop, is advertising for Corvairs in any condition. That's Bishop's Towing and Salvage, 4260 East Illinois.



Tucson AZ 85718
Amigos
Bryan Lynch
7602 Placita De Los

5950 N. Camino Arizipe
Tucson AZ 85718

FIRST CLASS MAIL



IMPORTANT NOTICE ABOUT APRIL MEETING

The April meeting of the Tucson Corvair Association will be held on Wednesday, April 27, 1977. The meeting place is at Shakey's, corner of Craycroft and Speedway. Time 7 p.m. All you can eat for \$2.00. Bring the wife and family. We have our own meeting room and service line.