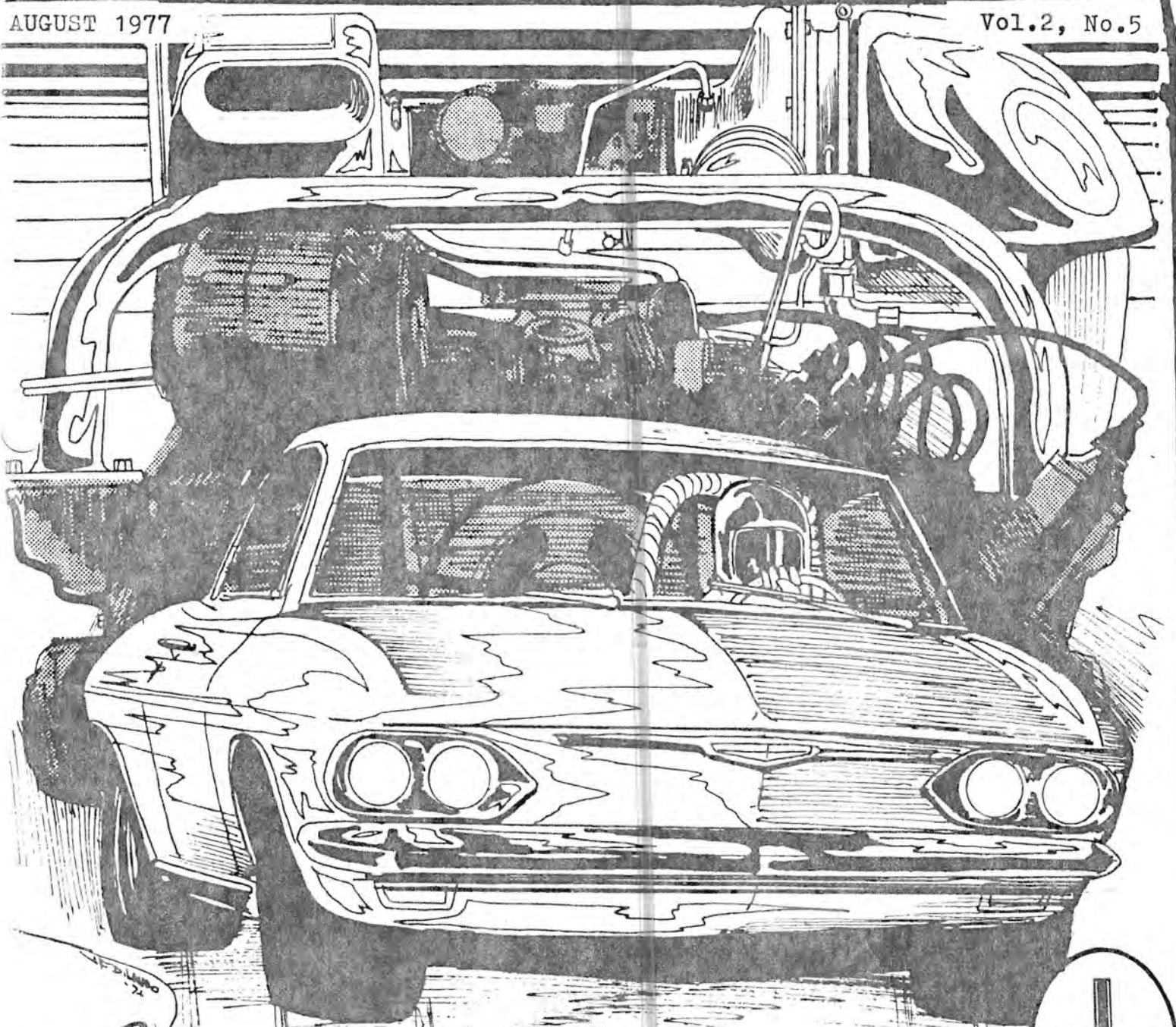


Corvairisation

AUGUST 1977

Vol. 2, No. 5



TUCSON
Corvair
ASSOCIATION



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

The Tucson Corvair Association is a recognized and chartered chapter of CORSA, the Corvair Association of America. The association meets monthly and has additional activities each month. More information can be obtained by contacting any of the following officers.

President

Gordon Cauble
5950 N. Camino Arizpe
Tucson AZ 85718 299-1122

Vice President

Pat Bender
1025 E. Windsor
Tucson AZ 85719 888-2224

Secretary

Jeanne Royer
2541 S. Treat
Tucson AZ 85713 882-4483

Treasurer

Bill Fournier
77 E. 22nd St.
Tucson AZ 85710 298-7801

Parts Committee Chairman

Frank McKenna
1848 S. Regina Cleri 885-8571

Tech Committee Chairman

David (Ace) Royer
2541 S. Treat 882-4483

Historian

Jeanne Royer (same as Ace's address)

Activities Chairman

Pat Bender
1024 E. Windsor 888-2224

Parts and other Needs...

Besides Clark's Corvair Parts another source for Strut Rod bushings is available. A recent flyer came to the club's attention.. Bushings only, 2 for \$8.95, 4 for \$16.95. Installed in your strut rod, \$23.95 per rod. Since this is not an adv. you will have to check with our parts committee.

More--what's doin' on cars

RV Varon is restoring his '62 Corvair 95. Just rebuilt the front end, replaced all four shocks and distributor. Looking forward to making the Auto show in November.

Mark McKenna got lucky. He or Dad, Frank, found a CORSA body shell minus running gear and interior. Mark transferred the 180 turbo engine and drivetrain into the orphan and now has a car to burn rubber again.

Membership Roster Changes

Please make the following changes in the recently published roster of the Tucson Corvair Association .

Edwin Avery ..make his phone number read... 298-0743

Robert Varon..make it read...

Robert (RV) Varon
2110 E. Greenlee
Tucson AZ 85719
326-2010

TUCSON CORVAIR ASSOCIATION

MINUTES OF MEETING

JULY 27, 1977

The meeting was called to order by Vice-President Pat Bender at 8:00 P.M. due to the absence of Gordon Cauble, President.

Members and guests gave self introductions.

The minutes for the June, 1977 meeting were approved as printed in Corvair-sation.

It was mentioned that inputs for the newsletter are needed. Anyone wishing to place a want ad or share information, contact John North.

Treasurer Bill Fournier reported a balance of \$203.11 in the treasury. A total of \$66.63 was reported for the collection of aluminum cans.

Frank McKenna had Pima Air Museum dashtags available to those who were on that outing. Members may also order Tucson Corvair Association name tags for \$3.25 by contacting Frank. Those already ordered should be in by next meeting. Frank also presented a list of parts necessary for rebuilding the Corvair motor and their prices. The total price was \$471.83.

The club library has expanded. There are additional Corvair Parts Books, 1960 - 1969, that have been placed in the hands of John North for the use of club members.

The grab-bag raffle was won by Sam Sharp. Tickets sold totaled \$17.50.

Ace Royer spoke on Tech Tips, which inform us to check our air filters every 1000 miles for possible necessary replacement.

The August meeting will be held August 24, 1977 at 7:00 P.M. at Shakeys Pizza Parlour, Speedway and Craycroft.

Meeting was adjourned at 9:30 P.M.

NOTES FROM THE CLUB PRESIDENT:

In the heat of July and August, most outside activities in Tucson drop to the zero level--and so it has been with most of us. Likewise many Corvair members' projects have been reduced to the sustaining level--only doing the necessary things to keep our Corvairs going. Some have been on vacation in cooler climates, and some have chosen to escape the Tucson sun by staying inside in the comfort of our coolers and air conditioners.

By telephone and by observing the goings on at Barney's, I've learned some info that you may find interesting:

--FRANK McKENNA and BRYAN LYNCH attended the CORSA National Convention in Minnesota during the last four days of July. Frank has written a report on the Convention and trip elsewhere in this issue. From the report, one may conclude that they had fun at the Convention, and that next year's convention in San Diego should see a sizable turnout from TUCSON. Let's start thinking about our individual or club participation now!

--CHUCK PETTIS finally found his dream--a '63 convertible. It's red, the body is straight, and he drove it to the shop for checking.

--JOHN NORTH's project on his early model convertible is still making progress. The hot weather, need to work outside, and the increasing cost of parts has slowed progress.

--BARRY CUNNINGHAM (Chris's brother) has a '69 engine in his his '62 SPYDER. The "donor" of the "heart" for transplanting was a '69 500 that was totalled against a stone wall and shortened by a good two feet!

--BELT BUCKLES for last year's officers are in. I'll deliver them at the August meeting.

--JOHN NORTH has found it necessary to give up the CORVAIRSACTION editor's job. The writing and publication of our newspaper has been almost completely his work since he took over the job from Frank McKenna. We all owe John a vote of thanks for his work!

--ANY MEMBER who is interested in the preparation, editing and publication of our monthly newsletter should contact Gordon Cauble by phone (299-1122) or at the August meeting.

--YOUR BOARD OF DIRECTORS has mentioned plans for rallies during the coming months. If you have ideas for club activities during the next several months, contact our Vice-Pres. and Program Chairman, PAT BENDER.

Yours for better Corvairing,

Gordon Cauble

NAME TAGS

For those who ordered name tags, they will be available at the August meeting. The cost of the tags is \$3.25 each. We have already paid for them and it has wiped out the Treasury so plan to pick them up at the meeting or make some arrangements to pay for them. Send the money with someone or send Bill Fournier a check. We must replenish the coffers.

For those who have not ordered a name tag and still wish to do so contact Frank McKenna, 885-8571. We had to order 75 to realize some saving on costs so why not buy one for the wife and kids.

Dash Plaques

At the last meeting we distributed Dash Plaques for the Pima County Air Museum Safari. For those who did not receive one, contact Bill Fournier, the cost is 75¢ each.

Frank McKenna

I guess Minneapolis is about 1800 miles from Tucson or a Frontier and a Western flight or 12 beers and 2 bottles of wine (counting layovers). Anyway, Bryan Lynch and I were the picture of decorum when we deplaned at Minneapolis. We commandeered the Marriott van and ten minutes later we were in Corvair Land. The Marriott provided us with super accommodations and our window overlooked a courtyard packed with Corvairs.

Since it was Thursday, many cars were protected by car covers to preserve their lustre until Saturday's concours. Bryan and I were amazed at the condition of the cars. Although many were trailered in to Minneapolis, most were driven. The quality of the paint was the salient factor in attracting attention. I don't know where they found the paint shops or how much the paint jobs cost but they were outstanding. (I will have slides at the August meeting so you can judge for yourself.)

Friday morning we arose at the crack of dawn, about noon, missed the caravan to the 3M Corporation. We had all the scotch tape we needed anyhow. However, we did notice the increased activity in the courtyard, as additional Corvairs were arriving and starting to spruce up for Saturday. You should have seen some of the clean-up kits, there was a bottle, can or tube for everything. Chrome, aluminum and car polish; towels, sponges and chamois'. Every name brand was represented and each owner had his preference. One could easily see the advantage of trailering. Those who had driven had to clean the inside, outside and underside; and the discovery of a gravel pit or a new dent was the cause of great disappointment. However, the atmosphere was competitive it was also friendly with each owner swapping hints on how to improve this or that.

Friday was also the first day of the swap meet. It appeared, at least from their license plates, that many people had traveled considerable distances to sell their

wares. Some appeared to know nothing about Corvairs but had luckily purchased the Corvair parts closeouts from their local Chevrolet dealer and were looking to make a dollar. Others were the hard core who have been saving parts since the last convention. Prices were fair and many rare pieces were available, however, when you are returning by air you are limited in what you can purchase. I can still see the airlines employees' eyebrows rise when they saw the dismantled turbo and a set of bumper guards going through the x-ray machine. In addition to the swap meeters, several of our old reliable Corvair suppliers were there, American Corvair Parts, Cotrofield Enterprises, Solar and a few others. Clark's had some problems and couldn't make it. American Corvair Parts had a set of new door sills for an early convertible ----- PRICE ----- Hold Your Hat --\$250.00. Think about that the next time you jump into your car with your golf shoes on.

An open meeting of Corsa took place on Friday afternoon. It was my first opportunity to witness Corsa in action. I wasn't too impressed. The major problem appeared to be the lack of communication between individual club presidents and action officers at Corsa. The reason given for this lack of communication was the great physical distances between the individual board members. However, no solutions to the problem were offered. The remainder of the afternoon was occupied with the viewing of old Corvair promotional films and a tech session conducted by Richard Finch.

Saturday was the big day, Concours Day. Hundreds of shiny, immaculate Corvairs, mostly late models, mostly stock, many modified, some custom but all were beautiful. Judging took all day and we enjoyed taking pictures and formulating plans for our own Corvairs.

Saturday night was banquet night and the hall was filled with 600 plus Corvair lovers. Roll call was taken and Bryan and I upheld the club's tradition when Tucson's name was called. They knew Tucson was represented. The Chicagoland Corvair club received

the award for the most attendees and the San Diego Club for the furthest distance traveled. At the conclusion of dinner, which was delicious and efficiently served, the trophies were presented for the concourse event. I have slides of most of the winners. Then the door prizes were handed out. Tucson once again received national exposure when the master of ceremonies announced that Matthews Chevrolet of Tucson, Arizona had donated six copies of Finch's new issue of How To Keep Your Corvair Alive as door prizes. Our thanks to Lyle Dickey and Matthews Chevrolet. By the way, Bryan and I didn't win a thing.

Sunday was slalom day. The course was a test of both car and driver. It always amazes me to see Corvairs that had competed the day before in the concours remove their wheel covers, jacks, spare tires and clean up kit and go tearing around the slalom course. I have never driven a slalom car, however, it appears to be quite challenging. The real thriller was watching a 1961 Lakewood run through the course. It was a last minute entry and I am not sure how it passed the Tech inspection. However, the driver and the car were the crowd's favorite. He ran the whole course in Low range of the power-sludge and it was the only time during the afternoon that I saw a rear wheel come off the ground. Needless to say, he wasn't competitive. We didn't wait for the finals since our departure time rolled around, so it was good bye Minneapolis, hello Tucson.

All in all, it was an enjoyable weekend. The Minneapolis club did a superb job of hosting the convention and they are to be congratulated. Next year the convention will be held in San Diego, maybe we should start making our plans now.

~~PAINTING--Ace Royer has opened a shop for mechanical and painting. He says he will do an acrylic laquer job for \$50 or a DuPont Imron (wet look) enamel job for \$100. For details call Ace at 882-4483.~~

CLASSIFIED

(The space is for the use of members for buying, selling, trading or services they have to offer. In addition it may be used as a service to members as a source of information about cars for sale or wanted that come to the attention of the editor or other members.)

Pin striping and art by D-Signs & Art, 5478 E. 29th st., John DiLauro, 747-7272

Corvair Parts Locator, Frank McKenna 1848 S. Regina Cleri Dr., 885-8571

~~Parts for sale: You all know Ace Royer. He has piles of all kinds of parts. 882-4483~~

Parts and cars for sale: Jerry Bishop's Towing and Salvage, 4260 E. Illinois, 748-1444

FOR SALE

4 A78-13 tires Almost new \$48.00
Call Frank McKenna 885-8571

Pair 61 Heads - complete with valve job. \$70.00
Call Frank McKenna 885-8571

Spark Plugs for Corvairs, 44FF, 46FF, and Autolite equivalents.
Club Members \$1 ea; Non-members, \$1.10 ea.
Contact Gordon Cauble 299-1122

Two '64 RED Bucket seats, rebuilt by Shumate's \$75.00 or offer.
Gordon Cauble.

~~New Lifters for Corvairs. \$2.00 ea.
Gordon Cauble.~~

~~UPHOLSTERY **Darrel Hayhurst reported at the July meeting that he has an industrial sewing machine. He says that he can run a straight stitch but no fancy stuff. But, he is willing to let others try their skills at whatever they might want to do. Call him at 298-6328~~

Tech Tips--Info

Following are paint numbers gleaned from the Martin-Senour catalog which are some of the more popular colors used. Others are available. Bryan Lynch got this together and says that all colors are available as they are custom mixed at the factory. Perhaps he can give you the address.

STOCK NUMBER	MFGS. CODE	COLOR
CHEVROLET - CORVAIR - CORVETTE - VEGA		
1960		
GM 736	CD, 923A, 973	ROMAN RED
GM 747	940A	SATEEN SILVER M
GM 748	936	ERMINE WHITE
1961		
GM 736	CD, 923, 973	ROMAN RED
GM 747	940	SATEEN SILVER M
GM 748	936A	ERMINE WHITE
1962		
GM 736	CD, 923, 973	ROMAN RED
GM 748	936A	ERMINE WHITE
GM 771	940, 984	SATIN SILVER M
GM 773	912, 959L, 960L	SILVER BLUE M
GM 776	918, 963, 965, 988V	TWILIGHT BLUE M
GM 780	920, 970	AUTUMN GOLD M
1963		
GM 736	CD, 923, 973	RIVERSIDE RED
GM 748	936A	ERMINE WHITE
GM 773	960L, 912, 959, 959L	SILVER BLUE M
GM 776	918, 963, 965, 988U	AZURE BLUE
GM 780	920, 970	AUTUMN GOLD M
GM 782	948, 993L, 995L	PALOMAR RED M
GM 785	932, 971, 971L	SADDLE TAN M
GM 788	916	DAYTONA BLUE M
1964		
GM 736	CD, 923A, 973	RIVERSIDE RED
GM 748	936, 954U, 959U, 965U, 988L	ERMINE WHITE
GM 776	918, 988U	AZURE AQUA M
GM 782	948, 993L, 995L	PALOMAR RED M
GM 785	932, 971, 971L	SADDLE TAN M
GM 788	916, 960, 982U	DAYTONA BLUE M

STOCK NUMBER	MFGS. CODE	COLOR
CHEVROLET - CORVAIR - CORVETTE - VEGA		
1965		
GM 748	C	ERMINE WHITE
GM 7001	Y	CROCUS YELLOW
GM 7003	N	MADERIA MAROON
GM 7004	R	REGAL RED
GM 7007	K	ARTESIAN TURQUOISE
GM 7009	D	MIST BLUE
GM 7010	E	DANUBE BLUE
GM 7012	J	CYPRESS GREEN

M—Metallic Colors

1966

GM 748	C, 972, 12	ERMINE WHITE
GM 7003	N	MADERIA MAROON
GM 7004	R	REGAL RED
GM 7007	K	ARTESIAN TURQUOISE
GM 7009	D	MIST BLUE
GM 7010	E	DANUBE BLUE
GM 7013	F	MARINA BLUE
GM 7014	L	TROPIC TURQUOISE
GM 7016	T	SANDALWOOD TAN
GM 7017	W	CHATEAU SLATE

1967

GM 748	C, 972, 12	ERMINE WHITE
GM 7003	N	MADERIA MAROON
GM 7019	E	DEEPWATER BLUE
GM 7020	G	GRANADA GOLD
GM 7021	T	CAPRI CREAM
GM 7022	D	NANTUCKET BLUE
GM 7025	F, 976	MARINA BLUE M
GM 7026	R	BOLERO RED
GM 7028	K	EMERALD TURQUOISE

1968

GM 748	C	ERMINE WHITE
GM 7030	D	GROTTO BLUE M
GM 7033	G	ASH GOLD M
GM 7037	N	CORDOVAN MAROON M
GM 7039	R	MATADOR RED
GM 7060	972	POLAR WHITE (CORVETTE)

1969

GM 7043	50	DOVER WHITE
GM 7044	51	DUSK BLUE
GM 7045	52	GARNET RED M
GM 7046	53	GLACIER BLUE M
GM 7048	59	FROST GREEN M
GM 7049	63	CHAMPAGNE M
GM 7050	65	OLYMPIC GOLD
GM 7060	972	POLAR WHITE (CORVETTE)

Found an adv. in Antique Motor News for boring and honing Corvaire Cylinders. \$4.00 each in full sets. It's located in California. Anyone interested in checking it out for quality of the work? Remember that is $\frac{1}{2}$ the price of locally done cylinder work but you have the shipping to pay. Call John North for address.

FIRST CLASS MAIL

9950 N. Camino Arizpe
Tucson AZ 85718

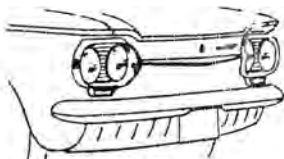


The August meeting of the Tucson Corvair Association will be held August 24, 1977 at Shakey's Pizza Parlour, Craycroft & Speedway. TIME: 7 p.m. All you can eat for \$2.00 plus bevarages. Come to the meeting even though you have had supper. Friends and family welcome.

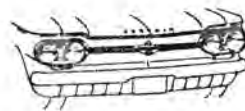
KNOW YOUR CORVAIRS

on sight

YEAR IDENTIFICATION



1963



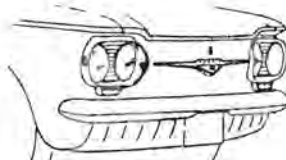
1964



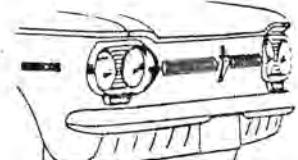
1965-69



1960



1961



1962