

# Continuation

February 1977

TUCSON CORVAIR ASSOCIATION

Vol. 1 Number 8

## THINGS IN COMMON WITH OUR CORVAIRS

Yes, we have something in common with aluminum cans in the Corvaire. After all, the engine is partially made of aluminum. It is even conceivable that an old block or pistons or a head or two may have been made into a Coors beer can. If that is a plausible conception, why not make the can help us keep the rest of our Corvaire on the road?

Save your aluminum cans! We get 17¢ a pound for them at the reclamation center. For any aluminum scrap we get 15¢.

If you don't have a chance to bring them to the monthly meeting, drop them off at the editor's residence anytime (3002 E. 20th St.). If he's not home, just drop them over the back gate.

Incidentally, all the Coke cans are NOT aluminum. We got a quantity of the steel cans last month and for all the efforts in sorting them out, we got 5¢ for five pounds.

PLEASE CRUSH ALL CANS! Space is limited.

Revenue last month was \$8.69. Let's try harder. We'd like to see enough to pay for our newsletter. At least \$25.00 a month.

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## MEMBERSHIP DRIVE. YOUR HELP IS NEEDED!

Those who attended the January meeting recall the guest from the Houston Area Corvaire Club. He related one way of contacting prospective members by running down license plate numbers.

Actions speak louder than words. It has often been said that there is a job for every club member. Each of us can do something.

Continued next column...

Low and behold...Pat Bender came up with a plan and has worked out the details with President Frank McKenna. FIRST we need the plate numbers of all the members' cars. Yes, if you have more than one registered and drive it on the streets you could confuse the plan if we don't have the number.

In essence, the plan is to get members' numbers, check that against any other numbers that may be spotted and those that are not on the list will be identified with the assistance of police agencies. Those so identified will be sent a letter inviting them to join the Tucson Corvaire Association.

We have assured the authorities that these people will not be pestered. To do this, the plan will be coordinated by Pat Bender. He volunteered and the Prez agreed.

Details at the February meeting. So, come if you can.

In the meantime, please send your plate number(s) to the editor to put on the membership roster. He will work with Pat Bender to coordinate the other details.

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## MEETING PLACE CHANGED

The February meeting of the Tucson Corvaire Association will be held February 22, at 7:30 p.m. at the Wilmot Public Library. It is located at E. 5th Street and Wilmot.

This change came about as the result of discussions at the December and January meetings. Final decision on which day of the week is still open because there has been little input from other than those who regularly attend meetings. How about it? Do you have a word to say about it? Sound off!

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 one of the following officers:

President  
Frank McKenna  
1848 S. Regina Cleri Drive  
Tucson, Arizona 85710  
885-8571

Vice President  
John DiLauro  
9608 E. Watson Drive  
Tucson, Arizona 85730  
885-0884

Secretary  
Mark McKenna  
1848 S. Regina Cleri Drive  
Tucson, Arizona 85710  
885-8571

Treasurer  
Chris Cunningham  
3855 N. Alvernon Way  
Tucson, Arizona 85716

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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 2nd Tuesday of the month. The newsletter will be printed and distributed the week previous to the monthly meeting. Your cooperation is appreciated.

TUCSON CORVAIR ASSOCIATION

Minutes of the Meeting  
24 January 1977

1. The meeting was called to order by Frank McKenna.
2. Guests were introduced. There were 18 members present.
3. The December meeting minutes were approved.
4. Club jackets were discussed. Frank McKenna explained that in order to have the jackets made each member would have to drop by Calle's, be measured and place a small deposit.
5. A motion was made and seconded to conduct our March meeting at one of the local pizza parlors. Action: Ted Lloyd.
6. A motion was made and seconded to conduct our February meeting at the Wilmot Library. Action: Ted Lloyd.
7. Walt Mathis, Activity Chairman, planned a trip on Sunday, January 30, to the Phoenix Car Show. Members interested would meet at the Randolph Tennis Courts at 9:30 January 30.
8. The success of the aluminum can collection was discussed. Members were encouraged to take part.
9. A motion was made and seconded to tender an honorary membership to Shayne McKenna. The motion was amended and approved to include a club jacket. Action: Frank McKenna.
10. One of the guests, a member of the Houston Corvair Club, recounted their club's early efforts to raise money and increase membership. Action: President and members.
11. The meeting adjourned at 9:15 p.m.

FRANK SAYS:

by Frank McKenna

I've learned all kinds of things not to do this month.

1. Don't store crankshafts on their side; they will warp. Store them on end.
2. Don't store brakedrums on edge; they will warp. Store them with the inside of the drum surface down.
3. Don't store cylinder barrels on their side; they will warp. Store them on end with the pistons in them.
4. Don't buy another Corvair!

Seems everything on a Corvair will warp unless you install it right away. I don't know how much truth there is to the aforementioned Don't (with the exception of the one about buying Corvairs), but take it for what it's worth.

Gordon Cauble and I dropped by Shott's Junque Emporium this month. I needed an early padded dash and Gordon was in the radio gathering mood. The dash was in a '64 4-door and in good shape. The windshield was cracked so I removed the chrome, glass and the inside trim. Sure is funny how easy those cracked or broken windshields come out. There must be a knack to removing the chrome trim from that rubber strip around the glass. I have always had trouble with them. Maybe someone in the club has the answer and will spend a couple of minutes putting it on paper for inclusion in a future newsletter. Don't ask Chris Cunningham! He says, "It's easy. You just grab the chrome with a pair of vise-grips and pull!"

After removing the windshield, dash and trim, Gordon recommended that we clean up the dash with some Fantastic to sort of soften up the vinyl. Seemed to work pretty good. Then we, very carefully, starting from the front of the dash, using wide bladed putty knives and screwdrivers, separated the pad from the dash. This is a slow process and one slip can puncture the vinyl and you hope it is in the right place for your recently ordered J.C. Whitney dash mounted clock. Patience is the by-word. The combination of Fantastic, warm Arizona sunshine and patience paid off and I have solved one of my parts problems.

Continued next column...

I bought a complete set of brake kits, Matthews only had one front, so I bought one from NAPA. The Matthews' kit included the pistons, while the NAPA kit did not and the price was about the same. John North and I cut the rusty floor panels out of the '61 coupe. Apparently the floor mats have not been removed since the car rolled off the assembly line. The mat was the green and black speckled color. I have a real "Fred Flinstone" pedal car now.

I haven't seen too many unfamiliar Corvairs on the street lately. However, I did pass a little old lady on 22nd Street last week. She was driving a clean 64 convertible from out of state. As I passed her, I honked and waved. She looked at me kind of strange and as we approached the next stoplight she wouldn't even pull up along side of me, but hung back about two car lengths. Probably one of those snowbirds from the land of suspicious and unfriendly people to the North.

We are now on the Chamber of Commerce roll. I called the Chamber and they were happy to know that we had a Corvair club in Tucson, and they will refer all inquiries to me. That's about all the news. Don't forget elections next month. If you are not there, you just might get elected.

See you the 22nd at the Wilmot Library.

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# CORVAIR BUYERS' GUIDE

BY TY MAGLIOLA

Having purchased more than twenty Corvairs in the last five years, I feel qualified to comment on some of the trouble spots to look for when deciding on which car to purchase. First, I will discuss some of the things to look for on the pre-1965, or "early" cars, then on the 1965 and later or "late" models, and finally on Corvairs in general.

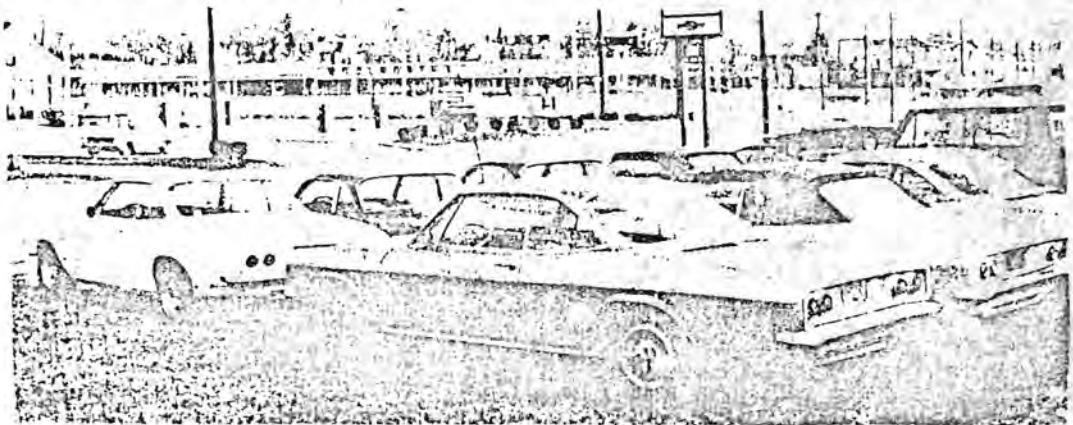
Probably the most overlooked problem on the early Corvairs is rusted floorboards. When you inspect a car, be sure to lift the carpets or check the floorpan by looking underneath for rusted areas. Another spot to look for rust on an early model is over and under the battery box area.

Rear shocks work overtime on early models and should be checked by bouncing the car once. If the car continues to bounce after you have stopped the shocks need replacement. The same is true for universal joints and axle bearings. A bad U-joint can be detected by moving the gearshift from forward to reverse(engage clutch if it's a stick) and listening for a clunk. A bad rear axle bearing will sometimes squeak, but will usually make a humming noise at speed. Another trouble spot, especially in '64 models, was in the head gasket area. A bad head gasket is fairly easy to find because it makes a distinctive "fut, fut, fut" sound when the engine is idling.

When looking at late cars check for leaking front and rear windows and rusted dash and floorboards. Also look for rust in the cowl below the windshield and in the front door jambs in the hinge area. The 68 and 69 cars were especially susceptible to rust in the front cross-member. This can be checked by poking at the crossmember with a screwdriver to see if there are any weakened areas. Late model speedometer cables were also very prone to failure, so be sure to compare the condition of the car to see that it lends credibility to the odometer reading. That cable may have been broken for quite a while at some point. A good way to tell if the car has sustained body damage is to look down the side of the car at the level of the belt line or crease down the middle of the body. Does it seem to disappear in places? If it does, this could mean the car was hit and shoddy repair work was done.

Some of the things to look for in all years of Corvairs are leaking pushrod tubes, rotted floors, and front suspension members, and play in the steering gear. Also listen for noisy alternator or fan bearings, and look for excessive smoke from the PCV tube located on top of the engine in the right rear portion of the fan housing.

There are many more things to check when buying a used car, but I feel that I have listed some of the more important things to



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The above article is courtesy of the Long Island, N.Y. Corvair Association newsletter.

ook for on a Corvair. It might be a good idea to have a knowledgeable friend or one of our club specialists (it is a proven fact the average mechanic does not know beans about Corvair, nor does he want to) check out your choice, either before or after you buy.

lease remember that all Corvairs do not deserve the inflated price tags that some speculators try to hang on them. Sure, some models are getting scarce and do bring higher prices, but these are the exception, rather than the rule. Happy Hunting!



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UPCOMING CLUB EVENT

President Frank McKenna has made preliminary contacts to exhibit club members' cars at the Park Mall, May 14-15. Final details have yet to be worked out. Up to six cars will be welcome. Now is the time to think about getting your car in shape.

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CLUB JACKETS

Have you been down to get measured and put down a deposit for your club jacket?

We must have at least 25 ordered with deposit in order to get the \$14.00 price offered.

The place: Calle's Variety Store, Oxford Plaza and 22nd Street.

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Frank McKenna is working on a '64 Spider. There's a lot to doing the job right, as Frank has found out. He's checking everything. Found galled races on the third member side bearings. Better now than later. Frank also found a place in California which makes headliners. Got one for about \$22.00 and installed it himself. Looks great!

John North has been promised a look at the Lakewood he has had in the body shop since December. That's not really the truth. He has pestered the shop with taking photos from the beginning. Finally, the shop owner barred the door when it came to shooting the paint. It's a white top and a Roman Red bottom. Chrome and trim still to come from Quality Plating.

Bill Fournier has been waiting for warm weather to put some seals in a '63 he picked up last fall. He also has a '66 with a hot engine that needs a pilot bearing. Well, Bill, anytime.

John DiLauro says he's going to put his hot turbo back into the drag car. He's been running it on the street all winter.

Mark McKenna is interested in putting a magnetic clutch on his crank pulley so he can drop the fan and alternator momentarily for a hot shot jump in horsepower by the flick of a switch. Just don't forget to re-engage it, Mark.

One thing the editor has noted since he joined this organization is that there is a wide divergence in the skills and interests in the mechanics that go into keeping our cars running. Some know very little and just take care of the essentials. Others know all there is to know and can perform almost any operation. Some are limited only by the lack of adequate tools and a place to do the job. Some have made great strides in learning by doing. Asking questions has become a way to learn. Yet, many of those who really know have not come forward and offered help or advice. Do we need a technical committee? Do we need a show committee? Do we need an activities committee? You bet we do! There is a job for everyone!

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UNCLASSIFIED ADVERTISING

This column is for free advertising for the club members. Deadline for inclusion in the next newsletter is the 2nd Tuesday of each month.

FOR SALE: 1963 Spider Body shell. Has a '61, 80HP engine, plus a 4-speed and positraction diff. Bill Fournier, 298-7801.

FOR SALE: 1960 heads, complete with valve job, \$60.00. Early 4-speed plus rear end, \$75.00. Several early engines need rebuilding, \$40.00 each. Automatic Transmission, \$40.00. Air Conditioner Compressor (2), \$30.00 each. Frank McKenna, 885-8571.

WANTED: '64-'69 rear engine mounting bracket. The part that bolts to the rear case and is off-set to take the vib. damper or extra pulley. John North, 326-2086.

SERVICES: SIGNS, DISTINCTIVE LETTERING, PIN-STRIPING-----  
D SIGNS AND ART. John DiLauro, 747-7272.



1848 S. Regina Cleri Drive  
Tucson, Arizona 85710

FIRST CLASS



IMPORTANT NOTICE ABOUT FEBRUARY MEETING

The February meeting of the Tucson Corvair Association will be held on Tuesday, February 22, 1977. The meeting place is at the Wilmot Public Library, Wilmot and 5th.  
Time: 7:30 P.M.