

CONVERSATION

MARCH, 1977

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TUCSON CORVAIR ASSOCIATION

VOL. 1 NO. 3



TUCSON
Corvair
ASSOCIATION

TUCSON, ARIZONA



MARCH IS THE MONTH FOR THE ELECTION OF NEW OFFICERS

Its just a year ago that the Tucson Corvair Association emerged into the world. This healthy, if not strapping, one-year-old is now ready to meet the challenge of keeping our Corvairs alive and well.

President Frank McKenna has done a magnificent job of mothering the group in its infancy. We have doubled the membership from the beginning and we can do it again in 1977. What we need more than anything else is the realization by all members that there is something for everybody to do. There are always committees to serve on. There is always an activity in which you can participate. There is always the need for a new idea to make the club stronger. There is always the chance to help a fellow club member with a special problem in locating parts or overcoming a problem. The editor has seen some of this cooperation first hand. This is not to say that everything has been right with the world.

We need attendance at meetings to get to know each other better. Henceforth, at all meetings let's introduce ourselves and tell what we have in the way of equipment; what we do for a living (retired?); and what we are working on. Let's get to know each other better.

According to the by-laws, all officers except the president may succeed himself in office. The nominations may come from the floor. Come to the MARCH 23 meeting. It will be different. See details elsewhere in the letter on the place, time, etc.

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

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

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

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

Treasurer
Chris Cunningham
3855 N. Alvernon Way
Tucson, Arizona 85716
299-1495

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
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Tucson, Arizona 85716
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TUCSON CORVAIR ASSOCIATION

Minutes of the Meeting
22 February 1977

1. The meeting was called to order by Frank McKenna.
2. Guests were introduced. There were 13 members present.
3. The January minutes were approved.
4. Chris Cunningham presented the Treasurer's report. There was \$64.41 on deposit.
5. Members were reminded to drop by Callee's Variety Store to be measured for their jackets.
6. Members were encouraged to keep saving aluminum cans.
7. A motion was made and seconded to purchase an ad in the Dandy Dime in an effort to increase membership. Action: John North.
8. The Treasurer reminded the membership that many of the members dues would be due for renewal in March.
9. Gordon Cauble volunteered to compose a letter that would be sent to each Tucson Corvaire owner encouraging membership in the association.
10. Association participation in the upcoming World of Wheels was discussed. Bryan Lynch planned to enter his car and volunteers to help him set up the display were recruited.
11. Frank McKenna chaired a discussion on the removal and installation of the Corvaire fuel pump.
12. John North won the Grab Bag.
13. The meeting was adjourned at 9:30 p.m.

The March 23 meeting at Shakey's Pizza Palace offers us a chance to see how the other guy eats. No, that's just an attempt at a little humor. But, honestly, it does give us a chance to meet under different circumstances and for some this may be a real convenience if your schedule is hectic.

They offer chicken, spaghetti, pizza, a full salad bar and all the fixin's for just \$198. All you can eat from what I have been told.

We will have a private room so we will not be bothered by the others who come to do their thing. Time: 7:00 p.m. Get through the line with your choice and we'll get on with the meeting at 7:30 p.m.

If you have a friend that is interested in the club bring them along and we'll treat them out of your pocket. Honestly, this meeting is important and it will be a real change from the past. If you don't come, you may be elected to an office.

THE PREZ SEZ--FINALLY

By Frank McKenna

The first 15 months were the hardest. Lots of things happened, lots didn't. We need more happenings! I think we have had sufficient exposure through the two car shows and the contacts we have made personally with other non-member Corvair owners. What is needed now is a calendar of activities for the remainder of the year to capitalize on our initial momentum. The word is out and from the phone calls that I have received, I feel that we are on our way. We have the support of both Tucson Chevrolet dealers and I have spoken to their Parts Managers regarding Corvair spares and they welcome the opportunity to serve us. Additionally, most of us Corvair owners have overcome the stigma attached to our cars and through perseverance and just plain good sense we enjoy driving the greatest small car Detroit has ever produced.

Looking downstream, I think we should concentrate on making our cars more attractive. I mean clean cars. I thought we were on our way during our last meeting when the subject of painting as an association project was discussed. I personally think we can do it, although many may disagree. We can collectively come up with the expertise, quality equipment and facilities to paint cars the product of which would equal most of the local paint shops. Once again, this would take a little more cooperation than we have shown in the past. The result would be a display of cars that could evoke the comments recently overheard at the Cactus Corvair Club show in Phoenix. They had 25-26 Corvairs on display at one of the shopping centers. Several of those inspecting the cars paid the ultimate compliment. They thought it was a new car display and were unaware that Chevrolet had once again started producing the Corvair.

In closing, the real worth of our club was demonstrated recently when one of our member's cars was disabled at 29th and Alvernon at 5:30 p.m. The universal joint broke loose and as the axle flailed around it managed to break the transmission cover, wipe out the throttle quadrant and break the case on the starter. A couple of phone calls to locate parts from members and a great deal of wrenching saw the Corvair back on the road the next afternoon. No trips to the junkyard, no "two weeks out of Detroit." Could we have done that a year ago?

SEE YOU AT THE MEETING. I HOPE EVERYONE CAN MAKE IT. TED LLOYD HAS GONE TO A LOT OF TROUBLE ARRANGING THE MEETING PLACE AND THE ONLY WAY IT CAN BE A SUCCESS IS FOR EACH MEMBER TO ATTEND!

CAR SHOW

More exposure was gained for the Tucson Corvair Association at the Tucson Timing Association's Car Show February 24-27, 1977.

Bryan Lynch made the arrangements and supplied his 1969 Monza. Pat Bender furnished a flyer to be passed out to interested types who came by.

Manned at all times by various members, the booth was always under scrutiny. From the editor's experience, by talking with people, the public does not understand the Corvair was killed, not by its faults, but by the GM hierarchy who wanted to put all their dollars on the Camaro to fight off the Mustang.

Anyway, there was interest and we shall see how many members we get from the worthwhile efforts.

Thanks to Bryan for the car and space, the members who took the time to man the booth and to Pat Bender for the flyers.

WHAT'S YOUR PLATE NUMBER?

Yes; we need to know your license number(s) to help Pat Bender in the membership program.

BE PREPARED--COME TO THE MARCH 23 MEETING WITH YOUR LICENSE PLATE NUMBER IN YOUR HAND!

Pat is compiling the list of platenumbers. When this is complete he will be ready to follow-up on numbers spotted on the street. These people will get a personal invitation to join the club. Let's not wastetime and money by making it necessary to check your number out. Give it to Pat.

If you can't make the March 23 meeting, g' Pat a call at 888-2224. Let's make a real effort to cooperate on this program!

WHAT'S DOIN' IN CARS

Frank McKenna has finally sold that 1961 Coupe that he acquired from son, Mark. A new paint job really put the final touch on it. A new roof liner and carpet helped.

Well, Frank, now on to bigger and better things. Such as that '64 Spider.

The editor ran into (no not another accident), just a manner of speaking...a gent who retired from the Air Force who has acquired a '65 convertible and was checking with a local restoration shop on getting it put in shape. The editor happened to be there mother-henning his Lakewood and got an introduction. An invitation to the next meeting was given. If he comes you'll meet him, if you are there. The point of this story is that it seems that the '65 convertible is a "northern" car and has some problems with rust in the wheel arches and he was bemoaning the high cost of repairs. But, I'll bet he goes ahead with the project. He proudly showed off a Cadillac hard-top he is going to convert into an "El Camino". Nothing will stop him. I hope he joins the club.

How's the Lakewood coming? Come to the next meeting and see for yourself. I hope!

Wish there was more to tell you about what's going on but no contact with you guys. Let's get together more often to find out.

If you have a car that you want to show off there is a chance coming up...May 14-15 at the Park Mall Shopping Center. Details are not yet worked out, but five or six cars will be welcome. Why not make the decision and start getting it ready. Other club members have offered to help. It's another chance for some club exposure.

CORSA DUES

CORSA DUES are payable through the club at a reduced rate. Paying them on your own costs \$12.00 per year. Through the club treasurer the CORSA dues are \$10.00. You may also pay your club dues, \$10.50 at the same time so that it all comes together at the same time of year. And...it will fat the treasury a little faster.

CORSA DUES due in March are: Gordon Cauble, Don Chastain, Bob Willis, Leon Groover and John DiLauro.

CLASSIFIED

FOR SALE--3.55 Read end, early 4-speed. Miscellaneous Corvair Parts (Sorry Ace, I can't read Mark's scribbling.) Call Ace 882-4483.

FOR SALE--Two early engines, need rebuilding, lots of parts. 2 '65 blue buckets, Power top mechanism for an early. Call Frank McKenna 885-8571.

FOR SALE--Early model engine rebuilt. Asking \$250.00, would cost that much in parts. I have the information. Frank McKenna 885-8571.

FOR SALE--Pair of red '64 front buckets. Nice--\$60.00. One blue '64 bucket, \$15.00. Two Azure/Turquoise buckets, \$40.00. One '61 rear grill, \$10.00. Parts wanted--For '64 Monza Coupe--Rear seat back. In mint/good condition. Color--saddle Tan. Gordon Cauble, 299-1122.

FLASH*****Ace has decided to stop competing with Mountain Bell. His theory of communication, that of putting a note addressed to him in a bottle and dropping it in the Rillito River, has failed. He is now a believer and is waiting for your calls. His number is 882-4483.

ALUMINUM CAN SCRAP DRIVE

There was about a 25% improvement in Aluminum can collection during February. It all came to nearly 60 pounds.

We can do better. No one took advantage of the offer by the editor to toss the cans into his back yard if it was inconvenient to bring them to the meeting or you don't know what to do with them.

The offer still stands. Aluminum cans or aluminum scrap only. Drop them over the gate if he's not home. 3002 E. 20th Street.

A very special thanks to the employees at El Paso Natural Gas for their significant contribution to our aluminum can drive!

CORVAIR REPAIRS -- HINTS, KINKS, SENSE & NONSENSE

By Ike Meissner

"Blessed are those with the Corvair hobby -- for they shall be allowed to get dirty."

Being the usual Detroit product with built-in 5-year or 50,000-mile obsolescence, the average Corvair is now old enough and used enough to really be in trouble. Moreover, getting your little gem face-lifted or repaired is a real hassle -- not every mechanic loves Corvairs. I think most mechanics even hate them. So it's pretty much up to you or some other Corvair lover you may know to get yours repaired or maintained.

But there is no sense making a job difficult or lengthy or expensive; by renting or buying "tool J-12345Z", for example; when there is often a simple, satisfactory, short-cut method to solve the problem.

What follows is a somewhat rambling notation of hints and kinks which I have found to be useful.

Always carry a spare fanbelt. Everyone does -- Right? Yep, right after the first time! But make that replacement belt one of the heavy-duty types: Gates #8331 or Durkee-Atwood #3637. They may cost 50% more, but they last twice as long.

If you own a '60 thru '62 Corvair or F.C., the rear axle bearings can be repacked before they run dry and cost many dollars. Pull the axle out and drillout the two rivets that hold the bearing shells together. The bearing housing can then be pried apart far enough to push in fresh lubricant. The rivets don't have to be replaced as the four mounting bolts hold the housing and shells together. Unfortunately, later models and replacement bearings have a solid housing which prevents this type of maintenance.

Leave your distributor loose. Not so loose that it flops around, but enough that a sharp tug will rotate it. This has the advantage of avoiding a ruined crankshaft drive gear (which is bronze, expensive, and hard to replace) in case the distributor shaft siezes. The distributor may rotate and wipe off the vacuum advance unit and tangle the wires, but this is an outside fix and is much less trouble.

Regardless of what the manuals may say, adjust your thermostat rods so that the driver's-side damper door opens first. The generator has a hard job to do in a lousy environment and breathing hot air just after start-up --when it's working hardest -- doesn't help any.

Speaking of generators, they are getting hard to find and the rebuilt ones have been rebuilt so many times that they aren't worth much either. Rather than get a worn-out rebuilt one, try this: A standard 12-volt GM-product generator of the same capacity and physical size can be obtained at your local junkyard for a few dollars. The Guts of this generator can be transferred to the Corvair generator case and you're back in business. Don't worry about the direction-of-rotation problem. It doesn't exist. You will, of course, have to put a standard lockwasher under the pulley nut if it has a right-hand thread. The generator may also have to be polarized by very quickly jumpering the armature terminal to the positive battery post. The same fix generally applies to alternators too. The only thing unique about the Corvair alternators and generators is the case. In other words, what fits the case will probably work.

UP-COMING ACTIVITY

The Cactus Corvair Club of Phoenix has notified the president that they have scheduled an outing in Tucson, April 3, 1977. They have invited us to join them in a visit to the Pima County Air Museum.

Arrangements have been made by the Cactus Corvair Club. Plan on getting involved in this.

Details are lacking at this point on the time, but we hope to have them by the March 23 meeting.

If you don't know where the museum-display is located, I'll tell you. The best way out (not dirt roads) go east on I-10 to Wilmot Road. Turn North at the interchange. It's about a mile north, then left to the parking lot and gate. There are some really historical aircraft that escaped the cutting torches at D.M.

This is part of a large display ad in the D-M base newspaper. It appeared in early March, so don't know if they are sold, but thought you might be interested in the prices being asked.

The following is not really an advertisement. I give credit only because it is a copyrighted feature:

GREAT CARS

BY DON BERRIGAN & JACK ASHCROFT 1976 ©

I REMEMBER



'63 CORVAIR SPYDER

THIS AIR-COOLED, TURBO-CHARGED, REAR-ENGINED LITTLE CHEVY WAS CALLED "THE VEST-POCKET 'VETTE," AND TO WOULD-BE CORVETTE OWNERS WITH A WIFE AND TWO KIDS, IT WAS! STANDARD EQUIPMENT: 3-SPEED STICK, 4-WHEEL INDEPENDENT SUSPENSION, AND ELECTRIC TOP. "OH, WHY NOT?" OPTIONS: 4-SPEED TRANS, WIRE WHEELS, ADJUSTABLE STEERING, POSITRACTION, AND AM-FM RADIO. IT WAS DESIGNED FOR THE YOUNG DRIVING ENTHUSIAST, AND IS AS RIGHT-ON NOW, AS THEN, NEARLY 15 YEARS AGO.

SPECIFICATIONS: ENGINE-AIR-COOLED, TURBO-SUPERCHARGED, REAR-MOUNTED, FLAT 6, 145 CU.IN, 150 BHP. PERFORMANCE: 0-50 MPH IN 8 SEC, TOP SPEED 110 MPH. AVERAGE FUEL MILEAGE -17.2 M.P.G. VALUE: 1963 PRICE \$2,483, TODAY (MINT) \$2,200+.

PRESENTED BY:



"OLDIES but GOODIES"

56 Studebaker

\$1495

Silver Hawk, 2 door coupe, radio, heater, 3 speed with overdrive, V8 engine

61 Chevy Corvair Wagon

\$1495

Radio, heater, automatic transmission, 6 cylinder, 55694 actual miles!

64 Chevy Corvair Camper

\$1795

Radio, heater, 3 speed, 6 cylinder, sink and icebox ..



Tucson, Arizona 85718
7602 Placita De Los Amigos
Bryan Lynch

1848 S. Regina Court Dr.
Tucson, Arizona 85710

FIRST CLASS MAIL



IMPORTANT NOTICE ABOUT THE MARCH MEETING

The March meeting of the Tucson Corvair Association will be held at Shakey's Pizz Palace, 1060 N. Craycroft. This is the "annual" meeting, at which new officers will be elected. Note the date again...March 23... Show up at 7:00 p.m. so we can get our food and start the meeting at 7:30 p.m.