

Corvairization

TUCSON CORVAIR ASSOCIATION TUCSON, ARIZONA

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Easter



TUCSON CORVAIR ASSOCIATION

EST. 1975

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 (COSA\857).

MONTHLY MEETINGS are held on the fourth Wednesday of each month except December. One technical/social event is planned for each month with the exception of July and August.

MEMBERSHIP DUES: Initial dues are \$ 15.00 (includes name tag), renewable for \$ 12.00 per year and payable to the TUCSON CORVAIR ASSOCIATION through the Membership Chairperson.

CHANGE OF ADDRESS: Report any change of address or phone number to the Membership Chairperson. Do not report such changes to the Editor.

COSA MEMBERSHIP DUES are \$25 per year and include a subscription to the COSA Communique, a monthly publication. COSA membership is not require for membership in TCA but is highly recommended. See any TCA officer For information.

CLASSIFIED ADS are free to members and \$2.50 per 4-line ad to all others.

DEADLINE for all materials submitted for publication in the *Corvairsation* is the 10th for that month's issue. Mail or deliver all materials to the Editor.

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PRESIDENT'S CORNER

Well, looks like summer is here! I't time for fun in the sun with swimming, hiking, camping and for those who prefer indoors there is air conditioning.

Now I would like to take this opportunity to thank all of you club members who gave a vote of approval in my decision on appointing two of our faithful club members, Larry Dandridge as recording secretary and Allen Elvick as Board Member - At - Large our board is complete now with all nine members, it is a great opportunity for me to work with such fine people.

On our Mid-Month March activity at little Anthony's there were six Corvairs and twenty three members and family from T.C.A we had a fantastic time, even though no Corvairs took a trophy. There were many other old antique's and classic cars there, and lots of good food.

We had a very good turn out at the April Mid-Month activity also. If you didn't go you missed out on all the fun and good food.

Now a reminder don't forget our Mid-Month for May! It is going to be fun, Don Robinson is putting together a fantistic run, So see you there.

Respectfully you Corvairing President

Vernon Griffith

Vern Griffith



MEMORY LANE

In 1990 when we joined TUCSON CORVAIR CLUB I was made to feel very welcome, by Betty Chastain. Shortly after the meeting, I happend to meet her while shopping, and she made a point to talk with me. She always has a smile on her face and a kind word for everyone. When I see her around town she is always driving her Corvair.

Betty is a charter member of T.C.A and a very loyal member. She has only missed two meetings, sense the club has started in 1976. She has always been willing to share her husband Don, by letting him work on other peoples cars. In the past she has even sewed seat covers, for herself and others.

Betty has been very active in the organization by leanding a helping hand where it is needed. She is a lady of loyalty and integrity. I have been very fortunate to have made her acquaintance.

Respectfully submitted

Ruth Griffith

Ruth Griffith

The regular monthly meeting of the Tucson Corvair Association was called to order at 7:27 p.m., by President Vern Griffith, at Picadilly Cafeteria on Wednesday, March 23rd, 1994.

Visitors were Janet Thompson (former member) and Richard Quiroz.

The minutes of the February meeting were approved as published in the March Corvairsation.

Treasurer Al Crispin reported a treasury balance of \$935.61.

Merchandise Chairman Don Robinson has one sweatshirt left for sale.

Vice-President Ron Bloom reported the April mid-month activity will be a meet with the Cactus Corvair Club at Picacho Peak. Interested members should meet Saturday, April 16th at McDonalds at Thornydale and Ina. Be ready to leave McDonalds at 9:00 a.m. sharp.

Catalina High School is having a car show on Saturday, April 23rd from 11:00 a.m. to 4:00 p.m. There is a \$5.00 entry fee.

Corvairsation Editor Lynn Bloom thanked the Griffiths for their continued help with the production and mailing of the Corvairsation.

Don Robinson agreed to continue as Merchandise Chairman for another year. Don also discussed the upcoming T.S.D. rally (time, speed and distance), May 30th. He will bring rules and rally check sheets to the next meeting. There will be numerous check points throughout the rally. Instructions will be clever, but straight forward. You don't necessarily need to drive a Corvair to take part, but two people per car (one driver, one navigator) are recommended.

The license plate raffle winner was Al Crispin.

Raffle prize winners were Larry Dandridge, Allen Elvick, Barry Cunningham and Bob Eggers.

Volunteers for April raffle prizes were Cecil Alex, Allen Elvick, Barry Cunningham, Ruth Griffith and Marcy Tucker.


Proceeds from March raffle ticket sales were \$26.00.

Barry Cunningham gave a technical presentation on the importance of your rear suspension and control arms.

Contact Al Crispin for the name of someone with a '64 2-door for sale. Cecil Alex has a turbo set-up for sale.

The meeting adjourned at 8:30 p.m.

Respectfully Submitted,


Marcy Tucker

Today I set here thinking of all the fun and wonderful fellowship I've had over my years in the Tucson Corvair Club. The people excepted me with open arms and I felt so welcome and comfortable. As I grew with all of you and become close to you I grew to respect each one of you, some I got close to than others but over all I admire and respect each and everyone of you, and your opinions.

So now as we grow together and new people join and take different positions in our wonderful club, I hope that as time pass's they too can say, "That's My Club" and I respect each and everyone that partakes and participates in all the appointed offices and activities. Together we can make a difference and have the best club in Arizona or even in the whole UNITED STATES.

Now as the year begins with all new officers and each partakes of their appointed positions I for one will support and do my best to help in any way I can. Some of our new officers will need your support, to understand and do what each position requires, as they have never held an office before. With all support from our members who has held offices, this will be a challenge and a new beginning. In hope that it will be a rewarding experience for each one of our new officers.

Now with each month and new activities I hope that I will see all of you more active. We have had so much fun in the past few activities, and we have had a great turn out! I want to thank everyone who has participated.

May is almost upon us and I'm very excited, graduation is approaching and it is always fun talking and seeing what the young adults hold for the future. Some will succeed and some not, and some will just give up. I for one pray that they never give in to the destructions that come their way, to hold on to the very best life can give. My son will be graduating this year and I for one will support and give him a guiding hand in all his decisions, as he ask. His life is just beginning and as I grew from the wisdom of my fellow elders I hope with all sincerity he can grow from the wisdom of the elders that pass through his life, and I pray he doesn't judge as though sometimes we often do. So as he grows and matures as all eighteen and nineteens do, I wish him and all the grradutes the very best in what ever they choose to accomplish in the future.

Lynn Bloom

Treasurer's Report

Balance March 7, 1994.....\$ 1302.76

Income

Raffle	\$ 26.00
Dues	\$ 24.00
Merchandise sales & cans....	\$ 7.42
Advertisers.....	\$
Misc. Parts.....	\$ 239.43
Flower Donations.....	\$
Name tags.....	\$
Total Income	\$ 296.85

Expenses

Postage	\$ 29.00
Jackets & embroidery.....	\$
Mid-Month (Ice, Soda, Etc.)..	\$
Flowers/card/misc.....	\$
Maint. Copier.....	\$
Name Tags.....	\$
Parts.....	\$ 554.06
Bank Exp.....	\$
Misc. Exp.....	\$ 41.20
Total Expenses.	\$ 583.06

Balance April 11, 1994.....\$ 1016.55

Al Crispin

Motor Vehicle Act Number 91-92, all motor vehicles sold in the state of Kansas after January 1, 1992, will be required to have the headlight dimmer switch mounted on the floorboard. The dimmer switch must be mounted in a position accessible to operation by pressing the switch by the left foot. The switch must be far enough from the left foot pedals to avoid inadvertent operation or pedal confusion.

Included in the Act, and beginning January 1, 1992, all other vehicles with steering column dimmer switches must be retrofitted with a floorboard mounted dimmer switch of the type described in section 1 above. The steering column mounted dimmer switch must be disabled or removed from the vehicle. Vehicles which have not made this change will FAIL the forthcoming Kansas Motor Vehicle Safety Inspection Program which is to follow.

It is recognized that this will cause some hardship for the driving public. However, this change is being made in the interest of public safety. Kansas DMV Act 298-99877 will revert all Kansas operated motor vehicles to the prevalent dimmer switch system in use prior to the influx of foreign market vehicles. A recent study entitled "Initiation Sequence in Kansas Nighttime Motor Vehicle accidents", was conducted jointly by the Kansas Highway Patrol along with the Kansas State University, Department of Research. It has been shown that 95% of all Kansas nighttime motor vehicle accidents are the direct result of a driver getting their foot caught in the steering wheel while attempting to activate a column mounted dimmer switch.

from the Mid-America Packards
The Data Plate

3/29/94

Dear Coward Club Friends,

Thanks to all of you for the lovely, colorful spring bouquet of flowers you sent!

They are so beautiful & I was really thrilled. They did "make my day" & brighten my recuperation.

My sincere thanks to each & everyone of you!

Sincerely
Barbara Eggers

Thank
You

TUCSON ASSOCIATION AND CACTUS CORVAIRS JOIN FOR PICNIC

The sun was out, the sun was bright, and the sun was HOT ! But thirteen hardy Corvairs brought their owners and families to Picacho Peak State Park for a glorious day of picnic, conversation, and tromping around. You could safely say the Cactus Corvair Club and Tucson Corvair Association picnic was a success. Before going further, I must apologize to Cactus Corvair Club for not getting your names and cars matched up - you guys brought some sharp cars ! Actually. All the cars were great examples of the Corvair line. And almost all examples of the Corvair line were represent.

The single forward control at the picnic was Ron and Lynn Bloom's Rampside; there were three beautiful convertibles in red, white, and yellow. Corsa's were there - Spysers and Spyder wanabes were there. Two doors, four doors; About the only cars not there were a Van and Wagon.

Each auto had the mark of its owner.

Methods of air conditioning installation was a big one; Ron Bloom's Rampside for instance, and Mark Aksamit's Corsa.

Another was cooling engine oil with remote mounted and fan assisted oil coolers. If you missed this one, you missed a good chance to see innovation in work. With hope that the two clubs can get together again - perhaps for a swap meet or tour, I would like to thank everyone who participated. Especially Steve Holmquist and Mark Aksamit - President and Vice President of Cactus Corvairs; and Vernon Griffith and Ron Bloom - President and Vice President of Tucson Corvair Association. Without their joint efforts this event could not have happened.

Happy Corvairing

Joseph M. Abate
"Tail Gunner Joe"

P.S.

Joe, I have the names of the Cactus Corvair Club! I am adding them to your article.

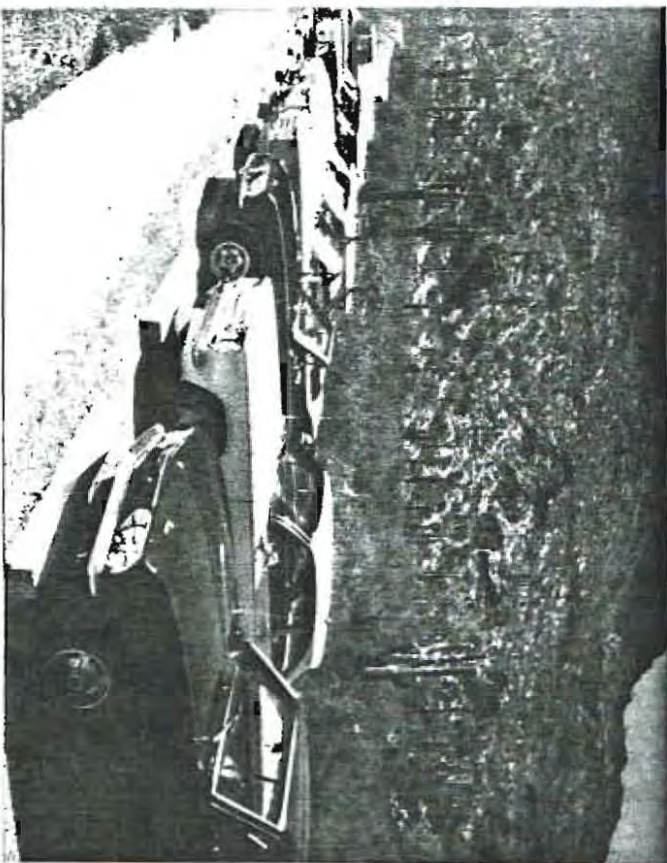
Joe and Susan, Thanks for your effort to get this article in, in just a short time. We hope you will write many articles for our future news letters.

Lynn

Earl & Retia Williams
Board Member
65 Monza 140
David & Mary Ann Nissen
62 4 Dr. 500 95
Matt Griffin
65 4 Dr. Monza
Steve Holmquist & Jeff
Pres. 65 Monza Conv.

Greg & Ginger Schupfer
64 Monza Conv. 140
Mark & Lauri Aksamit
V.P. 66 Corsa 140
Clinton Wheeler & Bud Goss
Board Member 65 Monza Coupe 110

Oh what A Beautiful sight"



" Big girls having fun"

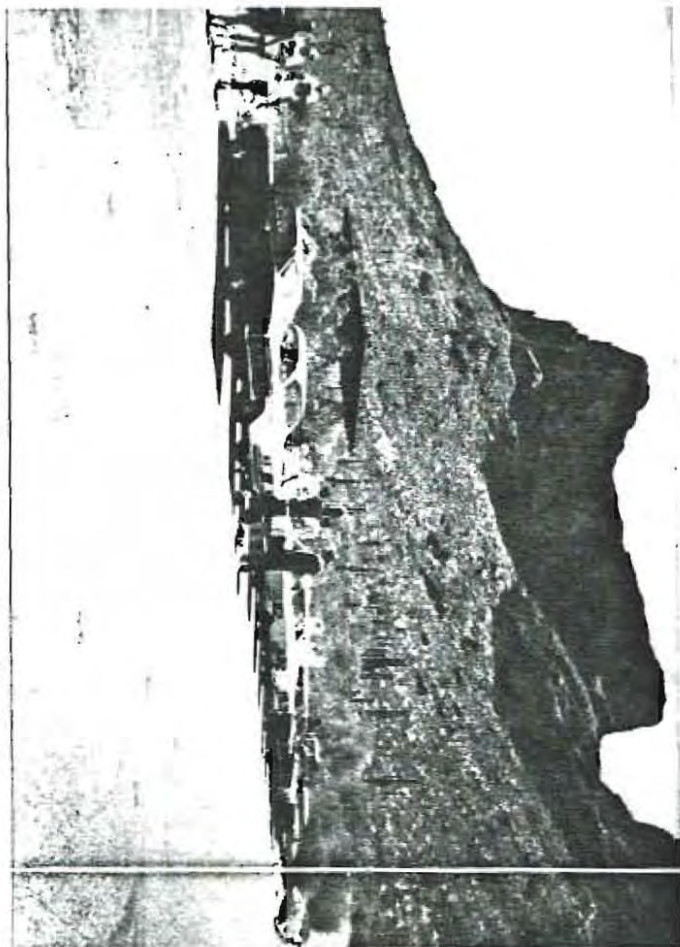


" Guy's Love to TALK Cars"



" Hey, Joe what About That wate
pumper"

" Cactus Club Arriving"





The Clunker Bill

Does Uncle Sam Want Your Car?

By: Clay & Mary Smith

STOP AND READ THIS!

Connecticut has recently passed into law Substitute House Bill #6842, which replaces Bill #5248 (the "Clunker Bill" which was defeated). This action has directed the State Department of Environmental Protection to develop a plan to scrap older (pre-1980) automobiles for the purposes of reducing auto emissions. The DEP must develop this plan and present it to the Connecticut State legislature by February 1994. Industries (you know, those places with the big billowing smokestacks) would receive "pollution credits" for supporting the program and helping to take the polluting cars off the road.

On October 30th I attended a rally against the Clunker Bill at the Connecticut State Capitol building, where, much to my dismay I might add, I was the ONLY Volkswagen person in attendance (Clay could not get the day off, otherwise there would have been a big-old 2 of us)! As soon as I found out about this rally, I called for more information and then called as many people as I could to tell them about it (CT Volkswagen people have been grossly uninformed about this Bill). This is YOUR hobby or YOUR business at stake, how important is it to you?

This sort of thing isn't just happening in Connecticut. Many other states are considering this type of law. Some states have already passed some sort of "clunker bill" (a.k.a. "accelerated vehicle retirement"), while many cities/towns are making things just plain difficult with new zoning regulations. Don't forget, Zoning Officers have all kinds of rights that you don't. They can come onto your land anytime they like and there's not a thing you can do about it.

In July 1992 a new law took effect in Kentucky. They can now cite the owner of a non-running vehicle as having a solid toxic waste hazard and fine them and charge them for its removal. In Michigan, the State Highway department cut down a man's "fence/cover" (trees) and did not fulfill a promise to build a fence. This man was prosecuted because his salvage yard was exposed. He won, so the local government changed the law and prosecuted him again. Each time he won, the wording of the laws were slightly changed...Could this happen to you? Recently the US Supreme Court refused to review a case in Santa Anna where the police broke down a man's fence to tow off two old cars, costing the city (sources say) \$300,000. Some zoning regulations will make it illegal for you to work on your vehicle outdoors, or even have unlicensed cars indoors or under cover. One man had a zoning officer walk into his garage, examine his restoration project and compliment him on his fine work, then tell him he would have to get rid of it--this offending nuisance was being illegally kept! A couple in Wisconsin who owned a dozen or so middle-aged vehicles--all were licensed and driven (no, not at once!)--was charged with

storing vehicles outdoors on their property in defiance of the local ordinance. They bought a house in another area where they were told they would not be breaking any laws by parking their registered vehicles on their property. Within a few months they were given notice that they were breaking the law by storing so many vehicles on their land. A man in Washington, DC, had several hundred dollars worth of repairs done on his '69 Karmann Ghia in preparation of selling it. Since he seldom drove to work, and when he did he used his SAAB, he left his Ghia parked on the street in front of his apartment (this vehicle was properly licensed and registered and had a valid residential parking sticker). Someone in the neighborhood reported it as an abandoned vehicle, and a DC policeman inspected the "junk" vehicle and had it stickered for towing and immediate destruction. His wife noticed the sticker while receiving a delivery at home and immediately called him. When she returned to the car to put a note on the windshield, it had already been towed. When the man was finally able to get in touch with the officer who had stickered it, he was informed that the vehicle was destroyed the same day it was towed.

Here's the ultimate horror story. A man in San Bernadino County, the (former) owner of the most complete and extensive Corvair collection--120 to be exact, with at least one of each body style for each year the Corvair was made from 1960-1969--is mourning the loss of his "old cars". San Bernadino County confiscated his cars, placed him under house arrest and forced him to go to his storage yard three days in a row and watch as a large fork lift picked up and loaded his Corvairs into the crusher. The owner was told that he was in violation of zoning regulations--the zoning had been changed 3 years ago, while he had been there for 10 years. It all started with a complaint that he was keeping a "public nuisance", even though his cars were parked in neat rows behind a seven foot high fence, with a 24 hour watchman on site.

While former President Bush's Roth Clunker Bill is no longer a major threat, the EPA is now pushing each state to adopt its own clunker bill as a means of complying with the Clean Air Act. Louisiana has recently passed a law to implement a cash-for-clunkers program. New York has passed regulations to develop a buy-back program, using California's as a model. Virginia's legislature will be studying a retirement program for old cars.

What these bills will actually do is provide pollution credits so the real sources of pollution will be able to evade their legal, moral and financial responsibilities in addressing the environmental problems that plague the US (as well as the entire world). These programs are being supported by industries that cannot meet their mandatory pollution standards. In 1990, when Unocal, a California company, couldn't meet the pollution standards, it hatched this wonderful plan. In one summer they


destroyed approximately 8,300 old cars and applied the pollution credits from the cars to their smoke stacks rather than cleaning them up. What will Industry do once the millions of old cars have been crushed? The polluting companies will still be polluting. Will they find a way to reduce their emissions or find another scapegoat (heaven forbid Government should go after big industry polluters!)? Under these wondrous plans, the companies would buy old cars for about \$700-\$1,000 and receive "pollution credits". A polluting oil refinery could buy these cars and crush them, receiving credits, and continue to pollute. Auto thieves will now have a good reason to go after your beloved '57 23-window Deluxe Microbus (other than the fact that it's just plain beautiful), as well as preying on the average Joe's old Plymouth, Ford or Chevy, not just the rich man's Mercedes, BMW, or Acura. Just how closely will these irresponsible polluting companies be looking at the paperwork anyway? When you compare the pollution created to build a new car against the pollution created by a well-tuned old car, will there really be any advantage to crushing the old car?

Contrary to what people might like to believe, the dirtiest of cars are not necessarily the older cars. Yes, many older cars do create a significant amount of pollution. Not necessarily because of the car's age or design, but because of a lack of maintenance. Most of us keep our cars well-maintained, but the average owner spends as little time and money as possible to keep their car running. They rarely give their cars tune-ups or have work done needed to maximize their fuel efficiency. There are many newer cars with worn piston rings, carburetors that run too rich, have emissions control devices that are inoperable or missing, etc. The answer is not to punish every old car owner by scrapping all older cars, but to emphasize better and more frequent maintenance of older (and many newer) cars. If a 1972 Dodge Dart had bald tires and a loud exhaust system, should all 1972 or older cars be crushed? If your oldest child threw a rock through your neighbor's front window, would you punish your younger child as well? A well-tuned old car can be made to comply with pollution standards set for new cars. Is this plan to crush older cars a plan by various companies to create a market for new parts rather the used parts desired and so often purchased by old car owners? Modern day cars are not necessarily the answer to pollution.

These clunker bills by themselves are only half of the problem. The other half is the zoning, vehicle licensing / registration, and legislative procedures and rules which could very well turn a "voluntary" program into a mandatory one. No single bill can actually mandate the elimination of our treasured vehicles, but the combined effects of different legislation can. This sort of legislation will also greatly affect a huge population in this country that relies on old cars for daily transportation--not everyone can afford a new/newer car. Legislature that supports crushing older vehicles will increase the demand for and the prices of remaining older cars, as well as used parts. This sort of law would have negative impacts on "auto recyclers" (yes, junkyardst!), used parts dealers, repair shops, used car dealers, the list could go on forever.

This isn't just about old cars. At stake is your constitutional right as an American citizen to own and enjoy private property. Please, just a few minutes of your precious time and a piece of paper and a pen can make all the difference in the world...

Write to (and/or call) your Senators/Representatives/Congressmen. These people are listed in the "blue pages" of your phone book under "US Government". Remember, these people are supposed to be representing YOU. If you don't let them know how you feel or how this will affect you, how are they supposed to find out? Remind them who put them there and who can take them out. Let them know that as a concerned citizen, old car enthusiast, you oppose any legislation that would penalize or unjustly tax ownership of any older vehicle in any way, shape or form, or restrict the ownership and/or right to drive and enjoy these cars. Call the White House Comments Office (202-456-1111 / 9am-5pm EST) and leave a message that you are against the EPA Pollution Credits for Clunkers Plan. Get off your rear axle and do something about this before it's too late! Many of you think this won't make a bit of difference. You're right. It won't. IF YOU DON'T DO IT!! To find out more about what you can do, contact (and even join) your state's "Council of Car Clubs" or COVA (Council of Vehicle Associations, 10400 Roberts Road, Palos Hills, IL 60465--no, this is not a commercial). COVA is a non-profit organization working to protect the old car hobby who needs your financial support. They can keep you informed of any developments, and you can choose the level of involvement you would like in the club. Another great source of information is Year One, Inc. Year One is a company in Tucker, Georgia, which specializes in American Muscle Car parts. They are very involved with COVA and have put together a great information packet (more like a magazine!). To request a FREE copy of this information packet, write: Year One, Inc., Legislative Alert Packets, P.O. Box 129, Tucker, GA 30085 or call (800) 950-9503. I spoke with Mike Sheeby, who was most helpful. This publication was the source of information for my article.

"One man's garbage is another man's gold." Is the Government really prepared to start defining for us what is garbage and what is gold? **THIS IS OUR FUTURE, ACT NOW!** 

"EPA Pollution Credits for Clunkers Plan"
White House Comments Office
(202) 456-1111 9am-5pm EST

"Council of Car Clubs"
COVA / Council of Vehicle Associations
10400 Roberts Road
Palos Hills, IL 60465

Year One, Inc.
Legislative Alert Packets
P.O. Box 129
Tucker, GA 30085
(800) 950-9503



Vairs 'n Spares

FOR SALE: 3:89 Diff. needs repair, Gen. Misc. items, Call Ron Allen (602) 883-8458

DO IT YOURSELF: Large Inventory of new parts plus small selection of used parts. Call Al Crispin (602) 722-9445

FOR SALE: 62 two dr. 110 HP, PG, Red, New fuel pump, Reg, Battery, New brakes, New tires, Everything in good shape! \$ 2000.00
Call Merle Williamson (602) 290-6655

FOR SALE: CORVAIR PARTS. Large outdoor yard full of great Corvair parts. Call Barry Cunningham for information at (602) 747-9028.

CORVAIR PARTS: Large selection of early and late. Reasonable prices. Larry Dandridge, (602) 571-9680.

FOR SALE: 64 Monza 2 dr. parting out, Call Del Light, (602) 883-6794 or 883-5902

FOR SALE: 6 ea. N.O.S. eng. cyl. and Piston units complete. GM p/n 3847843 (for 64 Corvair) \$400.00 Call Don Chastain (602) 886-1076

PARTS FOR SALE: Early rear axle bearings, Wanted, FC hub caps. Call Ron Bloom (602) 747-4842

*****NOTE--- Ads in VAIRS & SPARES are free to TCA members. Non-members can place a four line ad for \$2.50. Send ads directly to Corvairsation editor*****

TUCSON CORVAIR ASSOCIATION REGULAR MONTHLY MEETINGS
FOURTH WEDNESDAY of each month (except December)

Piccadilly Cafeteria, 6767 E. Broadway, Tucson

6:00 pm: Parking Lot Bull Session

6:30 pm: Dinner (optional)

7:30 pm: Meeting starts

COMING EVENTS

**PLEASE CONTACT A
 BOARD MEMBER WITH
 ANY SUGGESTIONS!!**

April 16	Cactus Corvair Club -Picacho Peak 10 am
May 30	Don Robinson Rally
June 18	Maderia Canyon - Picnic
July 16	Pool Party Ron & Lynns Place
Aug 20	Progressive Dinner - Evening
Sept 24	Ft. Huachuca
Oct	Casa De Los Ninos Car Show
Nov	G.W.F.B.T.\ Titan Missile\Pima Air Museum
Dec 21	Christmas Celebration
Jan 21	Tune up Clinic
Feb	Marana Car Show

C Regular Monthly Meeting: Wednesday , April 27 , 1994

C TCA Executive Board Meeting: May 5,1994 Sir George's 22nd & Columbus 7:30pmC

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FIRST CLASS MAIL