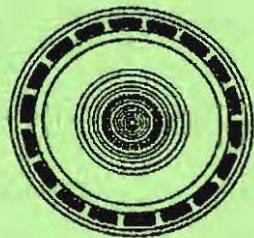


Continuation

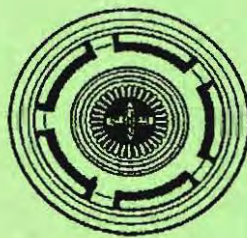
Tucson Corvair Association
Volume 24, Number 1

Tucson, Arizona
March 1998

1964



1965



1965-66



1966



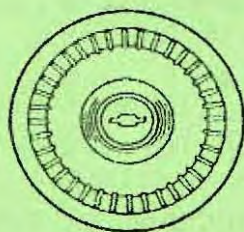
1964-66



1965-66



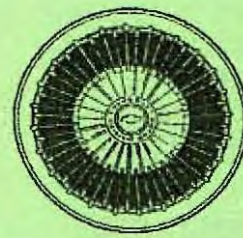
1967-69



1967-69



1967-69



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 \$22.00 per year for Fa. and \$ 15.00 for singles , (includes name tag) renewable \$ 18.00 and \$ 15.00 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 \$28 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 1st for that month's issue. Mail or deliver all materials to the Editor.

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PRESIDENT'S MESSAGE....

I am looking forward to the coming year with a mixture of apprehension and excitement. Following in Don Henn's footsteps will be a formidable task, but I will give it my best shot. I think that with everyone's continuing support we will have a successful year.

If anyone has suggestions for outings or ways to make improvements, please let the board members know. We are looking for ways to improve participation and increase our membership base.

We had a good outing in February at the Triple C Chuckwagon Dinner. The food was good, the music was good and the jokes were great. They even made me laugh. I noticed that Herb had to remove his glasses to wipe the tears away. I think everyone had a good time. The Adventures of the Cisco Kid at the Gaslight Theatre should be another fun time. Hope to see you there.



Allen

Coming Attractions.....

WHAT: March outing at Gaslight Theatre
"Adventures of the Cisco Kid"

WHEN: 3-20-98 Friday evening @5:30

WHERE: We will meet at Little Anthony's on Broadway at 5:30 for dinner. The doors of the theater open at 6:15 and food, Drinks, and desserts can be also be purchased in the the Theatre before or during the performance. Be ready to Cheer the hero and Boo the Villian.

And then.....

The next month outing is the annual meeting with Cactus Corvair At Picacho on Saturday April 18th. We are furnishing the grub and Doing the cooking. There will be crafts for sale as well as a silent Auction for the 50/50 fund raising for both clubs. Plan to be there, Hopefully the wild flowers will still be blooming.

Minutes of Membership Meeting- 2/25/98

The regular meeting of TCA was called to order on February 25 at 7:30:22 PM, by President Don Henn, at the new location, Denny's on Broadway just east of Wilmot. This was Don's last meeting as President. There was two guests present, Robert Pensa, owner of a '62 coupe which he drove to the meeting and James Biscoff, who was visiting for the second time and is joining the club.

Treasurer (Allen Elvick) - Due to the overwhelming excitement of the elections to be held at this meeting, the Secretary went into a state of euphoric relapse and neglected to record the Treasurer's report.

Membership (Ann Henn) - There have been 17 renewals under the new dues schedule. With the three life members, this brings the current membership to 20. There are 11 past due memberships, which when paid will bring the total to 31.

Library (Dave Baker) - Nothing new

Merchandise (Don Robinson) - Don to look into a local shop that does logo's on jackets. The shop already has our logo.

Corvairsation (Lynn Bloom) - Nothing new. The deadline is still the 10th of the month but no one ever meets it.

For Sale - Carry over from last month: 67 4-dr sedan, beige, auto, was A/C. In SW part of town. Owner asking \$400 to \$500. See Gordon. Corsa dash, make offer - Dave Baker

Activities (Lynn Bloom) -

February 28 - Night at the Triple C (now past - 14 people attended. A good time was had by all).

March 20, 1998 - Friday night. 7:00 PM, Gaslight Theatre for the "Cisco Kid" ("Hey Cisco, let's went"). Doors open at 6:15PM. Allen Elvick needs money by March 3. Prices are \$10.70 adults, \$6.42 for kids.

April 18: Annual Picacho Peak joint picnic with Cactus Corvair Club. Rescheduled from April 4. Our club will supply the meat for the BBQ and do the cooking. Cactus will be in charge of the games. There will be a car judging. Everyone is encouraged to bring a "white elephant" item for the silent auction (does not have to be auto related). Proceeds will be divided between the clubs.

A'comin' up, but not scheduled:

White Stallion Ranch, Boyce Thompson Arboretum Tour

Old Business - Nominations were updated:

Lynn Bloom had declined the nomination for President, but Allen Elvick accepted. The updated slate:

President - Allen Elvick Vice-President - Larry Dandridge

Secretary - Herb Berkman Treasurer - Allen Elvick

Board Member @ Large - Barry Cunningham

Beverly Baker accepted appointment as Membership Chairman.

(There is no known restriction on Allen holding both offices)

Parts: At the last E-board meeting Al Crispin agreed to update the inventory list, which will be published in the Corvairsation. We will be looking to increase the amount volume of parts business. If there is no increase we will reconsider liquidating the inventory.

New Business - Moved by D. Robinson: elect the slate by acclamation. Second: Gordon Cauble. Passed Unanimously.

Prizes - There were no tickets, so Larry Dandridge made some: Winners were **Allen Elvick, Don Henn, Suzanne Cauble, Vern Griffith, Lynn Bloom**. Next month prizes: **Herb B., Don R., Allen E., Don H.**

J.O.E. - **Gordon Cauble** told one about Lute Olson, North Dakota and an old guy.

Program - General talk about car problems, and again, none of which were resolved. **Next month** (that would be March) there will be a presentation on silk screening of T-shirts.

Meeting adjourned sometime around 8:51:10 PM, more or less.

Respectfully submitted,

Herb Berkman, Secretary

MARCH TREASURER'S REPORT

BEGINNING CASH ON HAND.....1047.37

INCOME: (ACCOUNTS RECEIVABLE)

Ads.....00.00
Badges/Pins.....00.00
Raffle Tickets.....23.00
Can Money.....00.00
Parts.....00.00

Dues:

Ron and Lynn Bloom.....6.00
Don Robinson.....6.00
Herb & Jonnie Berkman.....7.50
Dave & Beverly Baker.....3.00
Bill Maynard.....10.00
Van Pershing.....15.00
Total Dues.....47.50

Triple C Outing.....178.00

TOTAL INCOME (ACCOUNTS RECEIVABLE).....248.50

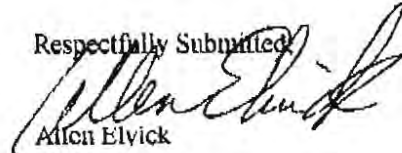
EXPENSES: (ACCOUNTS PAYABLE)

Triple C Outing.....168.00 **
Stamps.....48.50
**Used \$10.00 off coupon

TOTAL EXPENSES: (ACCOUNTS PAYABLE).....216.50

ENDING BALANCE: (CASH ON HAND).....1079.37

Respectfully Submitted



Allen Elvick

"Mr. T-Square"

Van Pershing

For over the past five years in every issue of the *CORSA Communique* there has been an ad in the classified section offering plans by "Mr T-Square" for center consoles for various models of Corvairs. Check any issue and take a look at one of the ads. Who is "Mr. T-Square"? He is Allen Schnorf of the Heart of America Corvair Owner's Association. He is an architect by trade and has been involved with Corvairs since 1968. His first Corvair was a pre-owned '65 Monza 110 purchased in 1968. It became the "daily driver" until it was retired in 1978. His daily driver now is a Corsa convertible.

It all got started several years ago when Allen tried to order several consoles from Clark's only to discover they had been discontinued. He had several Corvairs at the time and each had it's own special need. His eldest daughter had a specific stereo system envisioned for her Monza, his youngest daughter had something different in mind for the Corvair she was driving, and Allen is a CB nut with completely different needs. His first unit was done totally by trial and error. Being an architect and knowing that he planned on building two more consoles, he decided to draw some universal plans that would save a bundle of time, be more accurate and make construction easier. It then occurred to him that there were probably a lot of other people who could benefit from his efforts, so he put together plans that can be used by virtually anyone and made them available.

CONSOLES

The products that Allen offers are plans for what he calls "Creature Comforts". The most difficult of "comforts" are the consoles, because there are so many variables to contend with. The console patterns consist of full-size drawings for the basic construction and lots of ideas for making a unit that suits the individual. There would be no way for plans to include all the variations for the tons of electronic equipment that would work nicely in a Corvair, but the plans do include the basic layouts for early and late model cars with standard or automatic transmission. Many construction hints are included in the plans. The basic shell is made of plywood and is very easy to construct. With a set of these blueprints a person can eliminate hours of trial and error fitting and cutting. There's nothing magic or secret here. Anybody with plenty of creative juices and time could design themselves a nice console, but for the average "tinkerer" these plans will prove to be invaluable. There are several 24" x 36" sheets that include a myriad of clever ideas and details on

installation and construction of features, from fancy cup holders to stereo equalizers and speakers to CB radios.

Some owners may wish to have only a compartment for gloves, maps, and other odds and ends. One of the units Allen built includes a courtesy light for the front passengers attached to the top of coin container/co-ax switch. This also gives light to light to the rear passenger area when lifted up. In conjunction with the co-ax switch, the installation has a 3-channel CB radio, a combination AM-FM/8-track stereo unit, 2 front speakers and an illuminated SWR meter with a radio antenna installed on the back of the console. An original Motorola reverberator control is centered above the AM-FM/8-track along with 6 toggle switches which control 7 lights and 5 additional fans. There is also a center "lift up" door that helps conceal the under-dash mounted equipment should you park somewhere undesirable and are worried about theft at least the visual temptation is gone. So, as you can see, the consoles can go from very simple and economical to very complex and expensive.

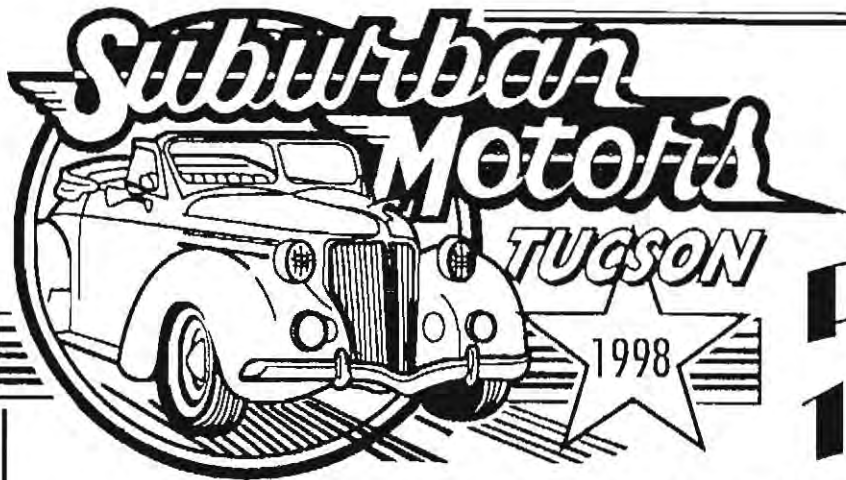
The consoles are designed for the "purist" and the "unpurist" as well. There are no holes to drill or metal to cut on the car itself. Existing hole and mounting points are used. The console can be added and later removed without evidence of its existence. Allen has built about 6 of these units personally, all different, for his own cars as well as prototypes to eliminate problems and try different ideas. With all the work he has done, if there are any bugs remaining they are very minor.

LATE MODEL HEATER IMPROVEMENTS

Another "comfort" item Allen has done a ton of work with is the heater/defroster system. He presently owns '65/'66 vintage Corvairs so hasn't done any detail work yet on early models. In designing the front defuser box on the late model cars, Chevrolet somehow managed to restrict the flow, especially toward the passengers side. Allen offers 2 large 24" x 36" sheets chocked full of details and full size patterns on the simple modifications which will greatly improve the performance of the heating system.

REAR WINDOW DEFROSTERS

At least on the late model sedans and convertibles, Chevrolet ran the duct work in a very convenient manner to facilitate the routing of hot air to the rear window. You have to wonder why it was not offered as an option, except for possibly the control



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cost. It works great! You can penetrate the floorboard below the rear seat, construct and insert a damper door with a control cable, add one to three fans assemblies to the package area on coupes and sedans or the top storage area on convertibles, and direct hot air right onto the rear windows. The plans Allen offers are specifically for late model cars and, again, go into great detail. The plans include a Stage 1 installation which shows the construction of a package shelf cover which not only will do the defrosting job but make a great place to mount speakers. Stage 2 shows the details of the duct work and damper door required to route the hot air from under the rear seat to the window and Stage 3 shows the details of building a special panel for the dash that allows for an extra set of stock heater controls to operate the rear window defroster. Plans for the for late model convertibles can be ordered separately. Here too there are not great secrets but Allen has done all the dirty work eliminating 99% of the trial and error that typically go with these kinds of projects. Even though the plans do not specifically address the early model, the same principles could easily apply and the ideas from the plans would help a great deal.

CERAMIC COATING

As an architect Allen receives brochures from many manufacturers claiming how great their products are. Among these is an insulating paint by Insulating Coatings Corporation of Inverness, Florida which is intended for insulating buildings. It consists of ceramic particles similar to the material used on the space shuttles. The manufacturer appears to have emulsified the particles in the paint, producing insulating qualities that really work. Allen removed the "belly pan" and painted all the ductwork from the heater box to the front floorboard penetration. The inside face of the belly pan was rust treated and painted with a urethane coating and then the ceramic coating was added. The product appears to be a latex based so putting it directly on the rust treating or bare metal is probably ill-advised.

The results: On a 30°F day after idling the engine for 5 minutes, a thermometer was inserted into the heater outlet and allowed to stabilize for 5 more minutes with the engine running with the following readings:

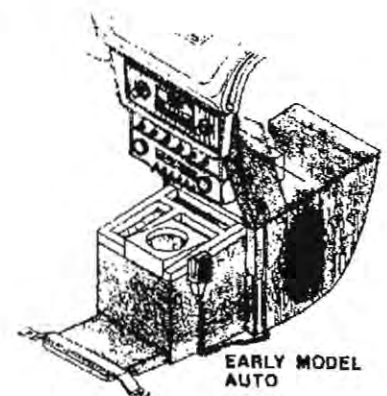
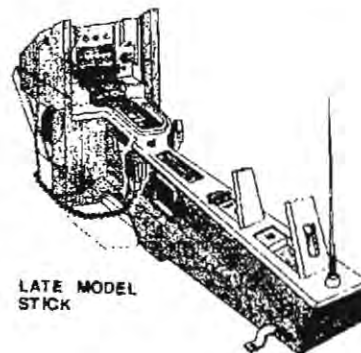
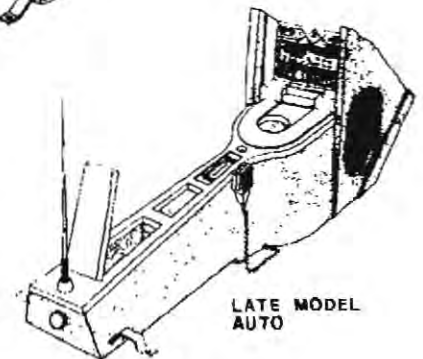
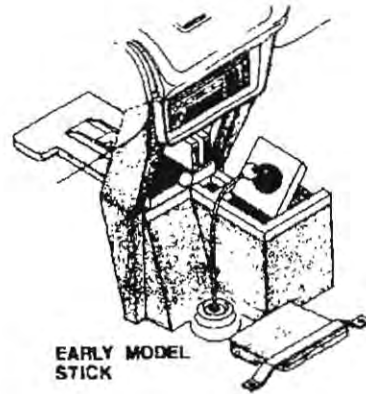
- 175°F 140 Corsa with painted ductwork
- 130°F 140 Monza without painted ductwork
- 160°F 110 Monza with painted ductwork

With these kinds of numbers one can only imagine the heat losses experienced on a sub-zero day.

The paint is expensive though and takes about a quart of the stuff to perform the above described procedure. It can be obtained from Allen for about \$15 per quart plus his shipping and handling.

Cost of the plans and specification are minimal. Allen says he charges enough to cover the printing costs, envelopes, ads, postage, etc. The prices he is

asking for the plans are well worth the cost for the voluminous amounts of information he is providing. For further information contact Allen C. Schnorf, "Mr. T-Square", P.O. Box 13025, Kansas City, MO 64105.





Happiness

Happiness is something you create in your mind,
Not something you search for but can't seem to find,
Not something that's purchased with silver and gold,
Not something that force can capture and hold—
It's just waking up and beginning each day,
By counting your blessings and learning to say,
It's giving up thoughts that breed discontent,
And accepting what comes as a gift heaven sent—
It's giving up wishing for things you have not,
And making the best of whatever you've got,
It's knowing that life is determined and planned,
And that God holds the world in the palm of His hand—
And it's by completing what God gives you to do,
That you find contentment—and happiness too.

60 Fun Things to Do in an Elevator

60 Fun Things to Do in an Elevator

1. Make race car noises when anyone gets on or off.
2. Blow your nose and offer to show the contents of your kleenex to other passengers.
3. Grimace painfully while smacking your forehead and muttering: "Shut up, darn it, all of you just shut UP!"
4. Whistle the first seven notes of "It's a Small World" incessantly.
5. Sell Girl Scout cookies.
6. On a long ride, sway side to side at the natural frequency of the elevator.
7. Shave.
8. Crack open your briefcase or purse, and while peering inside ask: "Got enough air in there?"
9. Offer name tags to everyone getting on the elevator. Wear yours upside-down.
10. Stand silent and motionless in the corner, facing the wall, without getting off.
11. When arriving at your floor, grunt and strain to yank the doors open, then act embarrassed when they open by themselves.
12. Lean over to another passenger and whisper: "Noogle patrol coming!"
13. Greet everyone getting on the elevator with a warm handshake and ask them to call you Admiral.
14. One word: Flatulence!
15. On the highest floor, hold the door open and demand that it stay open until you hear the penny you dropped down the shaft go "plink" at the bottom.
16. Do Tai Chi exercises.
17. Stare, grinning, at another passenger for a while, and then announce: "I've got new socks on!"
18. When at least 8 people have boarded, moan from the back: "Oh, not now, Darn motion sickness!"
19. Meow occasionally.
21. Bet the other passengers you can fit a quarter in your nose.
22. Frown and mutter "gotta go, gotta go" then sigh and say "oops!"
23. Show other passengers a wound and ask if it looks infected.
24. Sing "Mary had a little lamb" while continually pushing buttons.
25. Holler "Chutes away!" whenever the elevator descends.
26. Walk on with a cooler that says "human head" on the side.
27. Stare at another passenger for a while, then announce "You're one of THEM!" and move to the far corner of the elevator.
28. Burp, and then say "mmmm...tasty!"
29. Leave a box between the doors.
30. Ask each passenger getting on if you can push the button for them.
31. Wear a puppet on your hand and talk to other passengers "through" it.
32. Start a sing-along.
33. When the elevator is silent, look around and ask "is that your beeper?"
34. Play the harmonica.
35. Shadow box.
36. Say "Ding!" at each floor.
37. Lean against the button panel.
38. Say "I wonder what all these do" and push the red buttons.
39. Listen to the elevator walls with a stethoscope.
40. Draw a little square on the floor with chalk and announce to the other passengers that this is your "personal space."
41. Bring a chair along.
42. Take a bite of a sandwich and ask another passenger: "Wanna see wha in muh mouf?"
43. Blow spit bubbles.
44. Pull your gum out of your mouth in long strings.
45. Announce in a demonic voice: "I must find a more suitable host body."
46. Carry a blanket and clutch it protectively.
47. Make explosion noises when anyone presses a button.
49. Stare at your thumb and say "I think it's getting larger."
50. If anyone brushes against you, recoil and holler "Bad touch!"
51. Bring a water pistol. Soak everyone's shoes.
52. Start brushing off invisible bugs from your arms, screaming "Aaughhh! Get them off!"
53. Challenge your neighbor to a "Tic-Tac-Toe" tournament.
54. Laugh hysterically for five seconds, stop, and glare at the other passengers like they are crazy.
56. Make chalk drawings on the walls.
57. As the elevator is going up, jump violently up and down, shouting "Down! I said down, darn it!"
58. Crouch in one corner and growl menacingly at everyone who gets on.
59. Try to get a game of "Twister" going.
60. Wrinkle your nose and smell the air repeatedly. Sniff at your neighbor suspiciously, give a disgusted frown, and take a step away.

TUCSON CORVAIR ASSOCIATION LIBRARY

1960 Corvair Shop Manual
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1962-63 Corvair Shop Manual
1964 Corvair Shop Manual
1965 Corvair Shop Manual
1966 Corvair Shop Manual Supplement
1967 Corvair Shop Manual Supplement
1968 Corvair Shop Manual Supplement
1969 Corvair Shop Manual Supplement
1965-69 Corvair Service Manual
The Auto Body Repair Book
How to Keep Your Corvair Alive
Chassis and Body Parts Catalog, 1960-69
Servicing the Corvair-Powerglide Transmissions
Corvair Reference Guide
American Corvair Parts Catalog
Clark's Corvair Parts Catalog, 1995-98
Wall's Underground Corvair Parts Catalogue, 1996
Car Collectors' Magazine, 1979
Corvair Decade
Corvair Affair
How to Hot Rod Corvair Engines
Chilton's Repair and Tune-up Guide for the Corvair
Unsafe at Any Speed, Ralph Nader
Stories from a Twentieth-Century Life, Sears
Corvair History and Restoration
Windmill, 3-1-71 to 10-1-72
Corva Communiqué, 1972 to present issue
Corva Quarterly, 1971 to summer 1978
Corvairsation, 1978 to present issue
Corvair Tech Guide, 1996
Southwest Corvair Catalog, 1997

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Blower Bearing Greaser
Idler Arm Replacement Tool

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Pot Luck Party, 1991, Bakers

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Send ads directly to Corvairsation editor*****

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