

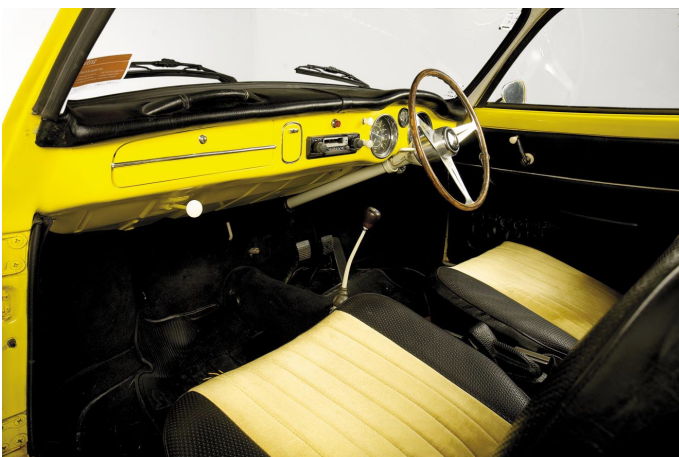
The Karmann-Ghia was introduced by Volkswagen in 1955 and immediately received accolades for its smoothly rounded styling. Many Reviewers instantly labelled the new car as a distinctive fashion statement. This was probably a good thing. The chic coupe may have added aerodynamic refinement to the upright Beetle, but the Karman-Ghia's performance only offered marginal improvement over the iconic saloon. To be sure it shaved off 10 seconds off the Beetle's 0-60 mph time - but 35 seconds is hardly dragstrip material! The 30 hp 4-banger probably required a downhill stretch to reach its supposed top speed of 74 mph. During its life, the Karmann-Ghia gained larger more powerful engines with its final models in 1974 being powered by a 50 hp 1584 cc Volkswagen motor.

However, there many VW enthusiasts who craved more power and turned to air-cooled Porsche power for their vehicles. With the introduction of the Corvair in 1959 another avenue was opened.

Doug Bremmer of Auckland, New Zealand built this example featuring a 140 hp Corvair engine before succumbing to cancer in 2006. Doug's younger sister Elaine and her husband Terry now enjoy the car which receives regular weekend use and sees many local and regional car shows and events.



## MORE POWER FOR A KARMANN-GHIA



## Tucson Corvair Association



Established 1975

The 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 (CORSA) as Chapter 357.

Membership dues are \$15 per year for individuals and \$18 for families. Initial dues are \$19 for individuals and \$22 for families (includes name tags). Make checks payable to the Tucson Corvair Association.

Change of Address: Report any change of address or phone number to the Membership Chairperson. Do not report such changes to the Corvairsation Editor.

CORSA membership dues are \$38 per year (\$76 for 26 months) and include a subscription to the CORSA Communique, a monthly publication. CORSA memberships is not required for membership in the Tucson Corvair Association, but is highly recommended. See any TCA officer for more information.

Classified ads are free to members and \$3 per 4-line ad for non-members. Deadline for materials submitted for publication is the 10th of the month.

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# TCA 2009 Events at a Glance

- Sat, Aug 22** Cruise Night at Sonic. We usually don't have a mid-month in August because it's a little toasty, but we're going to have a cruise-in at the Sonic Drive-In on First Ave between Prince and Roger.
- Wed, Aug 26** Regular Monthly Meeting. Parking Lot Bull Session at 6:30pm. Meeting starts at 7:00pm. Last Chance Garage, 3605 N Vine (east of the corner of Prince and Mountain).
- Wed, Sep 2** Meeting of the Board of Directors. 7:00pm at Bill Maynard's Last Chance Garage. Evryone welcome!
- Sep 19 & 20** Tune Up Clinic at the Last Chance Garage. Starts and 10:00 both Saturday and Sunday and will go until everybody is sick and tired of working on their cars!
- Fri, Oct 2** 50th Anniversy of the Corvair. O'Riely Chevrolet. Stay tuned for details.
- Sat, Oct 17** Tucson Classic Car Show. This is the big one so get out the rubbing compound and the wax!

## Looking for a New Meeting Place

The time has come to move our meeting location. The Board of Directors is seaching for a place to meet. Many different possibilities are being considered not the least of which is that it will located centrally, there will probably be food involved and wherever we land we hope not to move for a long time. We will be discussing it the next meeting to get everyone's input before a final discission is made. It is the goal to meet in the new location for September meeting. Stay tuned for details.



# July Meeting Minutes

Minutes from the TRA Regular Meeting held July 22, 2009 at 3605 N Vine St., Tucson, Arizona

**Members Present:** Lynn Marrs, Ron Bloom, Ken Farr, John Frugoli, Dave Lynch, Van Pershing, Barry Cunningham, Cassidy Cunningham, Mike Strong, John Young, Amy Young and a soaking wet Bill Maynard.

President Lynn Marrs called the meeting to order at 7:06pm.

**Approval of the Minutes for June:** Motion to approve the May minutes was not made as the recording secretary made for Costa Rica without first having fulfilled his duties. The June minutes will appear in the August Corvairsation (but not really!) to be approved at the August monthly membership meeting.

**President's Report:** Lynn was pleased to report that Bill Maynard's Lakewood was featured in a movie being shot in Cave Creek as a senior high school project. Other autos featured in the shoot were: a 1969 Corvair sedan from the Cactus Car Club in Phoenix; a 1962 Rolls Royce; and Austin Healy; Lotus and a custom street rod. In addition to having his car featured, Bill himself had his big Hollywood break and was given a speaking role in the film. Reporting on the July mid-month trip to the Little Anthony's Car show, there were 7 Corvairs at the show which featured some muggy weather and some great cars. Lynn announced the Murphy baby is due in late September. In lieu of a mid-month activity, which is typically foregone in August, the president suggested a cruise the night of August 22nd. Those interested should meet at the Sonic Drive-In at 7pm. A warm welcome back was extended to John and Amy Young. Lastly, Lynn offered to open up her home to the club for a BBQ on October the 25th at 4:30. Details of this event will be worked out in the coming months.

**Vice President's Report:** Given his newfound fame as a future star of the silver screen, Bill Maynard was late to arrive and given his appearance, had likely been on a weeklong bender.

**Treasurer's Report:** Treasurer Barry Cunningham reported an opening balance of \$2,364.86 and an ending balance for the month of \$2,418.86. Income received was from the monthly raffle and the sale of two t-shirts and the only expense was to the Arizona Corporation Commission for renewal of the TCA license. In addition, Barry is working on finalizing the 2009 membership roster.

**Raffle:** There were four raffle prizes furnished by Ron, Ken and Dave. Winners included: Van, Bill, John and Ken. A call for volunteers was made for members to supply gifts for the raffle at the August membership meeting and was answered by Ron, Ryan and the Youngs.

**Tech Talk:** Ron brought a speedometer gear that had been chewed up and needed input on troubleshooting. The Clark's

catalog was consulted and it was concluded that the incorrect gear had been installed in the first place. Dave had a show and tell with some white powder he claimed did wonders on removing small scratches from mirrored glass surfaces.

**Miscellany:** John Frugoli reminded the club that Lisa would be restoring the placards that will be used at the October event at O'Reilly Chevrolet and needs to be put in contact with Alan Elvick to arrange for their pick up. John also volunteered a 1969 Corvair body to be donated to the club to be rebuilt as an autocross car.

**Adjournment:** Motion to adjourn was made by Dave Lynch at 8:06pm and seconded by Bill Maynard. Motion to adjourn was passed.

Respectfully Submitted,

Ryan Green  
Recording Secretary

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## Little Anthony's Diner - July 18, 2009



# VALVE ADJUSTMENT

Mike Dawson

This article comes courtesy of the VairCor, the monthly news let,m

Normal Corvair engines should not need periodic valve adjustment if they are either original or have been adjusted properly during service, such as a seal job. If hydraulic lifters are adjusted somewhere outside their range of automatic adjustment, they will either hold the valve open which causes a miss, or they will be noisy and not open the valve completely, which can also cause a partial miss. There are two generally accepted methods of adjusting valves. One is the method with 1/3 valve covers attached, lowered muffler, and engine on fast idle. The second is the method Chevrolet used when building new cars. Unless you have bad lifters (which should be replaced anyway), I much prefer the latter. Proceed: (heads properly torqued & no worn out or modified parts) Remove distributor cap, rotate engine until rotor points near #1 wire and the pulley timing mark is at "O" on the tab. Adjust the following:

4 exhaust 1 intake  
6 intake 1 exhaust  
3 intake  
5 exhaust

Rotate engine one revolution, rotor pointing towards #2 wire and the pulley timing mark is at "0" on the tab. Adjust the following:

2 intake 3 exhaust  
2 exhaust 5 intake  
4 intake  
6 exhaust

The key to this being successful is the actual adjustment. Back the adjusting nut off until the rocker arm is loose (floppy). Make sure the pushrod is in the center of the lifter and not on the edge. Tighten the nut slowly while gently wiggling the rocker arm between two fingers. When the rocker arm just touches the valve stem/pushrod and no longer wiggles easily is where you count the adjustment turn. **THE ROCKER ARM MAY STILL ROCK IF YOU TRY HARD – JUST LIGHTLY WIGGLE TO FIND THE ZERO ADJUSTMENT POINT.** If the lifter has lost its oil (gone flat), it is easy to push in on the pushrod and think that you have not tightened the nut enough. Remember to gently wiggle the rocker while tightening the nut until the arm just touches the stem and pushrod.

As a general rule, 1/4 turn from zero will work perfectly for all normal engines. When you finish all the adjustments, check your work by observing the number of threads showing above the nut. They should all be the same on one side although there may be a difference from side to side.

This is the method that is described in the shop manual, with the exception of the actual adjustment. They are quite vague on where to start the adjustment: this results in the valves usually being too tight and held open.



**Editor's Note:** We obtained permission several weeks prior to this edition to use Mike Dawson's articles in the Corvairation not knowing that the some of the same articles would be published in the July issue of the CORSA Communique. We apologize for the repetition but hope this good technical information will make you a better Corvair person!

# Red Corvettes Forever!

By Ben Stein

THE MOST VIVID BAD DREAM I HAVE EVER HAD WAS THAT THE RUSSIANS - back in the days of Stalin - had taken over my little suburb of Silver Spring, Md. They had set up a gallows in what had been a driveway/basketball court next to our across-the-street neighbors, the Daumits. They were about to hang me, and I was extremely frightened of how much it would hurt.

The best dream I ever had was about eight years later. In my dream, I was 16 and in high school at Montgomery Blair High School, and I had been given a gorgeous red Corvette. It was a 1962 with a fabulously powerful V -8 engine, creamy red leather upholstery, four on the floor, and a throaty growl that said, "Don't mess with me."

In my dream, I drove the Corvette along Dale Drive and also along Sligo Creek Parkway, the streets adjacent to my high school, and waved languidly at the cute girls, who winked at me. That was the happiest dream of my whole life, far more enduring than any dream of romance, money, or power.

In 1971, I bought a red 1962 Corvette from some hot rod jockey in Virginia. I paid \$1,800 for it and I was a super happy camper in that car. It had every kind of mechanical problem a car can have and its roof leaked terribly. One day its brakes -customized and screwed up by the hot rodder- simply gave way in front of the Washington Monument and I slowly crashed into the car ahead of me.

Never mind. It was a supercar. Girls loved me in that car. Yes, it is true, girls do notice what kind of car you have -or at least they did. That car was an aphrodisiac on wheels that could catch rubber at 100 mph shifting from third to fourth gear.

Now, time has passed. I am an old guy now. By the time you read this, I will be researching Medigap supplemental insurance for Medicare. You know what? I still long for that Corvette. I cannot buy a Corvette because I travel everywhere I go with my two large German shorthaired pointers, Brigid and Cleo, and Corvettes have no back seat.

But this old guy would like to tell Mr. Barack Obama and his automobile task force that they make a grave mistake if they think a car is just a means of getting from point A to point B, an alternative between bus and light rail.

NO! No, by God, no. A car, a car you love, a car that feels like your best friend, is a gift from God. A car is a wrapping we put around our weak, pitiful selves and become transformed into demi-gods of strength, speed, endurance, and agility. A car -not just a jalopy you take because you must, but a car you choose because you love it- is a bridge between Earth and Mount Olympus. A car is a magical mixture of metal, glass, and rubber that takes you up the stairway to heaven.

How many the days in my life I have felt beaten, defeated, weak, and then I get inside my car, and I am ready for battle again. I have had that Corvette, two Porsches (a 928 and a 911), two Mercedes 450 SLCs, several Acuras (not so great),

and then my super-run of Caddies, starting with a mighty '97 STS, and now my 2007 STS- V, 479 thoroughbred horses ready to roll. I love that car. I don't just like it. I don't just enjoy it. I AM IT AND IT IS I.

I am extremely glad I live in an era when a mere mortal can have such power. I would be very sad if some dooper nerdy pinhead set up CAFE standards that would mean that my child's children will not be able to have cars like this. Having a car like this is more like making a statement.

It should be protected as a First Amendment right like the right to assemble, speak, or worship. It should not be thought of as something to be lightly tinkered with to please some dweeb at the Environmental Protection Agency or the Department of Highways.

I will go further. Years ago, Mr. Moffett, the genial driver education teacher at Blair High School, asked us kids, "If the USA is the world's largest banana republic, what is our banana?"

He answered himself the automobile. The automobile that transforms us from the trivial to the grand, from the mortal to the immortal.

Perhaps some kindly soul will read this message in the bottle of whichever media I have sealed it and take it to the steps of the Senate and then read it, in hopes that passing Caesar Obama will hear it and think, "Yeah. I think cars are cool, too." But does he? I don't even know what kind of car he has. Maybe he doesn't even have a car. If not, I feel badly for him. He thinks he knows what power is, but he doesn't.

I wonder if he ever dreamed of having a red Corvette. I hope so, because America is not America without young men dreaming long dreams of mighty cars, and then making those dreams come true as they rummage through the brochures for Medigap insurance.

*Newsmax magazine, August 2009*







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Corvair Society of America Chapter 857



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**Regular Monthly Meetings** are held on the Fourth Wednesday of every month with a bull session starting at 6:30pm with the meeting starting at 7:00pm.

The November meeting is held on the third Wednesday. The December meeting is our annual Christmas party with the time and place to be announced.

**Monthly Meeting Place:**

Bill Maynard's Last Chance Garage, 3605 N Vine, Tucson, Arizona (north off of Prince Road just east of Mountain).

## Visit the TCA Forum

*Ask tech questions, get to know other club members, chat and share your knowledge with others. Go to [www.corvairs.org](http://www.corvairs.org) and click on TCA Forum.*



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