

What is a Classic Car?

It is hard not to have a “pet peeve” about some aspect of the old car hobby.

My pet peeve is the reckless use of the word “classic” when describing automobiles. Whether it be in an advertisement, an article description or a picture caption, the word “classic” often precedes any kind, year, or make of car.

Consider the following examples I’ve recently encountered:

FOR SALE: Classic 1922 Model T touring car, tour ready...etc, etc.

I don’t want to offend Model T owners but just what is classic about one of our most common antique cars?

FOR SALE: Classic 1964 Pontiac Silver Streak coupe... etc, etc.

Were the 1960s the era of classic cars? One would think so with Happy Days, Fonzie, and Richie.

Caption: Bill Smith seen charging the Mussey Hill grade in his classic 1902 Curved Dash Oldsmobile.

...or does classic refer to the dawn of the motor age?

Caption: What a classic! The remains of a 1938 Mack truck in a long forgotten New Bedford junk yard. Even rusty hulks are classics!

Advertisement: the 2009 Volkswagen Jetta is a classic family sedan. Ad writers believe that even brand new cars can be classic.

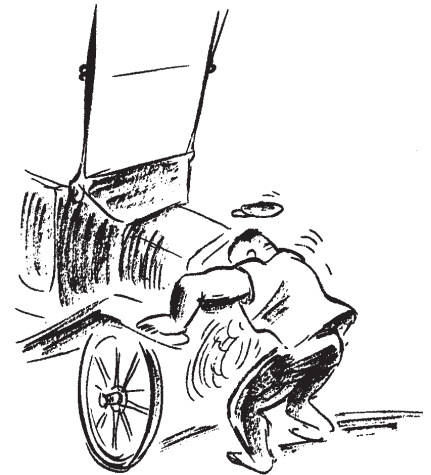
When it comes to referring to automobiles as classic, the only correct reference is to those makes and models that are defined by the Classic Car Club of America as classic cars.

Classic cars were built between the years 1925 and 1942. But even this venue has its problems. For instance - all Franklins are classics except for the Olympic which was built with a Reo chassis and body. And why is this model excluded? It is because all Reos are not classics except for the 1931-1932 Reo Royale. Pre-war Lincoln Continentals are classics but because the immediate post-war cars were similar, the C.C.C. of A. decided to extend eligibility dates to 1948.

Recently the C.C.C. of A voted to recognize some pre-1925 makes and models. These cars would have to have the same mechanical features as their 1925 equivalents. Does this mean that a 1912 Rolls Royce Silver Ghost is now a classic car?

This whole problem is giving me a classic headache.

Dave Gast



February Mid-Month:

Tech Session at the Bill Maynard’s Last Chance Garage. 3605 N Vine, Tucson

Sunday, February 15, 2009, 9:00am

Bring your Corvair and enjoy some time checking things over with some of the best Corvair experts in town showing you the way.



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

- Sun, Feb 15 Tech Session, Last Chance Garage, 3605 N Vine, Tucson, 9:00am
- Wed, Feb 25 Regular Monthly Meeting. Last Chance Garage, 3605 N Vine, Tucson. 6:30pm Parking Lot Bull Session, 7:00pm Meeting.
- Wed, Mar 4 Board of Directors Meeting, 6:30 pm
- Sun, Mar 8 Cruise to the Arizona Renaissance Festival near Florence Junction
- Wed, Mar 25 Regular Monthly Meeting. Last Chance Garage, 3605 N Vine, Tucson, 6:30pm

Election of 2009 Officers at the February Meeting.

DUES ARE PAST DUE! Don't forget to pay your dues soon.

You can pay your dues at the club
meeting or mail them directly to:

**Barry Cunningham
362 Bull Run Drive
Tucson, AZ 85748**

January Meeting Minutes

of the Tucson Corvair Association held January 28, 2009

Members Present: Lynn Marrs, Bill Maynard, Allen Elvick, Van Pershing, John Frugoli, Lisa Leon, Ryan Green, Bill L, Dave Lynch, Barry Cunningham, Traci Miller, Mike Strong, Ed Segerstrom and new member Joe Hiller.

President Bill Leslie called the meeting to order at 7:34 pm.

Approval of the Minutes for February: Motion to approve the December minutes was made by Barry Cunningham, seconded by Lynn Marrs and unanimously carried.

President's Report: Bill L, in his final meeting as acting president, extended gratitude to Lynn Marrs for the arrangement of the new meeting location for the monthly meetings, Hometown Buffet. Bill suggested the newly established "Gordon Cauble Award" to the "Gordon Cauble Commitment to Excellence Award". He then made a motion to institute the name change which was seconded by John Frugoli and put to vote. The motion passed with no member opposed. Bill then recounted the story of Marci Tucker, the recipient of the first annual "Gordon Cauble Award", traveling to Gordon's home to inform him the renaming of the "Dave Lynch Award" in his honor. Gordon had been so affected by the gesture Bill suggested the club have an award made for Gordon to commemorate the renaming of the award. Ed Segerstrom made a motion to have an award made for Gordon, which was seconded by Ryan Green and unanimously carried. In his final act as president, Bill called for nominations for the upcoming elections of club officers. Lynn Marrs was selected as President, Bill Maynard was selected as Vice President, Barry Cunningham and Ryan Green were chosen to continue their roles as Treasurer and Secretary, respectively. Bill ended the meeting with a tribute to Marcy Tucker, who, as an organ donor, was able to improve or save the lives of 24 people following her untimely passing in December of last year.

Treasurer's Report: Treasurer Barry Cunningham reported an opening balance of \$2,358.27 and an ending balance of \$2,465.60. Primary income was reported

to come from sales of shirts to the Cunningham family as well as the repayment of entry fees for past car shows, which TCA had paid in advance. A motion was made by Barry Cunningham to forgive Gordon Cauble of his entry fee. This was seconded by Ed Segerstrom and carried unanimously.

Raffle: Only a single raffle prize was furnished by John Frugoli was brought to this month's meeting. As there was only one prize the raffle was deferred until next month's meeting. A call for volunteers yielded promise of donation of prizes by John Frugoli, Traci Miller and Allen Elvick. Raffle prize donations are not limited to these volunteers; all members are encouraged to bring a raffle gift to the February meeting.

Miscellany: John Frugoli suggested a mid-month trip to the Biosphere to the anticipated Vice President elect, Bill Maynard. In addition, John thought that proving a raffle at car shows in which TCA members are represented the club hold a raffle to generate interest in the Corvair as well as the Tucson Corvair Association. Ed Segerstrom shared his photos from the Tubac Car show earlier in the month which was also attended by Jerry and Midge Rothlisberger, Bill Maynard and Lynn Marrs. Bill Maynard expounded on Ed's recounting of the day. Barry Cunningham enlightened all with his tale of Corsa the dog's unlikely life and gruesome death.

Tech Talk: There was no tech talk at this month's meeting out of courtesy to the employees of Hometown Buffet as the restaurant was preparing to close.

Adjournment: Motion to adjourn was made by Bill Maynard at 8:28pm and seconded by Van Pershing. Motion to adjourn was carried.

Respectfully Submitted,

Ryan Green

Recording Secretary

Board Meeting - February 4, 2009

The board of Directors met to plan some of the mid-month activities for 2009 and discuss other items of importance.

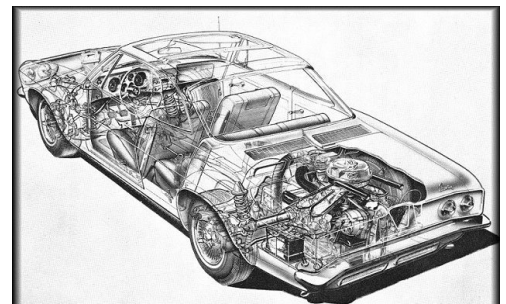
Activities for the year will be as follows: February 15th will be a Tech Session at the Last Chance Garage; March 8th will be a trip to the Renaissance Festival near Florence Junction; April 19th will be a picnic at the Casa Grande Ruins maybe with the Cactus Club; May 23rd will be a breakfast cruise to Ryan Field; in June we'll trek up to Summerhaven (Mt Lemmon) for a day on the town; in July we'll spend the evening at the Little Anthony's Car Show; September may give way to a run to Bisbee and/or Tombstone; October 17th we'll plan on show our cars at the 3rd Annual Tucson Classics Car Show; November may be a good time for a picnic at Agua Caliente Park; and we'll wrap up the year with our annual Christmas party.

We will also have an informal cruise night the Friday or Saturday evening right after our monthly meetings. Since it will be rather impromptu, you'll have to come to the meeting to find out details.

An official member application will soon be available on line and through the membership chairman. TCA business cards to be used for handing out to potential new members will also soon be available.

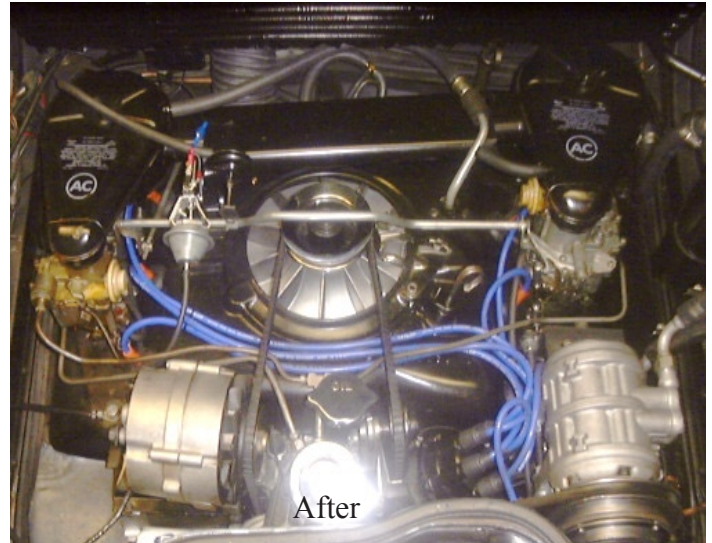
Since the Hometown Buffet closes at 8:00pm, it was decided to change our meeting place once again. Apparently the management was quite upset that we stayed so long after closing. The Board decided that we will try our meetings without a full-blown meal. The new meeting place will be the Last Chance Garage. We will set up out of doors or in the shop and the meeting will be all Corvair and no spare ribs.

A campaign will be started to encourage more people to drive their Corvairs to meeting and other club activities.



NIPPON DENSO CORVAIR A/C COMPRESSOR CONVERSION

Bob Gill Gill, North Texas Corvaair Association



Replacing the old GM A6 air conditioning compressor with a Nippon Denso could be considered an easy and viable substitution for the popular Sanden replacement. It was for me anyhow.

I'm considered frugal by myself and most. My wife, however, says I'm cheap. Either way I've wanted to replace my original A/C compressor due to the weight and lack of efficiency. Asking around, I was offered an old R-12 Sanden compressor by another NTCA club member. After removing a substantial amount of old grease from the body of the compressor I discovered this was not a Sanden as we thought but a Nippon Denso. This compressor came with a clutch assembly mounted on it and it had a single V belt pulley for the drive.

While I had considered buying an aftermarket mount from one of the vendors, being frugal (okay, cheap) I decided

to build my own utilizing the original GM mount as provided by GM. What seemed daunting at first I decided to consider a challenge.

I decided to base my mount using a strengthened threaded rod, 5/8 inch in diameter. Since this compressor was designed as a four bolt mount I drilled out the original threads from each mounting leg and pushed the threaded rod thru using a nut and washer on each side of each leg. A piece of flat iron was adapted to fit the front part of the original compressor mount attached to the old A6 and two holes drilled thru the iron to accept the threaded rod which also had a nut and washer attached on each side. The rear part of the mount was made from angle iron and attached to the original mounting piece bolted to the opposite end of the A6. This angle iron provided an area to drill and thread a hole which was used

to provide a means to adjust the belt tension. One note: While the rotation of the compressor is indicated to be clockwise, the compressor works fine running counterclockwise.

By using threaded rod in this fashion it allowed me to adjust the compressor from front to rear to align the compressor pulley with the drive pulley attached to the harmonic balancer.

The only other problem to deal with once the compressor was mounted was a means of adapting the O ring style connectors that the ND compressor came with to a barbed type connector that I needed to adapt to my present refrigeration hoses. This was accomplished by going to a local automotive A/C shop here in Dallas where I was able to purchase fittings that were exactly what I needed and at a very reasonable price

Once the installation was com-





pleted and the systems charged with R-12 I noted some interesting differences in the operation of the two compressors. First, the new compressor does not pump as much refrigerant thru the system at idle as the original did. This resulted in diminished cooling while sitting at a light. Second, was a reduction of vibration, noise and assistance needed from the automatic throttle advance to maintain a smooth idle. I've noticed no difference in performance of the A/C system as far a keeping the vehicle cool but I wasn't expecting any. Other than what I previously stated, the cooling of the cab is neither better nor worse than before the compressor replacement. I still have to keep all the windows closed to get adequate cooling in our 100 degree heat but my objective was accomplished in that my Corvair is a much smoother running car, especially at idle, than it was previously. The total installation cost, for me, was in the neighborhood of around 30 dollars.

One final thought. When you remove A/C components take just a little extra time to seal off the refrigerant lines, ports and what ever other internals are exposed to the atmosphere with tape, preferably with a good electrical tape. It's even better if you can mechanically seal openings using plugs, hose clamps or soldering then pressurizing the component with a refrigerant or nitrogen. This helps to keep moisture and dirt out of components that can corrode internal parts.

Should you have any questions concerning the installation or alteration of a Corvair A/C system, feel free to email me at chiller48@tx.rr.com and I'll do my best to answer any questions.

This article was completed on Aug 27, 2005.



Bill Leslie stealing gas at the Tucson Classics Show.



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Corvair Society of America Chapter 857



Regular Monthly Meetings are held on the Fourth Wednesday of every month with a parking lot bull session starting at 6:30pm and the meeting starting at 7:00pm. Last Chance Garage, 3605 N Vine.

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.

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 and click on TCA Forum.

DUES ARE DUE. Pay your dues soon!



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