

Corvair Houston Newsletter



VOLUME 40 ISSUE 4

APRIL 2014

This month: Club Meeting at the Party Barn on Friday, April 18th and
Heart of Texas 2014 in Johnson City April 25th-27th



Another rare 1965 Greenbrier finds it way to CH

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Driver's Seat

by Mark Clarke



Well spring is definitely here and hopefully you are enjoying the beautiful weather and taking the occasional drive in your Corvair. We had a small turnout for the Fish Fry yesterday, but for those that attended, we had an enjoyable and relaxing time. I gave thought to not driving my recently purchased 1963 convertible, but since I live closer to Jim and Dee's place than most folks and since this was supposed to be a trial run for HOT 2014 to Johnson City, I cast those thoughts quickly aside. About half way to Brazoria, around Rosharon, my rear right tire blew out and it took some effort to maintain control and safely pull the car to the shoulder. My first thought was do I have a jack in the trunk and my next thought was do I continue on or turn back home. I called Jim and he said that he had a spare that he could loan me once I got to his place. It didn't take long to change the spare that I had on hand, but I was holding my breath

for 30 miles hoping that I would make it to Jim and Dee's without further issue. Once I arrived, Jim showed me the nice looking set of 15" wheels (and tires) that he recently purchased for Dee's 1964 Spyder for a very reasonable price at Pep Boys. If time allows, I may try and duplicate the look on my 1963 Monza convertible. Hopefully such action will reduce my chances of winning the Hard Luck award for HOT.

I plan to contact Rich Ribble, HOT Chair from ACCA, to see how many Corvair Houston members will be attending in a couple of weeks. From

talking to folks, we should have a good turnout. A few members plan on traveling up on Thursday, but most will probably make the trip on Friday morning, April 25th. For those going up on Friday, we will be meeting at the Jack in the Box at HW290 and FM 1488 at 10 a.m. with a departure time of 10:30 a.m.

We will be holding our April meeting at the Party Barn this Friday and Mike Feehery will be preparing dinner for the club for a nominal contribution of \$10/person. Following dinner, Howard King will be providing a tech session on carburetor rebuilding

(not car rebuilding). Perhaps only Ignacio Valdes will catch this inside joke, but I am counting on Ignacio to attend and bring his set of freshly cleaned carburetors. We had discussed holding a tech session on distributors, but have decided to postpone this tech session until June.

Please be sure and mark your calendar for Saturday, September 20th as we will be holding our 40th Anniversary celebration for Corvair Houston. One of our former members (and past President from 1983), Larry Keast, has graciously offered the use of his facility at Venture Tech Corporation. More details will be provided in the coming months, but I wanted to get word out for this important date. I would like some of our long time members to try and contact any former members to let them know that we would like for them to join us.

If you cannot make the meeting on Friday, be safe and hope to see you at HOT in Johnson City.



Jon & Betty Protteau's "Old Blue" is ready for HOT 2014



Distributor Failures: Causes and Cures (Part 3 of 3)

by Howard King



Take care, because if reassembled in the second hole you get a centrifugal retard instead of advance. Granted the weights need to be inserted upside down. The engine will start fine, but you will get zip for performance.

If you have removed the distributor after the bushing play, check you should see that the slot in the top so the cam where the rotor indexes is lined up with a small drill point in the distributor shaft driven gear adjacent to the roll pin location. Keep this in mind for reassembly if you remove the gear to replace the shaft bushing.

The weights act on

the cam with the little finger side to advance timing. Observation of the weight position is important so any guess work is eliminated. A photo is good too, taken prior to disassembly. The weights are interchangeable and no need to mark them. Once both weights are off you can proceed to clean all the parts for inspection. Note that there should be a small felt oil pad in the top of the cam just below the rotor. This is sometimes missing.

Compare the parts to the charts printed earlier. The fixed plate shaft and cam should have numbers that match the distributor

number. The weights are matched by style comparison with the outlines. You may want to enlarge the chart so the weight outlines are life size. Incorrect parts will give the wrong advance curve and engine performance will differ from design. The hardest of all to check are the springs. Check the end loops for any wear and they match one of the three styles shown. Should one fail it will cause advanced timing at lower RPM. It is easy to replace now. Choose springs carefully that match the tables, or order a new set. Have a dial caliper handy to read the wire diameter.

One thing is absolute! Never use mismatched springs, or weights. If you have what I call a parts box distributor there is no easy way to check the curve as distributor machines are hard to find.

You should know now what is needed to get any problems corrected. If at any time you replaced the distributor with one from the auto parts or one of the wrong num-

ber, now is a good time to correct it. It is just too easy to get it right.

If you need bushings replaced, you need to get a rebuilt distributor from Corvair Underground or Clarks. Although bushing replacement is easy to do.

This can be done by at least a couple of CH members, but requires a small press and an adjustable reamer. All of the other parts can be found easily.

If you have all the correct parts and the bushing is good, then lubricate it and the shaft with 30 weight oil as you assemble. If you did not disassemble the distributor, the bushing can be oiled through the hole in the plate. See photo 4. Clean up any excess oil.

The order I use is, cam first, then weights, springs and advance cover. A small drop of oil is also used on each of the weight pivot pins.

The point plate is lubricated with white grease on the pivot point and under each of the three

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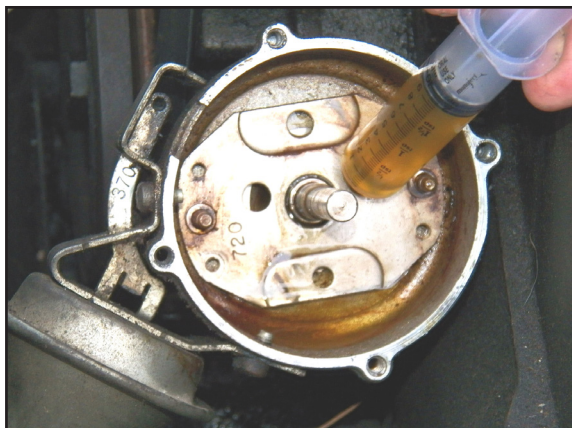


Photo #4 (of complete article)

Rearview Mirror

by Jon Protteau



As a shakedown cruise just two weeks before the Heart of Texas gathering in Johnson City this month, a number of Corvair Houston members drove Corvairs to Jim and Dee Watkins' country home near Angleton

for a fishing tournament and fish fry. Please note that "near" is used in the Texas sense of the word which is "less than a days drive". The drive does take you on good secondary roads without much traffic through

some pretty countryside with a mixture of oaks and palm trees and horse pastures. Caravaning, Tony and Gail Pomponio drove their purple '64 Spyder top down; Betty and Jon Protteau drove Old Blue, the '62 Monza,

top up; and Ed Walsh drove his white late model Corvair Cobalt coupe.

Coming from southwest of Houston, Club president Mark Clarke drove his recently acquired Texas Aggie ma-
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Member Profile - Richard Jonec

by Matt Feehery

Richard and Kristin Jonec joined Corvair Houston in November 2011 and are currently the proud owners of two Corvairs: a '66 Corsa Turbo coupe and a '64 Monza coupe. They are residents of Tomball, unofficial capital of CH and have two children Rigel and Jolie. Richard was born in Bratislava, Czechoslovakia and he immigrated with his family to the US in 1969. He was raised in Southern California and is a graduate of Cal Poly Pomona with a BS in Mechanical Engineering. Richard's professional ventures see him as Vice President of Engineering and Sales for Coiling Technologies.

It was in Southern California where Richard became interested in Corvairs, especially per-

formance models like the Yenko Stinger. Richard states, "I saw a Stinger racing on Mulholland Drive, which was a favorite hang out when I was a teen in the late 70's early 80's." He adds that, "Mulholland Drive is a well known street racing area in the Santa Monica Mountains that divides the San Fernando Valley and West LA. Corvairs were good handling cars with a very sophisticated suspension for the time and the Turbo engine was exotic."

Without a doubt the 1966 Yenko Stinger Stage III is Richard's favorite Corvair and he prefers late models in general. He is in the process of restoring his '66 Corsa Turbo coupe, the first Corvair he ever acquired. He has owned a '64 Mon-

za convertible and enjoys driving his recently acquired '64 Monza coupe.

Besides Corvairs you can find Richard enjoying outdoor fitness hiking, water and snow skiing, and self-defense workouts Krav Maga style. We'll let Richard explain that one, but it's sufficient to say that this very genuine, affable and nice person is a Krav Maga Black Belt. Four words: don't mess with Richard!

Richard has served as Corvair Houston's Secretary for the past two years and he is very involved in the club, with driving events, autocross and track days being his preferred activities. So far, his best Corvair road trip experience was HOT Salado. He also reminisces about hanging out with Brett and

Greg, getting to drive Kelly Finley's 4-door sedan.

On the mechanical side of Corvairs, Richard appreciated "figuring out that you can install the mechanical advance on the Corvair distributor backwards so it will retard and not advance. Luckily Mike Tidwell was there to provide good advice."

I asked Richard if he had any parting advice for fellow Corvair enthusiasts: "Find the best car for the money. Just like any other car the cost of restoration can be higher than the value of the car. Don't settle for a car just because it is cheap. Do your homework before you buy. The cars are old so assume you will replace more parts than expected."



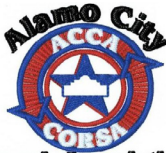
the Corvair Houston Bulletin Board

Happy Birthday To:

Jim Geysler	Apr. 1st
John Jackson	Apr. 12th
Barbara King	Apr. 16th
Bill Lush	Apr. 21st
Jacob Moser	Apr. 23rd
Clarkie Atkinson	Apr. 26th
Monica Geysler	Apr. 27th
Kay Ranshaw	Apr. 29th

Happy Anniversary To:

Howard & Barbara King	9 years	Apr. 9th
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Corvair Association
alamocitycorvair.org/

Heart of Texas Reunion

The 2014 Heart of Texas Reunion is coming on April 25th - 27th!! Alamo City Corvair Association is the host club this year and it will be held at in Johnson City.. You must register for both the event and the hotel room! The host hotel is:

Best Western Johnson City (HW 281/290)
107 South HW 281/290
Johnson City, TX 78636

The number to call for hotel reservations is 830-868-4044. Be sure and tell them you are making your reservations for the CORVAIR Heart of Texas Reunion. The room rate is \$90 plus tax per night. Check out the HOT web page on the CH website: <http://www.corvair-houston.com> for all of the information and forms you need to register. Be sure to make your hotel reservations and turn in your registration to Rich Rivbble with ACCA.. Room reservations are filling fast so do not delay.

The Corvair Society of America (CORSA)



“Founded in 1969 by and for those who still appreciate the Corvair automobile”



Corvair Houston strongly encourages all members to become members of the Corvair Society of America (CORSA). Anyone with a fondness of the Corvair automobile will benefit from CORSA membership. In addition, we will all benefit by maintaining a strong national presence to lobby our interests and organize our collective purposes.

PLEASE do not overlook the potential value of a CORSA membership. Try it out. Your first year will cost only \$45. For more information, contact any of the Corvair Houston officers listed on the back of this newsletter, or contact:

CORSA
P.O. BOX 607
Lemont, IL
60439-0607
www.corvair.org

Corvair Houston Calendar

DATE	EVENT	LOCATION	CONTACT
Apr. 18th	Club Meeting	Party Barn	M. Clarke
Apr. 25-27	HOT 2014	Johnson City, TX	M. Clarke
May 5th	Board Meeting	TBA	M. Clarke
May 17th	Dewberry Fest	Cameron, TX	D. Watkins
June 20th	Club Meeting	TBA	M. Clarke
July 18th	Club Meeting	TBA	M. Clarke

Bulletin Board

Our 40th Year!

Get the New 2013-2018 Catalog
March 1 - December 24, 2013

When you place your first order over
\$40.00 you get a FREE Catalog as a
40th Anniversary Thank You

(additional catalogs \$3 with an order)

The new Catalog includes parts from the last 5
Supplements as well as 100's of improvements
(including better descriptions, more photos & new
charts). Changes / additions to over 70% of the
pages, this is our most major revision ever.



Clark's Corvair Parts®

400 Mohawk Trail, Shelburne Falls, MA 01370
(413) 625-9776 www.corvair.com

Mark your Calendar!!

The 40th Anniversary celebration for
Corvair Houston will be held on Sat-
urday, September 20th at Venture Tech
Corporation located at 6901 Alabonson
Raod, Houston, TX 77088. The facility
is owned by former member and past
President, Larry Keast.

TREASURY REPORT

REPORT AS OF MARCH 31ST, 2014

Beginning Balance	\$7,439.02
Receipts	
Deposits	\$131.25
Subtotal	\$7,570.27
Withdrawals:	
Expenses	\$162.38
Service Fee	\$15.00
Ending Balance	\$7,392.89

This space is available for Advertising.
Please contact the newsletter editor for
more information about how to post an ad.

For Sale: 1969 Monza Coupe

Rust free, body work and paint by Demo's
Automotive. New interior upholstery and
carpet. 110hp PG drive train. Shown in
AutoRama in 2010. Over \$15,000 invest-
ed. Make an offer. Contact Lloyd Jannise
409-721-9812 or Ricki Jannise 713-702-
6716 or rsjannise@gmail.com. More
photos available upon request.



Distributor Failures: Causes and Cures (Part 3 of 3)

by Howard King



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nylon bearings. When you mount it back onto the housing, put a small amount of white grease on the vacuum advance pin and cam lobe. A Q-tip works great for this task. You are now ready to complete the job with the

remaining tune-up items. If you removed the distributor then stab it back in the hole with the rotor on so you can see it. Do this in a way to duplicate the position it was in when removed. If you removed it with the

engine in the #1 position the rotor will be pointing at that plug wire location on the cap. Replace the hold down and nut but do not tighten. While rotating the housing in a counter clockwise direction observe when the points just open. Reconnect

wire to coil and tighten the clamp nut some. Start the engine and reset the timing with a strobe light. You should be good to go.

Another useful table is found at, <http://corvaircenter.com/forum/read.php?1,634635>

Rearview Mirror

by Jon Protteau



Continued from Page 3

roon '63 Monza convertible which ran well, but suffered a blowout on the right, rear tire. Mark cautioned club members to be aware of the age of their tires. Mike and Audrey Tidwell trailered their most recently acquired '65 Greenbrier deluxe, which was on its way back to Mike's garage for paint. Jim Watkins drove Dee's white '63 Monza coupe from his driveway up onto the short, but steep hill overlooking the fish pond without incident. (Corvairs have very effective parking brakes.)

The fishing tourna-

ment took place throughout the day, and both young and old took part because a number of children and grandchildren were there. The older folks kept mostly to their fishing chairs in the shade while the younger ones were busy fishing and playing around near the water, and in the case of one young man, even in the water: he tried noodling for catfish, but they had been made wary by all of the activity around the pond. A friend of Jim & Dee's by the name of Billy won the contest. It was shady and warm with

a fair offshore breeze; the drinks were cold; and the company was pleasant.

Since it is a club rule that we eat frequently at our social activities, we had plenty of snacks while we fished and swapped old car tales: chips, raw vegetables, and various dips of which Jim Watkins favorite, the shrimp dip was particularly savory. But socializing and fishing is hard work, so in the middle of the day, Dee Watkins and her helpers laid out a fine traditional Southern meal of catfish, hushpuppies, coleslaw, beans, deviled

eggs, and other side dishes, followed by a variety of terrific desserts of which the German chocolate balls made by Dee's daughter, Jennifer, were especially hard to resist.

The club owes a large thank you to Jim and Dee Wakins for hosting this activity, and for all of the other things that they have done to make Corvair Houston a family-friendly, inclusive, welcoming, and socially helpful organization.

Hope to see you in Johnson City in a couple of weeks for HOT.



Corvair Houston
 13102 N. Decker Drive
 Magnolia, TX 77355-8461

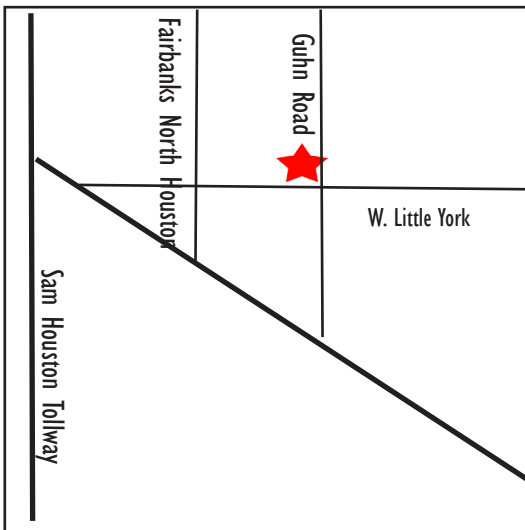
Deliver to:



This '69 sold for \$29k at the Houston Mecum auction

**CLUB MEETING TO BE
 HELD ON FRIDAY
 APRIL 18TH AT THE
 FEEHERRY PARTY BARN**

Map to the Meeting Location
 6914 Guhn Road



Corvair Houston



Corvair Houston, the local chapter of the Corvair Society of America, is a non-profit association dedicated to the preservation of the Corvair automobile. Dues are \$25 per year (\$20 for CORSA members). The club conducts regular monthly meetings, and also sponsors or participates in other activities through the year: local and national car shows, picnics and barbecues, races and museum events, and road trips to locations within and about the Houston area. If you are interested in the Corvair and would like information about our organization, please call one of our club officers.

2013 Officers:

President	Mark Clarke	281-217-8573
Vice President	Ed Walsh	281-825-6361
Secretary	Jon Protteau	936-520-2395
Treasurer	Kelly Finley	281-615-9522
Director	Alan Dunlap	281-203-9977
Director	Ricki Jannise	281-259-2256
Director	Jim Watkins	979-824-6225

Committees:

Membership & Library	Ricki Jannise	281-259-2256
Historian/Car Locator	Guy Bobkoff	713-666-0475
Merchandise	Dee Watkins	979-848-6713
Newsletter	Mark Clarke	281-217-8573
Website	Dave Keseian	936-689-8179
Events Coord./Photographer	Jim Watkins	979-824-6225
H.O.T. Chairperson	Greg Wrobleske	281-356-5542
Social Chair	Sally Jannise	281-259-2256
Technical Chair	Mike Tidwell	281-748-4576
Club Email	Richard Jonec	832-559-1629