

Corvair Houston Newsletter



VOLUME 41 ISSUE 8

AUGUST 2015

This month: Club Meeting on Friday, August 21st at Hickory Hollow and
Fun Run to U.S. Armed Forces Museum on Saturday, August 22nd



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Driver's Seat

by Ed Walsh



Greetings Corvair Houston Members. This year is moving ahead quickly and we have many events planned. This Friday August 21st we have our regular club meeting at the Hickory Restaurant located at 8038 Fallbrook Drive, Houston 77064 at 6:30 p.m. We have the same great party room upstairs reserved. We will have a tech demonstration on the ignition system. Please feel free to bring any friends, family and a hearty appetite as we all share some great Corvair talk.

Saturday morning August 22nd at noon, we will meet at Melba's Country Cafe for lunch. Melba's is located at 10840 Beaumont Highway(HW90).

This is just a short distance north of the 610 Loop. After lunch we will drive our Corvairs to the Military Museum of Texas. This is just a short distance away on 8611 Wallisville Road. Jim Watkins has selected and previewed this location. Jim had nothing but good things to say about the place and his pictures of the aircraft there really impressed me. One really important thing to remember is that life is a road trip. Please come on out and join us. Our Corvairs take us out to some amazing places and we meet lots of neat people along the way. I do warn you that the sound and smell of Corvair exhaust can be addictive. I hope

many of you can make it both Friday and Saturday.

The next big club project is the autocross car. The car is being prepared so members can be introduced to autocrossing at the Corvair Heritage Day Event. That's right no autocrossing experience necessary. You don't even have to bring your own car to the event, but you can if you want. Please go on line and print and complete the registration form off the North Texas Corvair Association website (and make your hotel reservation). The event takes place October 16th through 18th. The NTCA folks are a great bunch and they put on an outstanding event each year. This is your opportunity to enjoy a fun filled

weekend of excitement and Corvair fellowship.

We will be in need of volunteers again for the next autocross car repair session. Last session went well and many of our members got a lot of work done on the car. I thank them for their efforts and know they enjoyed being there. We will be in need of the following parts: 1. Front & rear wheel cylinders; 2. Front & rear brake hoses; 3. Dual master cylinder; 4. Front & rear shocks; 5. Sway bar bushings; 6. Gas tank; 7. Battery and lastly five gallons of elbow grease. I hope to see many of you at the meeting Friday. We have a lot planned and plenty to talk about at the meeting Friday. Happy Motoring

Don't forget to join Corvair Houston on Facebook. You will see reminders of events and meetings along with photos. You will be able to post your own photos, questions about our club or your Corvair. You will also be able to post any parts and Corvairs that you might have for sale.

Contact Dee Watkins if any questions.



UPCOMING REGIONAL CORVAIR EVENTS TO CONSIDER

- Great Plains Roundup in Little Rock AR (Sept. 25-27)
- Corvair Heritage Day in Hurst, TX (October 16-18)
- Great Western Fan Belt Toss Palm Springs CA (Oct 23-25)

MARK YOUR CALENDAR:

2016 CORSA National Convention
Springfield, Illinois
July 12th to 16th, 2016

Rearview Mirror

by Jon Protteau



On Saturday, August 15th, a group of more than a dozen Corvair Houston members started work on the club racer, a 1967 Monza coupe that had been sitting partially disassembled for more than ten years. Filthy and full of leaves inside from lack of a windshield, club members, under the leadership of Mike Tidwell, worked

on the engine first by adding a pair of rebuilt carburetors, a new set of points, and a borrowed battery to discover that the engine ran well. Adding transmission fluid to the powerglide proved that it still had both forward and reverse gears. After removing all of the interior seats and side panels, club members used

a shop vacuum, a power washer, liberal amounts of soapy water, and a lot of scrubbing with a sturdy brush to find that the red paint was in fair condition, apparently having been protected by the years of accumulated grime. Still on the agenda is the application of generous amounts of fiberglass to repair the rusted floor and

trunk. The club intends to use the donated car as an autocrosser, and will be using mostly donated parts and labor to keep it as a cost-effective way for members to enjoy racing. As work progresses, updates will appear in the newsletter. Thanks to Greg Fox for the use of his large garage facilities, and also for lunch

Working out the Bugs

by David Fox



A 2000 mile road trip is a great way to work the bugs out. It will also give you something to remember. That's what the annual Corsa convention is all about isn't it? It's for taking time away from the routine and making a few memories in a great car. So as far as the Fox's are concerned, it was mission accomplished.

Our first memory was made just outside of Pineville, La. POW! "Was that a rock?" About 20 seconds later the smoke coming from under the dash told us it wasn't. "Should I pull over?" "No, it's just a capacitor

in the radio." "Huh, that's weird. I wonder why it would do that?" At the next gas station, we got our answer. Dead battery. Apparently the alternator had blown and taken the radio, and one headlight with it. Rats. Fortunately there was an O'Reilly's next door with a friendly worker. He not only let us swap the mounting bracket on the new alternator with our old one, he also warrantied our old battery. Good man. Score another one for O'Reilly's.

The 3 hour delay left us far short of Knoxville so we called it a day and found a hotel. The next

day we hit it early and were making good time through Mississippi when it happened. For those who haven't had the experience, a blow out at 60mph is memorable. Particularly in a Rampside at max load. The steering went from like driving a boat to like driving a fish. No matter which way you turn the wheel the back end went the other way. We slipped from one lane to the other to the shoulder for a solid half a mile before we got it stopped without rolling it over. Someone is definitely looking out for us.

Once our nerves had

settled a bit, the jack was out and the shredded tire off. As the spare was being put in place a new problem presented itself. The jack was maxed out and about an inch short of being high enough to get the new tire on. It may as well have been a foot. There was no way of getting it any higher. This was proved when the jack buckled under the load. 30 minutes later we were in touch with a local tire repair expert. For a mere 75 dollars, Willy had the vehicle up and the wheel on. Thank goodness for local talent.

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Buyer Beware

by Howard King



Since I can remember, parts houses have had rebuilt components on the shelves, and in the history of my mechanic-ing I have used them for a quick source. After a while I learned to take the rebuilt unit apart and inspect them for issues. Usually there was something that I thought needed attention, but once corrected it was good to go.

Since I have gotten back into Corvairs I became interested in the “Black Box” mechanism below the points plate and wrote a previous article about that.

Upon digging further into the distributor subject and doing much like Dale Manufacturing did, at least in the individual parts identification goes. I even bought a distributor machine, which is in the restoration process, to examine closely the interactions of these parts. Can you tell I like a good puzzle?

Somewhere in this sequence of component searching and cataloging I decided to purchase three off the shelf rebuilt distributors from a known

national brand parts house. The price was right and I figured I would at least have clean parts that had been checked. What I found was interesting.

Now this is not to say I am bashing anyone in particular, but simply to tabulate the results of my investigative endeavor.

These were purchased from the online store, at a reasonable price and near free shipping. The three distributors came individually boxed with the same part number on each box and were advertised to fit 64-69 naturally aspirated engines. A broad category of applications

to say the least, as we all should know. The distributor for a 95 HP and a 140 HP are not equal, right?

I unboxed each into a cardboard tray and carefully noted the identification of each component as it was removed. While all had the same remanufacture part number on the carton, I started with the case number, cam number and shaft number. None of the distributors had those correct when compared to the CORSA Tech Guide.

All of the weights, springs, and vacuum advance units appeared similar to each of the rest.

One would be lead to believe that while they might function to make the engine run it would certainly not perform as it had been designed. The closest to correct was the second unit which had a #1110310 case, #219 cam and #720 shaft. The case would indicate a 95 HP standard, while the cam and shaft would be for a #1110319 distributor in a 110 HP.

The other two distributors contained parts from various 62-63 early models. It is unknown what spark advance curve would be using the parts they contained.

The remainder parts were in reasonable condition but were unmarked so further identification was not possible by eye. I will say that they were clean as expected and the condition of each was serviceable but the results would be unpredictable.

My advice would be to purchase parts like this from a known Corvair vendor where the application has been verified.



Club Work Day at the Fox's place



Working out the Bugs

by David Fox



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The cracking of the sidewall on the other back wheel told us it would be foolish not to get a replacement immediately, so we spent 2 hours in the next town trying to track down a pair of 8 ply 14 inch tires. No, it's not a common tire. One shop didn't even believe it existed until they saw it for themselves. It is however, one of the few that will bear the weight of a Rampside motor home. Thanks to a local truck tire company in Tuscaloosa we were fixed up with a pair of 6 ply equivalent trailer tires and back on the road. We also called ahead to a Discount Tire store in Knoxville and had them order us a pair of the correct tires. Before setting off we purchased a jack and

set of stands to be sure we wouldn't get caught short again. Or so we thought.

Driving gingerly, we reached Knoxville without further incident. It was a great week looking at amazing cars, meeting great people and hearing the same thing over and over. "I've never seen one like that!" That's right. It's a one of a kind and getting more unique every day.

As the week drew to a close, with new tires, alternator and battery, we confidently set out for Houston. Crossing a bridge near Meridian, Mississippi we heard an unfriendly squeak coming from the rear of the vehicle. Could it be the breaks? An axle bearing or u-joint? The differential? With recent adventures

fresh in our mind we left nothing to chance. The jack and stands we purchased on the way up did the job...almost. Two hours later with the help of two "borrowed" 4X4 posts, the rear end was off the ground. Further inspection identified the drivers side rear wheel bearing as the culprit. Yes, it was a little dry but with no visible damage. The bearing was greased up and put back in place with the thought, "I guess we'll just see how it does."

Sure enough, we made it all the way back with no incident except a friendly chat with the Louisiana highway patrol that advised us that we had no rear license plate. The classic plate was on the

front by mistake. We offered to move it to the rear but he said not to worry about it until we got home. We thanked him for his advice and figured he probably just wanted a closer look at the motor home.

Yes, it was another fun filled trip in a Corvair. And all things considered it truly was. You can't buy memories like that. They only come by living through the unexpected things life throws at you. No, they are not always nice (or completely unexpected), but they are valuable. There is a lesson in there somewhere. And seriously, now that it's been road tested, we have much more confidence in taking it on a road trip. Let the memories roll!



Bulletin Board

Our 42nd Year!

Get the 2013-2018 Catalog. If you did not get the catalog in 2013 or 2014, you can get one FREE on your first \$50 order during 2015. (Additional catalogs \$3 with an order) Over 100 new repro parts in the past 3 years.



Clark's Corvair Parts®
400 Mohawk Trail,
Shelburne Falls, MA 01370
(413)625-9776 www.corvair.com



For Sale: 1963 Monza Sedan

1963 four door with very cold A/C. Asking \$7,000. Phone is 281-324-1617 or e-mail thenews2me@yahoo.com to Jerry Miller

TREASURY REPORT

REPORT AS OF JULY 31, 2015

Beginning Balance	\$5,614.88
Receipts	
Deposits	\$36.00
Subtotal	\$5,650.88
Withdrawals:	\$108.80-
Ending Balance	\$5,545.88



For Sale: 1964 Monza Sedan

Asking \$2,000. Call Greg Fox at 713-826-2828



For Sale: 1965 Corsa with A/C

Triple black and stored in climate control garage. This show winner was built in LA and featured in "Road and Track" magazine (April 1995). "Best of Show" winner at "Heart of Texas" events. Offered for sale at the unbelievable price of \$15,500. Contact Charles Blanton at 281-391-3751.

the Corvair
Houston**Bulletin Board****Happy Birthday To:**

Tom Clarke	Aug. 2
Tim Carey	Aug. 3
Ron Holter	Aug. 8
Rachel Grimes	Aug. 8
Larry Patterson	Aug. 11
Katherine Spenn	Aug. 14
Cynthia Ruiz	Aug. 17
Laura Mallynn Langley	Aug. 26
Jennifer McCullough	Aug. 30
Howard King	Aug. 30
Sandra Wrobleske	Aug. 31

Happy Anniversary To:

Karl & Michell James	30 years	Aug. 5
Guy & Pat Bobkoff	47 years	Aug. 11
Ed & Julie Murphy	37 years	Aug. 12
Robert & Kay Freeman	50 years	Aug. 20
Tom & Joan Clarke	70 years	Aug. 25
Roger & Rebecca Garrett	13 years	Aug. 31

**For Sale: 1966 Monza Sedan**

Kelly Finley has decided to sell her 1966 Monza Sedan. Asking price is \$12,000. If interested, email Kelly at kellyscats@hotmail.com or call 281-615-9522.

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
Aug. 21st	Club Meeting	Hickory Hollow	E. Walsh
Aug. 22nd	Fun Run	Military Museum	J. Watkins
Sept 1st	Board Meeting	Hickory Hollow	E. Walsh
Sept. 12th	Kolache Festival	Cameron, TX	J. Watkins
Sept. 18th	Club Meeting	Hickory Hollow	E. Walsh
Oct. 16-18	CHD VI	Hurst, TX	G. Grimes

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

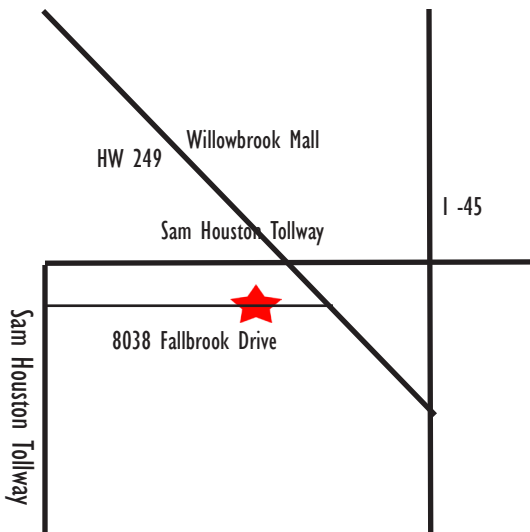
Deliver to:



Work Day on the club autocross car at the Fox's shop.

**CLUB MEETING TO BE
 HELD ON FRIDAY
 AUGUST 21ST AT
 HICKORY HOLLOW**

Map to the Meeting Location
 8038 Fallbrook Drive, Houston, TX 77064



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.

2015 Officers:

President	Ed Walsh	281-825-6361
Vice President	Mike Tidwell	281-748-4576
Secretary	Jon Protteau	936-520-2395
Treasurer	Audrey Tidwell	832-434-1154
Director	Todd Hasfjord	281-704-3848
Director	Howard King	832-687-8251
Director	Bruce Eichenberg	281-380-1809

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