

The Corvair Museum, maintained by the Corvair Preservation Foundation is now housed within the Chevrolet Hall of Fame Museum in Decatur, Illinois.

The Corvair Museum itself cover 9,000 square feet and currently houses 14 vehicles, plus a range of automobilia that included everything from experimental wheels to a forward control Corvair scale model used for wind tunnel testing. The models on display cover the gamut from ordinary, like a '62 Monza station wagon, to the truly bizarre, like a '62 Rampside tow truck and a '65 stretch limo. High performance models on display include a Fitch Sprint and a Yenko Stinger.

Other special vehicles on display include Bill Mitchell's '60 Super Spyder which was driven by his daughter, Lynne. The last convertible built is displayed as well as a '69 coupe that is believe to be the last-produced surviving example.

Five of the vehicles displayed are owned by the Corvair Preservation Foundation and the remainder are on loan from museum supporters.

The museum opened its doors last August and there is a grand opening slated to take place from May 18-20, 2018.



CPF Museum

This stretch limousine has been around for year but has been restored and placed on display at the museum.



Bill Mitchell's 1960 Super Monza built for his daughter,



A great example of a Greenbrier with a Rampside in the rear that has been made into a tow truck.



This 1960 coupe was put together originally by Doug Rowe and has participated in many races over the years.



TCA 2018 Events at a Glance

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 one name tag). Make checks payable to the Tucson Corvair Association and mail to the TCA Treasurer.

Change of Address: Report any change of address or phone number to the Membership Chair.

CORSA membership dues are \$45 per year (\$90 for 26 months) and include a subscription to the CORSA Communiqué, a bi-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.

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Mar 17, Sat

Az19 Car Show. 9am - 2pm. Walden Grove High School, 15510 S Sahuarita Rd, Sahuarita. Details:

<http://www.greenvalleysahuarita.com/az->

Mar 18, Sun

Ann & Jay's Poker Run. 9am to 2pm. Classic Chevy Club has invited us to enjoy their activity with them. Details on TCA website.

Mar 24, Sat

Visit Greg Davis' Corvair Shop in Sierra Vista. Meet at Triple T Truck Stop at 8am for breakfast and a back cruise roads cruise to Sierra Vista to tour Greg's shop.

Mar 28, Wed

Regular Monthly Meeting. Parking Meeting starts at 7:00pm. Come a little early if you're going to have dinner. Golden Corral, 4380 E 22nd St, Tucson, Arizona (near Columbus).

Apr 7, Sat

Cactus Corvair Club Spring Picnic. Scottsdale, Arizona. Meet at Park and Ride at I-10 frontage road and Ruthraff at 8am to caravan to Scottsdale

Apr 28, Sat

Chevy Showdown. Desert Diamond Casino. See website for details.

Tech Comment from John Seaman on the strut rod article we ran in last month's issue:

We have installed those on three cars in the last three years. Two of those cars have come back to our shop with those struts broke off right were the adjusting nut goes. We were told it's because of the angle of the rod sets on a Corvair and the stress that the rod sees on a Corvair is why they have failed. Needless to say we end up replacing them with the equipment that the car came with or if the one we take off if bent we sell them a different one.



Betty Chastain passes

Betty Chastain, a long-time member of the Tucson Corvair Association along with her late husband Don, passed away on February 11. Born in 1928, she and Don had been residents of Tucson since 1955, and were some of the earliest TCA members.

She was kind to everyone. Her three favorite things were cats, singing and flirting. She never lost her great sense of humor. At her request there will be no services. She will be missed

February Meeting Minutes

Minutes from the monthly meeting of the Tucson Corvair Association held February 28, 2018 at Golden Corral, 4380 E 22nd Street, Tucson, Arizona.

The meeting was called to order by President Dave Lynch at 7:05PM. Attending the meeting were Doug Scott, Al Brown, Ron Bloom, Allen Elvick, John Young, Dave Lynch, Mike Lake, Frank Pella, Doug Daigneau, and Van Pershing.

Treasurer's Report: Allen Elvick reported that the starting balance for January was \$2,329.30 with an ending balance for the month of \$2,470.37.

Merchandise Chairman Doug Scott let everyone know that there are many small and medium tee shirts available. He will give them to Frank Pella to see if they can be sold to the Chevy Showdown. There is also an early model magnesium fan and hub available as well as plenty of oil filters.

Mike Lake mentioned that a Facebook called Corvair Trader is a good resource for buying and selling Corvair stuff.

Van Pershing reported that the website and newsletter are still going strong.

Vice President Lake gave a brief summary of past events. Several Club members attend the Freddy's cruise in on E Broadway early in February. Not many cars were there but the Corvairs made a good showing. The Tubac Show was well attended. Around 16,000 visitors attended the show which had more than 400 cars on display. There was also a big crowd at the Oro Valley BBQ Blues car show earlier in the month. Upcoming activities include a visit Greg Davis' shop in Sierra Vista, The Az19

Car Show in Sahuarita, and the Cactus Club picnic on April 7. Frank Pella reminded us of the Chevy Showdown on April 28. He asked for the Club's support for parking and judging as has been done in years passed. He announced that the CCCT is now open to all GM vehicle 1972 and older. Frank also invited the Club to attend the Classic Chevy Club's poker run on April 18.

Ron Bloom asked why the presidency has not been holding board meeting and why the President has not been putting a monthly message in the *Corvairsation*. A brief discussion followed.

A discussion of what next year's slate of officers would be. A suggestion was made that the officers would basically remain the same for 2018, but no formal vote was put to the floor.

During the break a heated game of fan belt toss was held with Frank Pella taking the top prize in double overtime against Allen Elvick.

During the tech discussion Mike Lake talked about his discovery that the distributor bearing he bought from Clarks that he thought was too small was indeed the correct size but a new bearing did not fix his intermittent engine miss. He is working diligently on the body work of his white car. Ron Bloom is looking for a couple of standard 14" Greenbrier/Rampside steel wheels. Bill Maynard is selling his Corvairs. Available are a '61 wagon, '66 coupe with A/C, a Rampside, and a '63 convertible. Mike Lake's son just purchased a low mileage '68 500 coupe. The car is located in Silver City, NM. New Corvair-specific shock absorbers are now available from Clarks.

Meeting adjourned at 8:25pm

Submitted by Van Pershing

24th Annual Collector's Car Show, Tubac, Arizona

On January 27 John Young, Mike Lake, Ron Bloom and Frank Pella trekked to the Tubac Golf Resort for the annual car show sponsored by the Santa Cruz Valley Car Nuts. Sam Pernu and Frank Nuñez also came along for moral support. It was a great show with approximately 460 vehicles on display at the golf course and some 16,000 attending.



Roger Parent's Throttle Linkage

I've been driving the same Corvair Corsa since 1970. It has been our family car and for years it was my daily drive-to-work car and now that I'm retired it has become my daily go-have-fun car. It has never been driven very calmly. The secondary carbs have never been closed long enough to get stuck shut...if you get my drift.

After almost 50 years of service, the carburetor linkage had become tired and worn. It was functional but lacked the crispness of its youth. Enter Roger Parent.

Roger is a Corvair enthusiast who lives in southern California and makes various Corvair upgrades such as transmission accelerator pivots, tunnel pivots and aluminum clutch and parking brake pulleys, and, of course, throttle linkages for 110, 140 and turbo engines, and even a setup for those who are running a Holley 390 4-barrel.

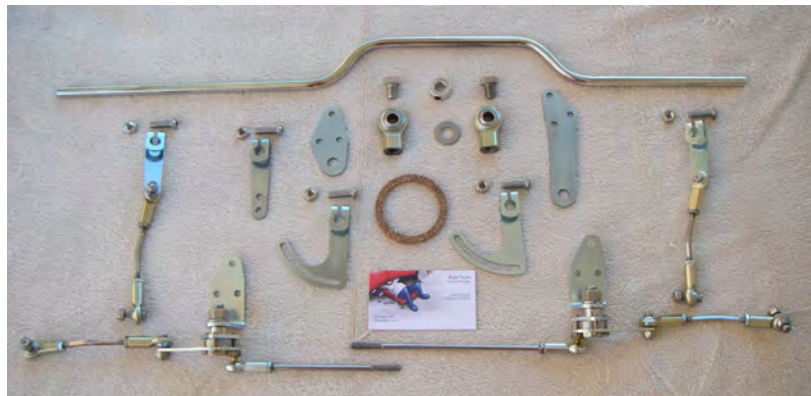
Several people in the Club had installed the linkage but I was hesitant to order linkage for my 140 because the price just didn't seem to justify replacing my sloppy old linkage, but I finally dusted the cobwebs off my wallet and have never looked back. The items that Roger makes are well designed and of impeccable quality. Any concerns I had about the price floated out the window when I had the new linkage in my hands. Every single part including nuts, bolts, and screws were absolutely top drawer...and beautiful! Even the packaging was superb.

The installation was not a 10-minute job, but with the excellent detailed instructions and photos the job went smooth and easy. Roger's instructions described how the different pieces of the linkage could be installed without removing the carburetors but that it wouldn't be very easy. He was right! I ended up removing all 4 carbs and the job went much better. Many of the components in the package are preset and preassembled so there's no guessing on most of the critical adjustments. One thing to note is that the carburetors must be adjusted properly BEFORE installing the linkage. Trying to get things right afterwards would be counter productive requiring readjusting linkage components.

The most unexpected result was how much better my 140 responds when all the carburetors are working together as a team. Quicker acceleration, smoother take offs from the stop signs and quicker getting to that red line on the tach. All this with no playing around with the linkage adjustments.

Overall, I would have to agree with my colleagues that this package is well worth the price and I would rate it at a full 5 stars.

To get a peak at all of Roger's products, go to: <http://corvairs.org/Linkage%20Flyier%2010-11-17.pdf>



This is the '65 140 linkage set. Notice the pre assembly of several of the components. Primary and secondary rods are preset to their proper length.



View of the 140 linkage on the right side carburetors. Notice the quality and precision of the components



View of the system is installed on Van Pershing's 140 (left).

Below is Ron Bloom's 140 with a Seth Emerson Stinger distributor. A special kit is needed to achieve proper clearance.



1968 Molzon Corvair

From the *Fanbelt Flyer*—Jan 2018 issue (mostly)

In 1963, GM designer William “Bill” Molzon set out to build a car of his own, with some rather ambitious goals: It would accelerate faster than a Corvette, be as frugal as a Corvair, and out-handle a Lotus. The resulting one-off vehicle, the 1968 Molzon Corvair, as it is called, not only met these goals but did so on a build budget of \$2,000.

After the car’s completion in 1969 it was registered in Michigan until 1974. Molzon’s Corvair was garaged for over four decades, but in early 2017 he concluded that, at age 78, he wasn’t going to do anything more with the car. His intention was to donate it to a museum, and the car was sold to a buyer for a token amount with that understanding. Instead, the car’s new owner sold it soon after the transaction.



The car is rated at about 200hp and sports a Porsche 5-speed transmission.

It was up for auction in January at the Bonham Auction in Scottsdale and was supposed to go from between \$100,000 and \$125,000. It actually sold for \$41,800.





The engine compartment of the Molzon Corvair (see page 5)



Monthly Newsletter - March 2018 - Vol. 42, No. 9
Corvair Society of America Chapter 857



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

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

MEETING PLACE:

Golden Corral
4380 E 22nd Street, Tucson

Read this newsletter on line at www.corvairs.org