



March 2005		
4	Friday 6:00 p.m.	Regular meeting at Johnnie's Charcoal Broiler, 5001 S. Harvard, Tulsa
16-20	Wednesday - Sunday	2005 Tulsa Auto Show, Expo Square Details to be announced
April 2005		
1	Friday 6:00 p.m.	Regular meeting at Johnnie's Charcoal Broiler, 5001 S. Harvard, Tulsa (No Fooling!)
May 2005		
6	Friday 6:00 p.m.	Regular meeting at Johnnie's Charcoal Broiler, 5001 S. Harvard, Tulsa
7	Saturday 9:00 a.m.	11 th Annual GCCG Orphan Auto Show Location to be announced

CLUB NEWS

Thanks to the Auto Show Preppers

On Saturday, February 12th, ten stalwart GCCG members met at J.C. and Marilyn Ash's house to construct the backdrop panels for the GCCG display at the Tulsa Auto Show. A plea for help went out to all members and ten hardy souls responded. Workers who came and sawed and constructed were: J.C. Ash, Forrest Andrews (construction boss), Tim Palmer (with his old reliable staple gun), Richard Hawk, Bill Brafford, John Harris, Jim Brewer, Roger Scott, Jerry Henry and new member Wayne Grieve. According to Roger Scott, "We screwed, glued and stapled" 37 frames. Then, on February 20th, Forrest, Marvin, and Terry Williams, a friend of Marvin's, painted the panels at Marvin's house. Terry even came back the following Monday to finish up the last few panels, using a total of 10 gallons of paint in the process. All panels are now ready for the "Back to the Future" theme to be applied to them. Thanks, also, to Forrest's neighbor, who let Forrest use his wood shop to cut the wood for the panels.

March Meeting to be an Important One

Final details of the show and the display will be discussed at the March 4th meeting. Also, this will be the last meeting before the show, so every members' participation is especially important. Besides needing some volunteers to complete the exhibit and to set it up, the show committee will want to know for sure which cars will be there, so they can plan an appropriate arrangement. And, as usual, we are in need of sponsors. So far, we have The Press Group, Maytag, Media Concepts, Jarrett Farm and Interstate Batteries. If you have any contacts with business who might want to be sponsors, please contact them and ask for their help. They will be prominently acknowledged in our display.

Also, please be prepared to sign up for a shift or two at the display, so GCCG will always have somebody on-hand both for security purposes and also to answer questions show-goers might have about our favorite automobile. And, clearly, if you're going to have information transmission you've got to have some shifts. This will be the last chance to get geared-up for the show, so don't miss it.

Also show-related: Marvin Luke, our show chairman, will be in St. Francis Hospital for a few days beginning March 1. Marvin will have surgery that day, but there seems to be some uncertainty between the doctors, the hospital and the insurance company as to just how long he will be in the hospital. We all wish Marvin a very speedy and painless recovery.

Dues Reminder

Please pay the \$15 dues to John Zink, GCCG Treasurer, either in person or by mailing a check to 4250 S. Oswego, Tulsa, OK 74135.

The following members' dues are now due or overdue:

Overdue: Mike & Marla Sweaney, Brian Dugdale, Dale & Ann Vikse, Forrest & Myrna Andrews, John & Jo Harris, Ted & Jayne Jacks

February: Jim Brewer, Taylor Brown, Art Maimbourg, Larry Mills

March: Patricia Carr, Dick & Nancy Ellis, Randy Erskine, Richard Hawk

For Sale

Van Upky tells us of an early model that is for sale:

'62 four-door, automatic transmission and factory air conditioning. New upholstery. 63,256 miles. Runs. Asking \$800 cash.

If interested, phone Van at 371-0654.

Very Early Earlies

(By John Zink)

The February 2005 issue of the *CORSA Communiqué* contained an article titled "Early Parking Brake History". The article talked about more than just the parking brake, however; it detailed several design changes that were incorporated into the 1960 Corvairs that were made after November 1959. This brought back memories near and dear to me, as my first Corvair was a 1960 700 sedan which I got on Introduction day, October 2, 1959.

The article points out that the first several hundred cars had slots on the front valence panel under the bumper on both sides. The horn was under the bumper and pointed out toward these slots. I obviously had one of the first several hundred cars, but I only recall horn slots on one side, and my car had only one horn note.

The main point of the article, however, is to mention the very early parking brake design. This was a lever which looked very much like the ones we are used to, but which you "pumped up" until it was tight. There was a separate release handle instead of the trigger mechanism we see today. I remember instances when the parking brake released during the "pumping-up" process, so one had to double-check to make sure the release lever wasn't pulled out, then begin the process again. My car was recalled early-on to replace the original parking brake with the one-stroke type. But this was just the first of what had to be dozens of engineering changes my early model experienced.

Car Storage Tips

(By Mike Dawson, Heart of America Corvair Association)

A lot of Corvair owners store cars, either indoors or outdoors. Having done this myself for many years, allow me to share my observations and solutions to typical problems that arise.

Never store cars on gravel or dirt areas. The Midwest humidity rises daily and is not blown out by the airflow from driving. Brake lines, suspension parts, tunnel pans and floors just go away. Car covers cause terminal mildew for the same reasons, and they should be used indoors only to keep out the dust.

Gasoline: There are stabilizers available but I have never used them. Keep the tank full; there will be less surface area to evaporate or to condense moisture. You may want to use a non-vented cap for storage. Use a can of HEET (isopropyl alcohol only) to eliminate moisture. The new gas additives do strange things as they age. You may to replace accelerator pumps every time the car sits for over six months.

Ignition points: I find that even new points can oxidize and become insulated if the conditions are right. Points are still cheap, so plan on replacing them if the car is stored over six months. The ones that go bad will quit after only a few miles of seemingly perfect operation; in the middle of a parade, for instance.

Tires: Use higher pressure for storing, and be prepared to balance them every other year if the car sits for long periods.

Battery: I suggest you remove the battery and buy a cheap trickle charger. That keeps the battery boxes clean and the battery much happier.

Fuel Leaks: Always check carb fuel inlet nuts after long storage. Tighten fuel pump cover screws after the engine has warmed up. Filler nick hoses shrink. Last and very important, check the bottom of your tank unless you have installed a new one recently.

Powerglide transmission converters all leak down and overflow the pan. If your shifter cable or its seal leak, you will find a large puddle.

Pack wheel bearings, fan and idler bearings, if you don't know their history. Storage causes the oil to evaporate from bearing surfaces, and ancient grease will not re-oil properly when you start driving again.

Oil: Always store a car with clean oil, and shut down the engine only after a complete warm-up. This helps eliminate acids formed from crankcase dilution or cylinder wall wash-down from choke operation. You could put a squirt or two of oil in each spark plug hole and rotate the engine a couple of times if you are putting it away for a long time. A fresh grease job is also helpful to get dirt and water out of ball joints and tie rod ends.

The REAR VIEW is published monthly by Green Country Corvair Group, Inc. In August 1977 Green Country Corvair Group (GCCG) became chapter # 744 of the Corvair Society of America (CORSA). GCCG is a non-profit organization incorporated under the laws of Oklahoma. Annual dues for GCCG are \$15. Membership in CORSA is also encouraged. Contact any officer listed below for information. GCCG meets the first Friday of the month at 6:00pm at Johnnie's Charcoal Broiler, 51st and S. Harvard in Tulsa.

Non-commercial ads are free to members on a 'space available basis'. Call or write the editor for information concerning commercial advertising. All articles, ads, technical tips, etc., must be submitted by the board meeting date to be included in the next issue. Articles can be sent either of three ways:

1. Mail to: John Zink, 6111 E. 107th St., Tulsa, OK 74137.
2. E-mail: zink@ionet.net
3. FAX: 918-298-6111.

CORVAIR PARTS SUPPLIERS:

Clark's Corvair Parts, Inc. <http://www.corvair.com/>
Route 2, Shelburne Falls, MA, 01370
Phone: 413-625-2558 Catalog: \$5.00

Corvair Underground <http://www.corvairunderground.com/>
P.O. Box 339, Dundee, OR, 97115
Phone: 1-800-825-VAIR Catalog: \$4.00

GCCG Web Sites:

<http://clubs.hemmings.com/grcountrycorvaircsa>
<http://www.tulsacorvair.com/>

GCCG MERCHANDISE:

GCCG Merchandise available is subject to change from time to time. The club is unable to keep a stock on-hand, but shirts, hats, antenna flags, jackets, etc., may become available from time to time as opportunities arise.

To order merchandise or to suggest new club items, contact Marvin Luke at 250-1500, or see him at the next club meeting.

GCCG OFFICERS:

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FIRST CLASS