



**Green
Country
Corvair
Group**

THE REAR VIEW

Serving Northeastern Oklahoma Corvair Enthusiasts

Vol. 28, No. 5

MAY 2005

JUNE 2005		
3	Friday 6:00 p.m.	Regular meeting at Johnnie's Charcoal Broiler, 5001 S. Harvard, Tulsa
JULY 2005		
1	Friday 6:00 p.m.	Regular meeting at Johnnie's Charcoal Broiler, 5001 S. Harvard, Tulsa
AUGUST, 2005		
5	Friday, 6:00 p.m.	Regular meeting at Johnnie's Charcoal Broiler, 5001 S. Harvard, Tulsa

CLUB NEWS

The monthly meeting of GCCG was held May 6 at Johnnies Charcoal Broiler. Our new Secretary/Treasurer, Marilyn Ash has started writing Minutes of our meetings. Our next meeting will be June 3. Plan to attend. We will have pictures from the Greater Tulsa Orphan Auto Show.

11th Annual Greater Tulsa Orphan Auto Show

The 11th Annual Greater Tulsa Orphan Auto Show is now history and it was a great success. The show was held May 7 at the parking lot of Tulsa Federal Employees Credit Union at 9323 East 21st Street. TEFCU once again sponsored our show with a generous cash contribution as well as publicity to all its members, and, of course, the use of their parking lot. We had 28 cars at the show and lots of spectators. The weather was breezy, but balmy, and everyone had a great time. Among some of the more notable cars were: Joe Smith's 1937 original Cord, Felix DeGeyter's 8/10 "Pray" Cord and a "Pray" Auburn, Richard Jackson's 1949 Packard Limo, Bill Gregory's 1946 Packard Super Clipper, Vincent Nelson's Studebaker Lark, and Walt Knickerbocker's 81 Delorean. One big hit was Charles Schaeffer's 1955 Oldsmobile Rocket 88. Remember folks, Oldsmobile is the newest member of the Orphan Car family. Other cars included a Dodge Dart, Studebaker, Comet, Mercedes Benz kit car, Ford retractable hardtop convertible and a liberal sprinkling of our own Corvairs. A few dash plaques are still available for members who might not have received one at the show. There were some neat door prizes. The drawing was conducted by our own inimitable Marvin Luke who entertained us with his charm and wit while doling out the prizes. Marvin was rewarded for his effort by winning a steering wheel cover

designed to massage and stimulate his hands. Watch out for him now since he has stimulated hands. Actually the big winner was Mary Baxter who received the traveling door prize, a set of Ford seat covers which have been awarded in years past. Guess what will be among the door prizes next year?

Great Plains Corvair Roundup

This item was included in the March *Rear View* but is worth mentioning again. Green Country Corvair Group voted to participate in this show and to support it in every way. Mark your calendar for **September 30 to October 1, 2005 in Wichita, Kansas**. It is important we honor our commitment to support this affair.

“Make plans to be in Wichita for the first annual Great Plains Corvair Roundup on September 30th thru October 2nd. The host club, Wichita’s Mid Continent Corvair Association with help from Green Country Corvair in Tulsa, Indian Nation Corvairs in Oklahoma City and the Heart of American Corvair Owners Association of Kansas City has an exciting weekend planned for Corvair lovers from all over middle America...Saturday will be filled with two car shows, one a CORSA Concourse judging and the other a Participant’s Choice with class and overall awards. Later in the day will be a tour of Terry Kalp’s shop and Corvair collection just a few miles from the Host Motel. While at Terry’s shop participants will have the opportunity to learn from several Technical Sessions put on by Corvair experts. Also available Saturday afternoon will be several tours to Wichita points of interest. Saturday evening’s highlight will be the awards banquet back at the host hotel. A meal will be available before the distribution of door prizes and awards. MCCA members have had an excellent response from Corvair vendors and local merchants, who have donated interesting door prizes, don’t miss out... If you pre-register for the autocross, all the Corvairs will be put in the same heat for a little “heads-up” competition. Racing or watching it will be fun. MCCA member, Dennis Fuller, is in the process of constructing a Valve Cover Racing track. So there will be Valve Cover races squeezed into the schedule. Build or bring your Corvair valve cover based racer for some fun competition.

The Host Motel is Best Western Wichita North/Park City located on Interstate 135 and 53rd Street North (exit 13). For reservations call 316-832-9387 and ask for the special Corvair room rate.”

Dues Reminder

The following members’ dues are now due or overdue:

Overdue: Mike & Marla Sweaney, Dale & Ann Vikse, John & Jo Harris, Ted & Jayne Jacks, Patricia Carr, Randy Erskine, Richard Hawk, Robert Scott, Van Upky,
June: Jerry Henry, Billy Taylor, Gary Baxter
July Tom Wisby, J.C. Ash,

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

Spring Car Shows

Tuesday Nights: Cruise-in and car show, 68th & Mingo. Details at <http://www.BYBmmotorshows.com>.

Web Master Needed

GCCG is still in need of a Web Master to improve and keep our web sites up to date. We have numerous opportunities to establish links to other appropriate sites, etc., as well as photos to be posted, contact information to be kept up to date, etc. So, if you have any Web skills and would like to do something to help out the club, this is it! If interested, please contact Roger Scott.

For Sale

(For Sale items have been submitted by club members or others, who furnished the information and descriptions. GCCG has no knowledge of, or responsibility for, their accuracy or completeness.)

Truck Trivia

by Gary Baxter

While working on the latest truck project I have observed a few differences between the years.

The first and perhaps most obvious difference is that '61 models do not have a rain channel next to the windshield at the edge of the door opening. Less obvious are the electrical system changes. The '61 models, following along with the cars, do not have a fuse for the wipers. '62 up have this fused circuit added at the top of the fuse box. Also the '61 ignition circuit is different in the engine compartment at the starter harness connection. It has the wire from the starter relay for the ignition and the wire from the switch joining together on the body side of the main connector so that both provide power to the coil through the resistor wire. The next year it was changed so that the switch goes through the resistor, while the starter by-passes the resistor to provide the full battery voltage to the coil to aid in starting. Engine changes such as automatic chokes matched the car changes through the years.

The earliest '61's do not have a return spring attached to the accelerator linkage under the floor at the front. Later ones have a hole in one of the front seam dimples for this spring to attach to. There was a retrofit for this, as the original design without the spring could cause the throttle cable to stick slightly, particularly in cold weather, not allowing the engine to slow to the proper idle speed.

'61 was also the year of the clutch head fastener. The factory used them extensively. They were used to hold the headlamp buckets to the body, to mount the steering column clamp, and to hold the turn signal cable in the steering hub. In '62 these became Philips head, except the column clamp used regular bolts. The infamous clutch heads were still used in the bed and for the ramp hinge until '64 when they were replaced by Philips.

'61 was the only year Fawn was not available as an interior color, being done in silver with a charcoal dash. The heater resistor has it's plug near the top. In '62 it was changed to a resistor, with the plug in the center. '61 is also the only year

1963 Greenbrier: solid body, light blue, 110 engine, 3 speed, needs pumps in carbs and fuel system cleaned: new brake lines, hoses, wheel cylinders and shoes: spare 110 engine: also \$68 worth of Clark's shop manuals: Price: \$300. Call Gary Baxter, 455-6051

that says "ash tray" on the handle. In '62 a trust washer was added under the sunvisor spring to keep the end of the spring from digging into the soft metal of the bracket.

One of the more well known changes occurred in mid '63 when the shifter design was changed on standard shift trucks so that the lever came out of the floor instead of under the seat. This required a complete redesign of the linkage and a new gas tank with a hole through the middle of it for the shift rod. In spite of the hole, the capacity of the tank was not changed in the literature. Also '63 brought amber parking light lenses, self adjusting brakes, seat belt anchors, and the availability of an optional engine.

'64 also saw a couple of instrument changes. The fuel gauge is a different part number, but uses the same sender. It looks the same, but after being shut off for a while, it drifts toward full instead of empty. The speedometer lost it's little "1", "2", "3" shift markings. The headlamp switch was changed, as was the cars, to a shorter, wider design. This also meant that the knob, while looking the same, used a shorter length shaft. The trucks also changed the turn signal switch to one that is inside the hub, eliminating the cable system used previously. The steering column is different also, with a clamp at the floorboard holding it to the steering box. The gas pedal and linkage at the front were also changed in '64. Also added was a door behind the grille, with a lever inside, that blocked off air to the footwell vents.

Finally in '64 the notorious for breaking rear license lamps were gone. The metal engine access door having been replaced by a fiberglass one that mounted the license in a recess to the left of center with the light shining down through a lens above it.

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 (CORSAs). GCCG is a non-profit organization incorporated under the laws of Oklahoma. Annual dues for GCCG are \$15. Membership in CORSAs 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: Roger Scott., 4250 S. Oswego, Tulsa, OK 74135.
2. E-mail: roger13@mindspring.com
3. FAX: 918-582-8803.

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.

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/>

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FIRST CLASS