

# IMPALA INFO



Vol. 4, Num. 1

Phoenix Chapter of the National Impala Association

April, 2005

## Two in a row!

### Arizona Impalas take club participation trophy again at Deer Valley High School Band Show



Helping to secure the Club Participation Award for the second consecutive year are Gene and Sharon Johnson's '58 Impala, Bob and Andrea Kohler's '67 Impala, Dave Poore's '72 Impala Custom, and Karl and Cindy Becker's '64 Impala SS.

For the second year in a row, the Arizona Impalas took home the Club Participation Trophy at the Deer Valley High School Skyhawk Band

Cruisin' to the Tunes car show in February. We had 11 cars at the show, including Gene and Sharon Johnson's '58, Len & Carol Gasper's

'61, John Sahid's '62 Biscayne 409, Karl and Cindy Becker's '64, Vic and Gerri Zavarella's '65, Bob and Andrea Kohler's '67 and Dave



The club's 2004 trophy (left) is joined by the 2005 trophy (right).

Poore's '72. John Sahid also brought his '69 Camaro RS/SS convertible, a Torino and a Cadillac. Len & Carol's tricked out '61 bubble-top won the

People's Choice trophy. And as usual, John Sahid took home several as well. Lots of great photos are posted on our Web site.

#### Next meeting: May 15

Our next official club meeting will be May 15 at the Split Window Diner in Fountain Hills. Plan to meet at 8:30 a.m. at the McDonald's on Shea Blvd. just east of the Loop 101 freeway for the cruise to Fountain Hills. Expect to arrive at the diner by 9 a.m. See you there!

#### Another view on keeping cool

By Gary Dulude

After reading Bob Kohler's article last year on converting his air conditioning system to 134a refrigerant, I want-

ed to pass along my own experience with the air conditioning on my '64 Impala sport sedan.

I believe that Chevrolet **continued on page 6**

Visit our Web site at [www.arizonaimpalas.com](http://www.arizonaimpalas.com)

# Random ramblings from the President

By Dave Poore

I'd like to thank all members for helping to get 2005 off to a really great start. Vic Zavarella has been proudly displaying his newly restored '65 Impala SS. We all look forward to seeing Kevin & Marty Byrnes' '66 ragtop at some shows this year. Jim Parker, a new member, has a really gorgeous '62 Impala SS which is a fine addition to the club. A nice fellow with a '73 Caprice convertible may be joining the club very soon. And speaking of convertibles, I may be getting my very own '72 Impala convertible! And in keeping things "All in the Family," it will be named Meathead. Ah, to have the wind rushing through my hair



(and the sun frying my head like an egg). I really can't wait. I have never driven a convertible. In fact, I've never even been a passenger in one, so it will be a whole new experience for me.

### Important notice to all members

If you never receive any e-mails from us, please be sure that we have a current e-mail address on file for you. Or if you change your address, be sure that we have your

new one so you won't miss out on any important updates. Contact me at 602-770-0005 with your e-mail address.

### New monthly gatherings

We began having impromptu gatherings every month, alternating between Scottsdale Pavilions and the Safeway at 83rd Ave. and Deer Valley Rd. The first meeting at the Pavilions looked like it would be rained out.

Club Vice President Bob Kohler was the only one who attended. And fortunately he did not get rained on. The first meeting at Safeway was really nice. Besides me bringing Edith (my nicer '72), others attending were Bob and Andrea Kohler, Karl and Cindy Becker, Vic Zavarella and Jim Parker. Daryl Wimer also showed up for a little while. I look forward to seeing everyone at these gatherings, as it can be very pleasant for all of us to get together without the more formal setting of our official club meetings. Here's the schedule:

### Scottsdale Pavilions

May 7, July 2, September 3, November 5.

### 83rd & Deer Valley Safeway

June 4, August 6, October 1, December 3.

We had planned on 2:00 p.m. at the Pavilions and 4 p.m. at Safeway as the gathering times. But as the temperatures heat up, we will likely alter those times to keep us from baking in the hot sun for too long. Always check the Web site or your e-mail for meeting times.

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[www.arizonaimpalas.com](http://www.arizonaimpalas.com)*

Dave Poore	President, Webmaster	602-770-0005	webmaster@arizonaimpalas.com
Bob Kohler	Vice President	602-978-1232	impala67@cox.net
Karl & Cindy Becker	Secretary	623-582-3572	kbc-b-impala-ss@att.net
Kevin & Marty Byrnes	Treasurer	480-759-1866	treskittys@cox.net
Bill Noyes	Board Member at Large	602-278-8671	nan4357@aol.com
Vic Zavarella	President Emeritus	623-594-2066	gaznogo@cox.net

## Member spotlight—Marty & Kevin Byrnes’ ‘66 Impala SS convertible

After more than two years, countless hours, and untold amounts of money, Lucy — Marty and Kevin Byrnes ‘66 Impala SS convertible — is back on the road. Her first appearance since the restoration was at last fall’s 5 & Diner Shiner, and along with Vic and Gerri Zavarella, they plan to make the pilgrimage to Spearfish, SD this summer for the National Impala Association’s 25th Annual Convention.

Lucy gets her name from another famous redhead, Lucille Ball. Marty and Kevin bought her on Labor Day 2000 in Gaylord, MI from a private owner who had



Marty and Kevin Byrnes plan to drive Lucy, their ‘66 Impala SS convertible to the NIA convention this summer—top down, of course.

the Chevrolet dealer in Birmingham, MI, and until moving to Arizona, she had always been titled in Michigan. So in addition to rebuilding the engine, Marty and Kevin did considerable body work to get rid of the rust and return Lucy



owned her twice. They drove her to Arizona with the top down most of the way.

Lucy rolled off the assembly line in Flint, MI with a standard 283 V-8 and Powerglide automatic transmission. She is one of only 15,872 full size



Chevrolet convertibles built in 1966. Lucy was originally purchased at

to her original beauty. She is definitely meant for top-down cruising!

# Nothing could be finer than a 5 & Diner Shiner

Arizona Impalas' first fall show was a big success. Held November 6 at the 5 & Diner in Chandler, Marty Byrnes gave the show a perfect name, the 5 & Diner Shiner. A total of 70 cars registered for the show, and we raised \$243 for our designated charity, Horses Help. Gene and Sharon Johnson's '58 Impala won second place in the 1958-64 class, and Bob Zetterman won first place in the 1965-76 class with his '65 Impala SS. Dave Poore managed to get all three Bunkers to the show. Edith, his well-preserved '72 Impala, didn't win any trophies. However, Gloria, his daughter's '76 Chevelle, won second place in the Chevy Clunker category. Archie, Dave's still-running '72 Impala earned his first place trophy thanks to or despite of a wax job and a new duct-tape landau roof. Dave promptly turned his trophy into a hood ornament.

The 5 & Diner Shiner was also the debut for two members' restored Impalas. NOGO I, Vic and Gerri Zavarella's '65 Impala SS had been transformed from beast to beauty, complete



(Top) Gene and Sharon Johnson's '58 Impala sport coupe took second place in the 1958-64 class. (Right) Bob Zetterman won first place in the 1965-76 class with his beautiful '65 Impala SS. (Bottom) Dave Poore turned his first place trophy in the Chevy Clunker category into a hood ornament for Archie, his '72 Impala Custom. (Bottom right) Karl & Cindy Becker bring their '64 Impala SS to virtually every club event.



with a photo album. Vic bought the car brand new, so it's nice to see it returned to its original glory.



Kevin and Marty Byrnes also debuted a newly

restored Lucy, their '66 continued on page 5

# 70 classic Chevrolets attend 5 & Diner Shiner



(Top) Bob and Andrea Kohler's gold '67 Impala sport coupe looks as sharp as it did when they bought it at an Ohio Chevy dealer in December, 1966. (Bottom) After surviving nearly 40 years as a daily driver, NOGO I, Vic and Gerri Zavarella's '65 Impala SS got a complete restoration that makes it look as good as it did at the Massachusetts Chevy dealer where they bought it in May, 1965.

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Impala SS convertible. Her 283 V-8 has been completely rebuilt, and they did a full cosmetic restoration as well. Check out the pictures on page 3.

Other member cars in the show were John Sahid's '62 Impala SS convertible, Karl and Cindy Becker's '64 Impala SS, and Bob and Andrea Kohler's '67 Impala. Gary Dulude made a return visit from

Oregon, but since he flew, he couldn't enter Betty, his '64 Impala. Instead, he entered Itty Bitty Betty, a former Matchbox taxi '64 Impala 4-door hardtop that he and some friends had repainted to look like the real Betty. Needless to say, it was the smallest car at the show.

Thanks to the 5 & Diner

for providing a great location for the show; we'll be back again in the fall. Thanks also to all the members who donated their time and efforts to make the show a smooth-running success. Finally, thanks to everybody who contributed to the raffle prizes.

Special mention for the most creative raffle prize has to go to Dave Poore for his StillRuns.com Emergency Repair Gift Basket. It included duct tape, wire, coat hangers, a hammer, Crazy Glue, Stop Leak, JB Weld, thumbtacks and Band-Aids.



(Top) As with all of his classic Chevys, John Sahid's '62 Impala SS convertible has been meticulously restored with a 327 V-8 so clean you could eat off it. Note the period-correct battery. (Bottom) Inside, John's Impala is loaded with power windows and factory air, rare on a convertible.



Since he couldn't drive Betty down from Oregon for the show, Gary Dulude brought Itty Bitty Betty, a former '64 Impala Matchbox taxicab painted to look like his car.



Even with it's first wax job since the Reagan or possibly the Carter administration and a new duct tape vinyl roof, Archie, Dave Poore's still-running '72 Impala won first place in the Chevy Clunker class.

## Summer's coming: How to keep cool in your Impala

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redesigned at least parts of the factory A/C system when the new models came out in 1965. Bob's '67 Impala, and probably all full-size Chevrolets from 1965-70 likely have the same basic factory A/C system.

Back in 1981, my Dad tried to get the A/C working again on Nellie, the '64 Impala sedan I grew up with. At the time, many parts were unavailable, so the A/C mechanic retrofitted a 1965 A/C system. It worked great, and after I got my driver's license in the summer of 1982, Nellie's A/C kept me cool in the Texas heat.

As I looked to find another '64 Impala over the years, one of my requirements was that it had to have factory air. It didn't have to work, but I wanted the hardware to be there, particularly the dash vents and the controls. I didn't want one of those aftermarket under-dash units.

When I talked to Betty's owner, I asked if the car had air. He said he didn't know since he lived right off the California coast and never needed air conditioning. So I

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A 1964 GM/Harrison ad featuring an Impala sedan and a Chevelle coupe promises year-round comfort with four-season car climate control.

asked if there were little chrome balls on either end of the dash. He said yes. So before I even flew out to California to look at the car, at least I knew it had factory air.

When I inspected the car, the A/C system appeared to be intact, and when I turned it on, the compressor engaged, and air blew through the vents. In March 1999, about a month after buying Betty, I took her to an

auto air conditioning shop in Tempe to get the system working. Because R-12 refrigerant — Freon® — was becoming so expensive, the technician recommended retrofitting the system to 134a refrigerant. I agreed, and for parts and labor totaling \$361.84, my Impala had working A/C.

Only it didn't work that well. With just three small vents to cool such

a big interior that had so much glass, Betty's A/C was already handicapped. But 134a simply doesn't cool as well or as fast as Freon. I stuck a kitchen meat thermometer in the dash vents, and the air coming out ranged from 55° to 65°. If I was sitting at a light, the temperature would climb several degrees until I started moving again. If I ran the system full blast with the driver's side vent aimed right at my face, it was tolerable, but not really comfortable.

After the sweaty summer of '99, I took Betty to a different mechanic, Alexander Auto Services in Mesa, to see if there was anything I could do to improve the A/C system's performance. After checking to make sure everything was working and there were no leaks, the technician suggested I replace the condenser. He explained that the condenser is crucial to an air conditioner's performance since the air flowing through it turns the compressed refrigerant into liquid. The liquid refrigerant flows to the evaporator, where it boils and absorbs heat from the cooling coils, **continued on page 7**

## Air conditioning: the pros and cons of Freon vs. 134a?

continued from page 6  
delivering cold air out the vents.

Betty's original condenser had a number of bent fins after nearly 40 years and 100,000+ miles. Alexander's replaced it with a more efficient condenser designed for 134a refrigerant. Parts and labor totaled \$341.47, and I could now get 48° to 50° out of the dash vents. If you do make the conversion, I highly recommend installing a condenser designed for 134a.



Since factory air conditioning was still fairly rare—and expensive—back in the early sixties, Chevrolet advertised cars that had it.

After replacing the condenser, I left the system alone for the next two years. I figured there was nothing left I could do, and since Betty is not a daily driver, I could live with it. But I still wasn't completely satisfied.

So in June 2003, I went back to Alexander's to assess my options, including Freon alter-

natives such as Freeze 12. Brian Hoffert, the technician there, told me the most cost-effective option would be to go back to R-12 Freon, even at \$75/lb. Parts and labor for the conversion was \$311.64.

It was worth it. Betty's A/C system now puts out 38° to 40° air, and that 10-degree difference makes it much better at cooling down the entire interior. Although summers in Oregon are much milder — and shorter — than in Arizona, I have driven Betty a number of times on hot days, including a 100°+ weekend in Eastern Oregon. Before heading home, Betty had been sitting in the sun for several hours, and even with the windows rolled down, it was over 120° inside. But with nice cold air coming out of the vents, the temperature inside was down to a comfortable 78° within 20 to 30 minutes.

If your Impala has factory air, and you want to get it working again, I'd ask Bob how well his '67 Impala is doing with the 134a refrigerant. The newer A/C systems may work fine on 134a. If your Impala is a '64 or



If you can live with the significantly higher cost of R-12 Freon®, you'll get much better cooling from the factory air conditioning on 1964 and older Impalas. If you do convert to 134a refrigerant, make sure you replace your condenser with one designed for 134a; it makes a big difference.

older, however, I'd hesitate to abandon Freon based on my experience.

I'd also recommend Alexander Auto Services in Mesa (480-926-3330) for A/C work as well as

other repairs and maintenance. They like and respect old cars, and I found them to be honest, professional and capable.

Keep cool and happy motoring!

## From the President

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### Want to join us?

This year's dues are \$36 and include a ballcap!

### Win a road trip!

We will be sending one lucky member to a car show outside the Phoenix metro area. The club will pay for

the winner's gas for the trip as well as for a motel room. All we ask is that the winner display and/or hand out info about our club so people in other parts of Arizona can become more familiar with us. Details about the car show road trip will be given out at the May 15 meeting.

# UPCOMING EVENTS

- Saturday,  
April 30                    20th Annual Chevy Showdown, sponsored by Classic Chevy Club of Tucson.  
9 a.m. to 4 p.m., Tucson. Info: Roy, 520-883-4304 or Rick, 520-721-9541
- Saturday,  
May 7                        Arizona Impalas First Saturday Gathering at Scottsdale Pavilions, Loop 101 and  
Indian Bend Rd. Meet at 4 p.m.
- Saturday,  
May 14                      Cruisin' Under the Stars at the Victory Lane Sports Complex, Phoenix. Entry fee \$20  
to benefit Make-A-Wish Foundation. Dash plaque and T-shirt. Info: Bill, 602-300-  
5606 after 4 p.m. or Dick, 623-206-3492
- Sunday,  
May 15:                     Club meeting at Split Window Diner in Fountain Hills. Meet at the McDonald's  
on Shea Blvd. just east of Loop 101 at 8:30 a.m.
- Saturday,  
May 28                      Cars On Main Car Show at Firth Park, Safford. Entry fee \$20 before May 21. Dash  
plaque, T-shirt and goodie bag for first 100 entries. Info: Kim, 928-348-4611
- Friday-Sunday,  
June 10-12                Show Low Days Still Cruizin' Car Show at the Show Low City Park, U.S. 60  
at AZ 260. Entry fee \$25 before May 15. Cruise the Deuce, car show and poker  
run. Info: Steve, 928-537-2326
- Saturday,  
June 18                      5th Annual Classics at Prescott Valley Car Show and Swap Meet sponsored by  
Yavapai Classic Cruisers of Arizona, K-Mart parking lot at AZ 69 and Lake Valley  
Rd., Prescott Valley. 10 a.m. to 3 p.m. Info: Rick, 928-443-9013



Arizona Impalas  
3008 E. Southfork Dr.  
Phoenix, AZ 85048

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