

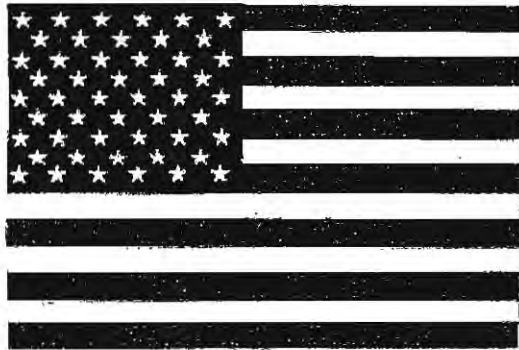


# Corvairsation

[www.corvairs.org](http://www.corvairs.org)

Tucson Corvair Association  
Volume 27, Number 3

Tucson, Arizona  
August 2002



Get Ready For Fall  
See You At The Next Meeting  
AUGUST 28

Tucson Corvair Association  
Established 1975

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 American (COSA), Chapter 857.

Monthly Meetings are held on the fourth Wednesday of each month, except December. One technical/social event is planned for each month except July and August.

Membership Dues are \$15 per year for singles and \$18 per year for families. Initial dues are \$15 for singles and \$22 for families (includes name tags). Make checks payable to Tucson Corvair Association.

Change of Address: Report any change of address or phone number to the Membership Chairperson. Do not report such changes to the Corvairsation Editor.

COSA Membership Dues are \$30 per year (\$70 for 26 months) and include a subscription to the COSA Communique, a monthly publication. COSA membership is not required for membership in the TCA, but is highly recommended. See any TCA officer for more information.

Classified Ads are free to members and \$3.00 per 4-line ad to all others.

Deadline for materials submitted for publication in the Corvairsation is the 10<sup>th</sup> of month to the Editor.

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Tucson Corvair Association  
Mountain View Restaurant at Prince and Mountain Ave.

Minutes from July 24th, 2002 meeting

Chris Cunningham called the meeting to order at 7:00pm.

In attendance were:

Chris Cunningham, Barry Cunningham, Paul Dunn, Art Dunn, Lance Gillingham, Julius Berky, Dave Baker, Amy, Emily and John Torpey, Dave Lynch, Bruce Robinson, Chris Campton, and guest Betty Campton (Chris's mom).

The 2002 convention was the main topic of the evening. What a great time everyone seemed to have despite Chris Campton's bad wheel bearing and Barry's car encountering a plethora of problems. One highlight of the convention is when Al Brown's (Vickie's dad) name was called as the winner of the 66' Corvair that had been raffled off at the banquet. Chris Cunningham proudly drove it to the meeting to show it off. Thanks Chris for giving all of us a closer look. All in all, the convention was a huge success! Great cars, great people. Cars on display ranged from daily drivers to rare Stingers. Owners came from as far as Finland, Alaska and Germany.

Dave Lynch and Julius Berky donated the raffle prizes - Thanks guys! Paul Dunn was the winner of 2 wheel bearings and Dave Baker received a dash duster.

Next month raffle donations will be provided by Barry, Bruce, and Julius.

Mid-Month activities are as scheduled:

Saturday, October 5th-Picacho Peak with the Cactus Corvair Club. Due to State budget cuts the park was temporarily closed, however, the park has been re-opened! Hurray!

Saturday, October 19th is the annual Casa Car show. Time to pull out the Armor-All and shine those tires.

Saturday, November 16 the Torpey's will host the "Tune-up Clinic" bring your corvair and see if a fellow member can help you assemble a part or figure out a problem.

No finance report was given due to Allen being on vacation. We hope you had a great time.

Julius mentioned that he has a counter shaft and 2 bearings out of a 69' Saginaw, 4 speed. If you are interested please contact him.

The motion to adjourn was at 8:15 pm.



*from the editor.....*

*Thank you CHUCK PETTIS for your gift of the 1960 coupe to the Club!! Your generosity is truly appreciated.*

*Hope you are looking forward to all of the activities starting in October. Let's start thinking now what your mighty Corvairs' needs are.*

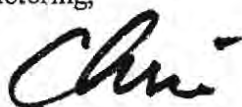
*Check out your Corvair calendar in this issue. Thanks, Chris and Lance, for all of that planning!*

*More on the 2002 Corsa Convention follows. Enjoy!*

## A Letter from the President

As you may know by now, August marks a break in our Club's regularly scheduled mid-month activities, which normally resume in September, but this year we pushed the September mid-month into October. To accommodate the Cactus Corvair Club in scheduling the *Picacho Peak Rendezvous* we moved the date to Saturday, October 5<sup>th</sup>. Our participation in the annual Casa de los Ninos Car Show, occurring on Saturday, October 19, has been continuous since 1980 and benefits a local worthwhile organization. The show is lots of fun for the whole family and is a great opportunity for us to show off the Club's cars without racking up a lot of miles. The new location at the Kino Sports Complex is a swell place to display cars. I hope everyone is making good use of this summer break, either to break away for a while; fix something on the car that is about to break; break-in a new part or break off an old one; be brave and break a leg; break ground on a new garage for a new Corvair; break even on the stock market; or whatever it takes just as long as you don't break the law or your neck doing it.

Happy motoring,



## Raffle Car Heads East (part one)

Al Brown, winner of the Cactus Corvair raffle car, drove his brand-new 1966 Corvair Monza convertible back to Oregon, Wisconsin earlier this. Before the trip, Al decided to customize a few things on the car to accommodate his journey. After precautionary checking of all the usual things such as brakes, wheel bearings, transmission, suspension bushings, shocks, valve cover gaskets, and stocking up on a few needed parts from Barry Cunningham, Al temporarily installed a new CD player and two speakers for the long ride. The original headlights were replaced with a new halogen type. He replaced the rear shocks. A new small dent was added to the right rear fender when a "Pecos Bill's" neon sign blew off the garage wall at Chris' house during the monsoon.

## TCA Events at a Glance

### AUGUST

- 14 WED TCA Board Meeting Location TBA
- 28 WED Regular monthly meeting - 6pm  
Optional dinner at 6:20, meeting starts at 7pm.  
Mountain View Restaurant 1220 E. Prince Road

### SEPTEMBER

- 11 WED TCA Board Meeting Location TBA
- 25 WED Regular monthly meeting - 6pm  
Optional dinner at 6:20, meeting starts at 7pm.  
Mountain View Restaurant 1220 E. Prince Road

### OCTOBER

- 1 TUE *Drive Your Corvair Today*
- 5 SAT *Picacho Peak Rendezvous and Picnic w/Cactus Corvair Club* 9am McDonald's 3830 W. Ina. 9:30am convoy to Picacho
- 9 WED TCA Board Meeting - Location TBA
- 19 SAT *Casa de los Ninos Car Show* - Kino Sports Complex 7:30am at Ajo Cafe S/E corner of Ajo and Country Club
- 23 WED Regular monthly meeting - 6pm  
Optional dinner at 6:20, meeting starts at 7pm.  
Mountain View Restaurant 1220 E. Prince Road

### NOVEMBER

- 7-9 TH-SAT *Annual Fan Belt Toss* - Palm Springs, CA
- 13 WED TCA Board Meeting - Location TBA
- 16 SAT Torpey's Tune-up Clinic 10am-2pm  
9165 N. Desert Ironwood Place 531-0875
- 20 WED Regular monthly meeting - 6pm  
Optional dinner at 6:20, meeting starts at 7pm.  
Mountain View Restaurant 1220 E. Prince Road

### DECEMBER

- 11 WED TCA Board Meeting - Location TBA
- 18 WED *Annual Corvair Christmas Dinner* 6pm  
cocktails, 7pm dinner Davis Monthan Officer's Club Craycroft Golf Links Entrance

Sorry Al and Darryl! The first leg of the journey, begun at 1pm, took him to Albuquerque, NM, just shy of a roadside motel when the car started to lose power and stall. After a short cool down period and a little filing on the points, he started up again and pulled in for the night.

The next day the car started up okay so he continued the second leg humming along eastward on I-40 until it started to rain...

*to be continued in the next issue*



## CORSA in Flagstaff

I've only been to a couple of CORSA National Conventions and enjoyed all of the activities from car preparations to the special meetings. Flagstaff was great Little America is nice and the cooler weather was a welcome break from the desert heat.

It all started in the driver seat of the '62 700 4door as we headed up the Interstate from Tucson. Bruce was following in the '60 coupe which the Club had sold to the lucky new owner in Ontario Canada and would be driven there by the owner's friend at the end of the meet.

By the time we got to Phoenix things were starting to get warm. As it turned out later we were to discover that the heater in the 700 was partially on and Phoenix was not really that hot.

We stopped in Camp Verde for a short break and when the '60 coupe was put back in drive for the remaining 50 miles to Flagstaff, there was no drive, no low either but reverse was there. The coupe was backed up into the nearby McDonalds and we continued on in the '62.

It's true; if you really need something done, ask someone is really busy. The busiest person we could find was Herb Berkman who was prepping his Yenke for all of the competitive events and in a few hours he was scheduled to attend a driver's meeting. We just had enough time to return to Camp Verde and to tow the the coupe to Flagstaff with the Jeep and trailer. Herb had saved the day. Who is this guy? Superman?

The coupe's tranny was quickly and efficiently fixed by the Transmission Man in Flagstaff and the car ran perfectly again. The problem was that a nut on one of the bands had not been put on when the tranny was overhauled twelve or thirteen years ago. Makes one wonder how it worked as it did for so long.!

Cactus Corvair Club did a great job putting on this year's Convention!! Seeing those familiar faces working so hard gives me a better appreciation of the tremendous effort and coordination required, Thanks Cactus!

About two-thirds of the TCA membership attended this year's Convention and it was great being with everyone at the Outback and at the Banquet. What a fun time and Al Brown won the '65 Convertible. What a surprise when Vickie woke her dad in Wisconsin to tell him that he had won.

A new award was presented at this year's meeting for the best Chapter newsletter. Congratulations to the Ventura County Chapter and to Jack Pinard, editor.

In the end, the '60 coupe made the trek to its new home in Ontario.

Here's an e-mail to all from Herb on his experience in Flagstaff!

Hi Guys -

Thanks for the feature pictures in this month's convairisation. It's always fun to see yourself fussed over like that. I just got my copy of the CORSA West newsletter ( I still belong to that chapter ) and found a picture of my car on their cover also. I guess this is my 15 minutes. Unfortunately, I have to go up to Colorado for the next couple of weeks to take care of some rental property problems, so I won't be at the TCA meeting. I'm sure some of you are interested in some of the details of the Cole competition, so here is some background on what went down.

What a surprise to hear my name called out as the winner of the Cole award this year. It's nice to finally be a member of the two-timers club, which is turning out to be a sizeable group. It only took me 28 years to become a member. I been starting to wonder if it's possible to start a three-timers club...hmmmm. After listening to the scores in the various events I had just about lost any hope of winning it this time, and if the full story be told, it was a pretty close call.

The amazing thing is that I won the overall award without winning any of the four events. However, there were some scoring errors that occurred in the Rally and we really did better than we thought. We didn't even place in the Rally, but later we found out that if the errors had been corrected, we probably would had a higher score than the guy who won. Unfortunately they didn't post the results until after the awards were made, so it was too late to protest. What happened first is that the cars were *not* sent out on the minute corresponding to their car number, so there was a built in error for every car after the first few (we were car 17, but we didn't go out until 9:27). Then, someone at the Williams check point did not record our in-time AT ALL, so they gave us the 6.00 minute maximum error. Our actual in-time was less than 30 seconds off the true time, but they thought we never even got there! as a result of these problems, I have written and submitted some proposals to tighten up the scoring and protest procedures in the Rally rules.

I did manage to score 93.58 in the Concours, which translates to a Silver award. You have to get over 94 points to get a Gold. Results like this make you wonder how much more work it would have taken to earn that extra .42 points!

The slalom was really close. I got third in class, but I was only .6 seconds off the winning time. This is the first time I've ever had such sticky tires that I didn't have enough power to get them moving. The course was also hot and sticky (my shoes were sticking to the surface when I walked the course). I didn't have enough power to break the tires loose in the two tightest corners so the engine wouldn't respond until I finally decided to shift into first. After I did that, I was able to knock off a whole second! This is the second convention (the last one was Lake Tahoe) in a row that I have finished just behind Scott Seversin! This is getting monotonous. Last time it was because my tires were too old, this time it was because they were too new!

The real squeaker, which almost made the difference, was the Economy Run. I finished third in the 140 class with 39.4 mpg. The winner (Mike Seversin! There are too many of those guys!) got over 42 with a stock 140. The problem was that they gave us a time limit of 2.5 hours to complete the 90 mile course and we managed to finish the run with only 30 seconds to spare! About the time we were turning onto I-17 for the last leg back to the hotel, we knew we were running out of time, so I pulled out and passed Steve Kirkton right the on-ramp to the freeway! He thought I was nuts accelerating around him like that on an economy run, but I just didn't want to blow the time limit. However, several other top competitors (who should have known better) didn't take the time limit seriously and were really ticked off when they found out they'd been disqualified. About 10 previous Cole winners joined up and put in a petition to throw out the time limit. I countered with a protest so that if they did that, I would get a handicap on my mileage. Fortunately, the officials wisely turned down the petition. If they had thrown out the time limit, I would not have won the Cole. I have been in contact with Sarah Jones via email and she says there has been a lot of dialogue back and forth on this issue, so we may be hearing more about this.

## Spares & Vairs

For Sale: 1962 4-Door Monza, automatic, factory air conditioning, 85K original miles. \$3250. Call Dick (520) 299-4723.

For Sale: Corvair parts - Large outdoor yard full of Corvairs of every model. Call Barry Cunningham (520) 733-7387.

For Sale: 1966 110 hp Corvair engine. Ran fine until teeth stripped off of the cam gear. Sitting more than 10 years. Originally equipped for California smog req. No carbs or alternator. \$150 or offer. Call Herb (520) 751-9500.

For Sale: Sears air compressor. 1.5 hp, 2 cylinder pump, 12 gal air tank, 95 psi. Runs on 110 or 220vac. Asking \$40. Call Herb (520) 751-9500

Parting Out 1966 Corsa! No drive train, Rest must go. Bruce (520) 887-0778.

Ads are free to TCA members. \$3.00 for up to four lines to non-members

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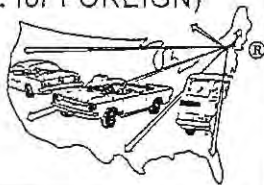
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ANY SUGGESTIONS

See calander  
In this Corvairsation

TCA Executive Board Meeting Sept. 11, 2002  
Both at Mountain View Restaurant

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