

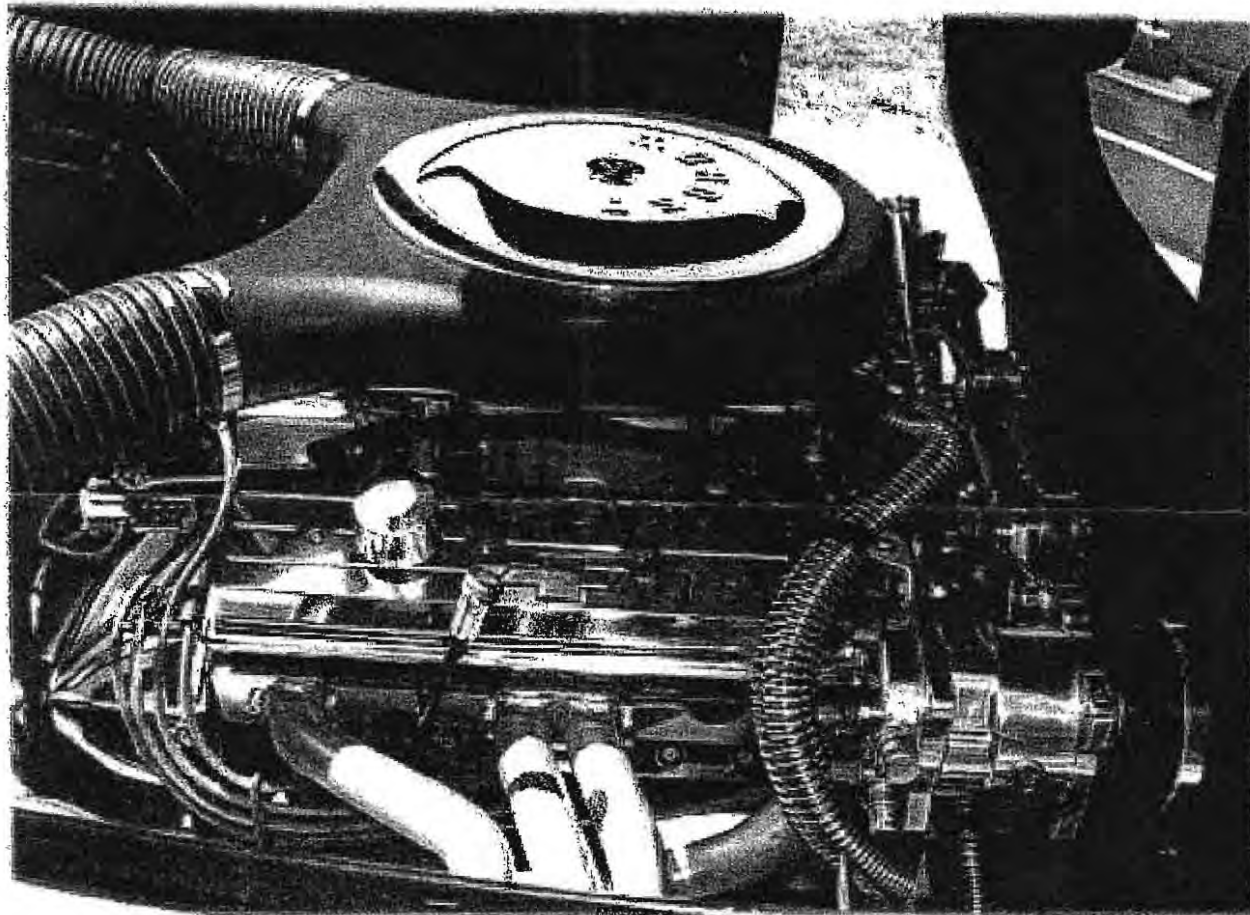


Corvairsation

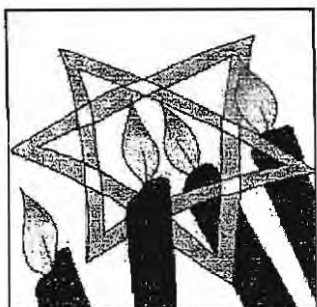
Tucson Corvair Association
Volume 27, Number 7

www.corvairs.org

Tucson, Arizona
December 2002



Rick Norris' 300+ HP small block Chevy would look good under anybody's Christmas tree.



HAPPY HOLIDAYS



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 10th of month to the Editor.

BUSINESS MAIL ADDRESS: 2044 W. Shalimar Way, Tucson, AZ 85704

WEB SITE: www.corvairs.org

BOARD OF DIRECTORS:

President: Chris Cunningham, 1026 So. 7th Ave. Tucson, Az. 85701-3010 Ph. (520) 670-9676
e-mail: arizaim@hotmail.com

Vice-President: Lance Gillingham, 8741 Saddleback Dr. Tucson, Az. 85749-9646 Ph. (520) 749-4951

Treasurer: Allen Elvick, 4210 S. Preston, Tucson, AZ 85735 Ph. (520) 883-4337
e-mail: allen.elvick@med.va.gov

Recording Secretary: John Torpey, 9165 N. Desert Ironwood Place, Tucson, Az. 85742
e-mail: john.torpey@earthlink.net

Board Member-at-Large: Barry Cunningham, 362 N. Bull Run Dr. Tucson, Az. (520) 733-7387; 312-4514

Membership Chair: Paul Dunn, 811 N. Igo Way, Tucson, AZ 85710 Ph. (520) 241-9830
e-mail: paul@corvairs.org

Corvairsation Editor: Don Robinson, 2044 W. Shalimar Way, Tucson, AZ 85704 Ph. (520) 297-1356
e-mail: fourcorvairs@hotmail.com

Immediate Past Pres.: Barry Cunningham

Wheels & Spokes:
Assistant Editor: Van Pershing, 4842 W. Paseo de las Colinas, Tucson, AZ 85745 Ph. (520) 743-9185
e-mail: vpersh@yahoo.com

Librarian: Dave Baker 6110 E. Fifth St., Tucson, Az. 85711 Ph. (520) 747-0840
e-mail: bakerm21@prodigy.net

Webmaster: Paul Dunn, 811 N. Igo Way, Tucson Az. 85710 (520) 241-9830
e-mail: Paul@corvairs.org

Merchandise Chairman: Don Robinson

Tucson Corvair Association

Mountain View Restaurant at prince and Mountain Ave

Minutes of November 20, 2002

Chris Cunningham swung the gavel at 7:10pm. In attendance were Chris Cunningham, Barry Cunningham, Dave Baker, Don Robinson, Lance Gillingham, Dean, Sandy, Heather and Sean Dutcher, John and Amy Torpey. We have two new members, unable to attend the meeting that night. Let's welcome Frank and Chris Sharp.

Vicky's dad had written an article about the Corvair he had won from the raffle. It sound's like he's very pleased with it and having a lot of fun. It appears to be quite the conversation piece for him.

There is a new location for the Corvair Museum in Michigan, the town is called Ypsilanti, is anyone familiar with this part of Michigan? I will try and find a web site and post it.

After 22 years as librarian Dave Baker is handing over the proverbial key to Lance Gillingham who now holds the esteemed position. Thanks Dave for all of your time and efforts, yours will be a tough act to follow.

Amy Torpey did some research, it was discovered that adopting a highway, or a portion there of, demands more time than originally thought. The requirements involve a group to come out and clean a stretch of highway every 6 to 8 weeks for a two year period. This will again be brought up in a meeting, after the first of the year, for another count.

Barry shared a car story with us. Back when the club met at Picacho Peak his car was making a terrible noise, I remember it myself, and it sounded BAD. Barry took the tranny in for an inspection, replaced the entire clutch system and worked like mad to get the car to stop leaking. It wasn't until he split the engine block and replaced every single gasket in the engine that he realized that he had finally won the battle of the leaks. Good shot Barry!!

Allen Elvick has been unable to attend the last two meetings so I will not be able update the club's finances. Hurry back Allen! We have nice nest egg going, does anyone have any good ideas as far as a club project or outing? Please come to the Dinner party and share your ideas.

There was a board meeting on the 11th and then a Christmas Dinner at the Officers Club on the 18th of December. We'll be looking forward to a great meal, Christmas cheer and don't forget to bring at *least* one can of food for the food bank and one wrapped gift per person for an exchange. Thank you in advance.

The meeting adjourned at 8:10 after viewing some of Chris Cunningham's class projects that did include at least one car.

Lance Gillingham - Vice president; Allen Elvick - Treasurer; Lance Gillingham - Librarian; Recording Secretary - John Torpey; Paul Dunn - Webmaster and Membership Chairman; Merchandise Manager - Don Robinson and Barry Cunningham - Member at Large.

p.s. - If you bring your check book to the Christmas dinner you can take care of your dues for next year and get it out of the way, right away. Thank you for your support.

A letter from the President:

The planning of our annual **Christmas Dinner** at the Davis Monthan Officer's Club is shaping up nicely with lots of fun beginning the minute you walk in the door. Everyone present will receive a ticket for a chance at winning one of two door prizes sponsored by the Club. The program begins with cocktails at 6pm. followed by dinner at 7pm. The menu will include turkey with all the trimmings, mashed potatoes, green beans, bread and butter, salad and coffee, and dessert. Wine is included and a cash bar will be available. Following the repast, the fun continues with a holiday choral fest conducted by Mrs. Claus and her reindeers. The traditional year end awards will be handed out and last, but not least, the holiday shopping gift exchange will surprise and entertain us all. Make your **reservations before December 15**. You must have a reservation to enter the Base. Each person must **bring a gift to exchange**. Please bring a can or two of food for the **Tucson Food Bank**. Send reservations to Allen Elvick, 4210 S. Preston, Tucson, AZ 85735.

Coming up next year, look for changes to the TCA Web site www.corvairs.org. We are in the planning process for mid-month activities for the first half of next year. Look for details published on the TCA Web site and printed in the January newsletter.

More stocking and itemizing help is needed at the **Torpey's** before we can take full advantage of the fantastic deals on all the Corvair parts we have for sale. If you have an evening or weekend day free, please think about spending some of it helping organize and liquidate our parts inventory.

I hope you all have a super and safe holiday... in your Corvair of course.

Happy motoring, Chris Cunningham



from the editor.....

The end is near! The end of 2002, that is. Hope you are ready for the holidays and looking forward to the new year. Our Christmas party is just days away -hope to see you there.

Our next mid-month activity is the Car Nuts' Tubac Resort Show on January 25 and there is an entry form in this issue for you to use. We will also meet for breakfast at the Cow Palace on that morning. Details in the January *Corvairsation*.

Don't forget that Tucson Corvair Club dues are due in January. The big issue *Corvairsation* in February or March will contain the Club Rooster.

Merry Christmas. Enjoy!

Corvairs, Fieros, and alphabet-soup nobodies.

Recently, one of our constant readers wrote to lament the ascension of two of General Motors' better-known products into the great junkyard in the sky. He was mightily disturbed by the cancellation of the musclebound Corvette ZR-1 and that iron-clad collection of GM road arks known in the industry as B- and D-bodies and to the rest of us as Caprices, Roadmasters, and Fleetwoods. We join him in lamenting the former. For the ZR-1, despite Chevrolet's quirky insistence that it remain externally indistinguishable (to all but the anointed) from more mundane brethren, was one of the most able high-performance road cars in history. As for the latter, we limit our tears. After all, these juggernauts, which date to the mid-1970s, represent exactly what brought the American automobile industry to the brink of oblivion—oversized, overweight, overwrought parodies of middle-class affluence.

There is one exception in this dreadnought class that was mildly amusing, and we will give it more than a perfunctory bon voyage. That is the Impala SS, a last-ditch effort to revive at least the suggestion of late 20th-century driving attitudes from the rusting hulk of the egregious Caprice. One puzzles what might have been made of this brute had Chevrolet designed it from scratch as a sort of poor man's Bentley Brooklands—a massive, ominously black four-door with the instincts of a sports car.

That will never be, nor will the ZR-1 remain to contest the Viper GTS as the fastest, most outrageous American production car. Which brings us to the point of this exercise, or more correctly, to a central question: Why is it that GM, to the exception of all other major automakers, has the penchant for introducing interesting yet incomplete designs and yanking them off the market just as they are about to become proper automobiles?

This quirky trend began with the ill-fated, much-maligned Corvair, which as you will recall served as the lightning rod for Ralph Nader's fatuous, utterly stupid anti-car diatribe remembered as *Unsafe at Any Speed*. When the Corvair first appeared on the market in the fall of 1959, it was an *outré*, neo-American version of the Volkswagen with a rear-mounted, air-cooled six. In its original form—three-speed manual, swing-axle rear suspension, modest 80 hp, etc.—it leaked oil, threw fan belts, and handled abominably. But by the following year, the sporty Monza was being offered with a four-speed, 18 more horsepower, and bucket seats. By 1969, the Corvair Monza offered a 140-hp four-carburetor engine and radically better handling. Just as it was becoming a properly civilized small sports coupe, GM put a bullet in it, admittedly with some help from the TerminiNader.

It was also during the 1960s that GM tried all manner of neat things. From Pontiac, there was the "Sprint" in-line six, the notorious "rope drive" flexible driveshaft, and a rear-mounted transaxle, all in the Tempest. There was also a superb lightweight aluminum V-8 for Buick, Olds, and Pontiac. These items were dumped, although the little V-8 remains a mainstay of British Rover's snooty off-landers and will be remembered fondly by Sir Jack Brabham for carrying him and teammate, the late Dennis Hulme, to a pair of F1 World Driving Championships (1966-67), powered by Repco-modified versions of the F-85 Oldsmobile block. Consider too the neat GM motorhomes, with their aerodynamic shapes and their front-wheel drive, that led the pack until their sudden demise, or the Buick Grand National and Reatta, the GMC Typhoon, or the little Opel GT. How

about the Cadillac Allanté that, with Northstar power and better fabrication, was just beginning to come into its own as a proper two-place grand-touring car when it was pointed toward the shredder?

Perhaps the greatest tragedy of all involved Pontiac's Fiero, which, like the Corvair 25 years earlier, began life as a perverted economy module and only later gained a sense of itself when its latent sportiness was undiscovered. The last Fiero GT, with its V-6 engine, Getrag five-speed transmission, and upgraded suspension and steering, was a legitimate sports car. One only puzzles how good it might be today if GM had not followed the old habit of killing its young.

We hope that has all changed. For openers, the corporation, like its cross-town rivals at Ford and Chrysler, has ceased launching partly developed products, choosing rather to massage new vehicles before introduction. GM is surely on the comeback, and the notion that solid machinery like the Northstar Cadillacs and Auroras, the high-value, high-performance Camaros and Firebirds, its excellent trucks and SUVs, etc., will follow the same path to early oblivion as the Corvair and Fiero is (we pray) unthinkable.

While we're puzzling about such cosmic items, would someone mind explaining what it is with Canadians and race driving? Here is this vast nation to our north with a mere 30 million souls scattered across its spectacular—if vacant—acreage, and yet the place pumps out super drivers at the same rate as Colombia produces drug lords.

Consider three names: Villeneuve, Tracy, and Goodyear, as in Jacques, Paul, and Scott. This trio is among the world's best, with Villeneuve almost a sure bet to win the Formula 1 championship before he's 30. Moreover, a whole gang of dazzling prospects are right behind them. Greg Moore dominated the Indy Lights scene (with fellow Canadian Claude Bourbonnais also in the field), and he is destined for a ride in the big stuff next year. Formula Atlantic aces David Empringham and Patrick Carpentier are being eyed as potential stars of the future.

This is good news for Canadians, but not so good for the jingoists among us who would like maybe one American beside Al Unser Jr. to consistently run with the "furriners" in Indy cars. At the recent Vancouver race, only nine of 28 starters held American passports. Mind you, I am as internationally expansive as the next guy, but watching such household enigmas as Mimmo Schiattarella, Mauricio Gugelmin, Alessandro Zampedri, Eliseo Salazar, Hiro Matsushita, and Adrian Fernandez race in seats once occupied by the likes of Jimmy Bryan, Bill Vukovich, A.J. Foyt, Parnelli Jones, Dan Gurney, and Johnny Rutherford strains my enthusiasm.

I am sure they are all grand fellows, but one wonders how the marketing geniuses who run IndyCar have convinced themselves that they can survive with this alphabet-soup cast of nobodies.

Santa Cruz Valley Car Nuts, Inc. 9th Annual Collector Car Show

Proceeds benefit the Sahuarita High School Youth Programs

Tubac Golf Resort, Tubac, AZ

January 25, 2003

(RAIN DATE - FEBRUARY 1, 2003)

PLEASE PRINT

NAME: _____

ADDRESS: _____

CITY: _____ **STATE:** _____ **ZIP:** _____

PHONE: _____ **CLUB AFFILIATION:** _____

Pre-registration Only - Entry Fee-\$15.00/ car.

All entries must be in by January 20, 2003

Corvair cars are class #3, Forward Controls are Class #14

Leave Blank
For Club Use

_____ **Car 1 - Make** _____ **Year** _____ **Class #** _____

_____ **Car 2 - Make** _____ **Year** _____ **Class #** _____

_____ **Car 3 - Make** _____ **Year** _____ **Class #** _____

_____ **Car 4 - Make** _____ **Year** _____ **Class #** _____

Total Entry Fee \$ _____

Please make your check payable to: Santa Cruz Valley Car Nuts, Inc.

Mail to: Santa Cruz Valley Car Nuts, P. O. Box 943, Sahuarita, AZ 85629.

The undersigned does hereby release the Santa Cruz Valley Car Nuts, Inc., its officers, directors, and members, the Tubac Golf Resort, its owners, officers, and members, the S.T.O.P. Program, its officers, the Village of Tubac, Santa Cruz Co., Pima County, and anyone else connected with this Event of and from any known and unknown damages, injuries, losses, judgments, and/or claims whatsoever that may be suffered by anyone participating in this event or by any spectator.

Signature: _____ Date _____

All entry forms MUST be signed and dated.

PLEASE - NO DOGS - NO ALCOHOL/DRUGS - NO MUSIC

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.

CORVAIR PARTS!

Since 1974 Corvair Underground has been selling parts and services to the Corvair community!

We offer new, used, rebuilt, NOS and reproduced parts as well as toy cars and collectibles.

Corvair Underground sells to every state in the Union plus all over Canada and the rest of the world. We accept all major credit cards and you can call, fax, mail or e mail your order.

Our giant 300 page mail order catalog, The Corvair Book, is just \$6.00 postpaid (USA). You can also get a subscription to our newsletter, The Corvair News, free. All we need is your name and address. Also, don't forget our online website www.corvairunderground.com. There you'll find our newsletter online, our GoVair performance and custom site and a whole lot more!



CORVAIR UNDERGROUND Inc.
PO Box 339 Dundee, OR 97115
503-434-1648 800-825-8247 Fax 503-434-1626
Your Corvair Parts Supplier for the 21st Century!

Clark's Corvair Parts,® Inc. NEW! 2002 - 2006 catalog

OVER 670 pages OVER 1900 photos
OVER 500 diagrams OVER 1100 sketches
OVER 11,000 index items OVER 14,000 parts
OVER 75 % of the pages have changes!

ALL parts and KITS are in the **NEW catalog**.
Easier to use!! Our **BIGGEST** revision in 8 years.

➔ **\$6.00** We'll rush a catalog right out to you.
(\$8 for Canadians - USA funds) (MORE for FOREIGN)

Clark's Corvair Parts,® Inc.

400 Mohawk Trail, www.corvair.com
Shelburne Falls, MA. 01370
413/625-9776 FAX: 888/625-8498
email: clarks@corvair.com



**From one Corvair lover to another...
Corvairs**

By

Creative Stitches

**2710 Cancun Court
Grand Junction, Co. 81506
(970) 245-4722**

Member of Corsa and Tucson Corvair Association

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

[illegible][illegible][illegible]