



Corvairsation

www.corvairs.org

Tucson Corvair Association
Volume 27, Number 4

Tucson, Arizona
September 2002



from the editor.....

I hope we have a good turn-out at the September 25th meeting. We are now in the big conference room at the Mountain View Restaurant, which is an ideal place to meet. President Chris Cunningham promises a great meeting!

October 1st is a Tuesday and it is National DRIVE YOUR CORVAIR DAY. Please drive your Corvair on that day.

October 5th is our picnic with the people from Cactus Corvair at Picacho Peak State Park. We have the nice big ramada reserved, and there will be games and hiking, comradery and a relaxing time with a great view. Hamburgers and hot dogs will be provided. Bring a dish to pass and share, something for a raffle and a lawn chair or two. To caravan, meet at McDonald's at 3830 w. Ina Rd. at 9:30 am.

October 19th is the Casa Show and as usual this requires a five dollar entry fee to be paid by October 4. We will meet at the Ajo Café on the 19th at 7:30 am for the que to enter Tucson Electric Park.

Thanks, Van, for the Rampside pictures this month. Enjoy!

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 (CORSA), 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.

CORSA Membership Dues are \$30 per year (\$70 for 26 months) and include a subscription to the CORSA Communique, a monthly publication. CORSA 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@learjet.com

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 August 28th, 2002

Prior to the meeting Ed Segerstrom was kind enough to bring in some photos of the last Corvair tune-up clinic, shots from the Convention in Flagstaff and other Corvair related interests.

The meeting was called to order at 7:15 by Chris Cunningham. In attendance were Chris Cunningham, Tim Green, Barry Cunningham, Allen Elvick, Paul and Art Dunn, Ed Segerstrom, Don and Bruce Robinson, Amy, Emily and John Torpey.

We wanted to welcome back a member whom we haven't seen for some time, Tim Green.

Don Robinson has agreed to continue to be a Corsa contact for our Tucson club.
Thanks Don

For our September mid-month activity, which happens to be in October, we meet up with the Cactus Corvair Club at Picacho Peak State Park, to date we will have the same sight as we had last year. Last year we had a lot of fun, and to make sure that this year is no different be sure to bring dish to pass around and don't forget the SPF.

Allen Elvick gave us a run down of the treasurers' report. Beginning balance was \$3343.10. Income funds came from raffle tickets, clubs shirts, car raffle sales and name tags, total income was \$383.00. Our expenses were clubs shirts, Arizona State Park fee (Picacho), repair parts and transmission work for the club car, and the flight to Flagstaff. Total expenses \$525.87 Our ending balance (cash on hand) is \$3200.23
Thanks Allen

Barry Cunningham and Julius Berky were kind enough to donate the raffle prizes for this months drawing. Emily Torpey was kind enough to pick the winners, and they were Julius - combination compass and temperature gauge which attaches to the rear view mirror. John - a starter cog and spring assembly for a late model starter. Next months gifts will be donations from Don Robinson, Paul Dunn, Bruce Robinson and John Torpey.
Thanks in advance you guys!

Barry shared with us his story of a broken gas pedal, as it turns out you can drive your car without it as long as you have a pair of channel lock pliers on hand. Barry says it can be driven this way but wouldn't recommend it for any period of time. He has since put his car back together with a new pedal assembly. He must know someone with parts on hand.

The meeting was adjourned at 8:20 by Barry, seconded by Paul.

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

A Letter from the President

It's unanimous! From now on, July 23 will be known as **Herb Berkman Day** among the members of the Tucson Corvair Association. As a result of winning the Edward N. Cole Award at the convention this year, Herb joins a very elite group of two-time winners of the prestigious award. The award, given each year to the competitor who has the highest point total in the concours d' elegance, rally, economy run, and the autocross, is equivalent to being named *Time Man of the Year* in Corvair lingo. July 23 marks the day Herb won the award in 1978 with the very same car, CORSA X. Herb's photo graced the cover of CORSA's first Communique September 1978.

Come to the September 25th meeting and add your car to the list of entries to the **Casa Car Show** on October 19. There is a \$5 fee for each vehicle. The deadline is October 4. Also at the September meeting, we will take orders for the new embroidered club shirts which Van Pershing is coordinating. They cost \$15 and \$20 with your name. We need just a few more orders to meet the minimum order requirements.

Happy motoring,

Highways and Byways (part two)

When my daughter, Vicki, called and said "Chris has something he wants to ask you," I had my suspicions and was correct. "Could I have the honor of marrying your daughter?" We had met Chris Cunningham before and had hit it off well. He liked old cars and I had recently retired as a used car manager at Zimbrick, Inc in Madison, Wisconsin after 27 years. I had seen, owned and had knowledge of many of the cars he was interested in. His favorite was the '64 Corvair Monza convertible that he'd owned since he was 16 years old. He told me how he had taken care of it and thought that I would really enjoy seeing and driving his now second-placed major interest in his life, my daughter now being #1, of course. How could I say no to a fellow that loved old cars and my daughter? "Sounds like a good marriage to me," I responded. How was I to know where this was to lead?

The date was set and we arrived in Tucson, Arizona 10 days before the wedding to "help get ready,

and help out wherever we could and just have fun." That meant cleaning the house and grounds, arranging for a new baker for the cake when the first one unexpectedly backed out and, Oh Yea, checking out Chris's old cars, and in particular, his Corvair Monza. Well, I found out he really did have a strong interest in Corvairs because he was to be sworn in as President of the Tucson Corvair Club on that Thursday night. "Why don't you go along, Dad?" my daughter urged, "You will meet some very interesting people and hear all about their cars."

After taking a ride through Tucson, with the top down and having someone at just about every stop light get glassy eyed and say how they had owned one or their father had had one and ... "Oh, the light is green!" We arrive at the meeting place where there were a number of Corvairs in differing conditions and stages of restoration and one lonely customized, chopped and channeled '49 Merc' coupe. I felt like I was watching Sesame Street's "Which one doesn't belong?" After a hasty dinner and introductions of members including visitors from the Cactus Corvair Club of Phoenix representing the upcoming CORSA Convention, I made my way to the back of the room where I found one of the members selling raffle tickets for a car. It was so noisy that I couldn't hear what he was trying to explain to me so I just said, "I'll take two, please." Hey, I thought it was to support the Tucson club. The tickets went into my wallet not to be thought about until I returned home.



The wedding went off very well, followed by a drive back to the house with the bride and groom riding in the front seats of the '64 Corvair tooting the horn while Mom & Dad rode in the back seats being mistaken for the newlyweds. "This is really a fun car," my wife said as she waved to some well-wishers passing by. "It would be a nice car to own someday."

After returning home to Wisconsin, we were having brunch with some friends when I spotted a fellow and his daughter that I had known for many years proudly standing next to a '64 black Corvair convertible. She had just purchased it and Ed was

about as proud as she was. That is when I remembered the tickets! I rushed outside and hollered "Ed, I have two tickets to win one of those and one of them is the winner!" We both laughed and continued admiring his daughter's car.

On June 30, I was sound asleep when the phone rang at 12:11 a.m. (only 10:11 p.m. in Flagstaff). The voice on the other end was my daughter trying to exclaim, "Dad, you won it! You won the car!" "Huh?" I responded. "Oh, my God I dialed the wrong number!" was the last thing I heard. Well, after a couple more attempts, she finally rattled the keys in the phone and I finally understood what she was talking about. I really wasn't dreaming this whole thing up.

Because of a number of conflicting activities, I wasn't able to go to Tucson to pick up the car and drive it home until July 30th. Upon arrival at their home, Chris walked me through the house, out the back door, promptly removed the car mitten proudly displaying the gleaming Aztec Bronze 1966 Corvair convertible with the light beige top. WOW! This looked great! We then spent the next two and a half days checking it out to make sure that it would make the almost 2000 mile journey back to Wisconsin. We changed the rear shocks, transmission fluid, installed heater boxes, repaired faulty taillights, temporarily installed a stereo CD player for the drive back, adjusted the top, packed the wheel bearings, and checked the AC. Each day it just kept getting hotter and hotter as we worked. By the time I left, it was 103 degrees in the shade, if you could find any. I'm not used to this heat and wanted to get moving.

I started out at 10:35 a.m. Friday, August 2nd and figured that I'd make it to Albuquerque, NM that night, the next day, pass through or around, Abilene, TX, Oklahoma City and Tulsa, OK, and on to Joplin, MO. As I started that Sunday morning, I thought I'd get home about 8:00 p.m. Well, just about the time I was thinking that, the car started to run real ragged forcing me to pull off at Mt. Vernon, MO where I parked in front of an O'Reilly's Auto Parts store. I couldn't believe that they were open! It was 9:15 a.m., the temperature on the bank sign read 101 degrees and the parking lot was asphalt. Whew! Well, the points were shot and while I was at it, I thought I might as well change the rotor and plugs and install a ballast resistor since it didn't seem like the resistor wire was doing the job. "Red," the 22-year-old parts manager, was the utmost in customer service. He was very busy for a Sunday, yet he kept taking time to come outside to check on me, making sure that I drank enough water, helped me when three hands were needed, and made sure that I had all of the tools it took to get the job done. Between helping me and running the store, he filled me in about the Corvair he had once owned. That brought to mind a feller he had just sold some parts to the

day before who was fixing up a '62 Spyder for a guy that has had it in the family since it was new.

Around 4:00 p.m., a friendly but curious man and his not too talkative son stopped and started asking more in-depth questions than the average person had been asking about the car. He explained that he was working on this car for a feller who had it in his family since it was new and a bell rang in my head. He explained that he was really a '55 Chevy nut and either built them into hot rods, dragsters, or did body-off restorations depending on their condition. Well, he listened to the way the car was running and asked what I had done to it and if I had checked the timing. I told him that the timing was the only thing I hadn't checked. "Well, why don't ya bring it out to the house out here about two miles and we'll check it out. Whadya gotta lose?" As I walked into his shop, I could tell instantly that this man was serious about his '55s. Almost like magic, he pulled out a vacuum gauge and timing light and went to work. After 30 minutes of adjusting this and tweaking that he said, "Take her down the road and see how she runs now." Outside of having a very slight ping on hard acceleration, which I attributed to the fuel, the car ran perfectly. "What do I owe you?" I asked. "Nothing! What goes around comes around and we only want good things to come around here" he responded. Well, Dwaine Hampton and Big Boys Toys; THANK YOU!

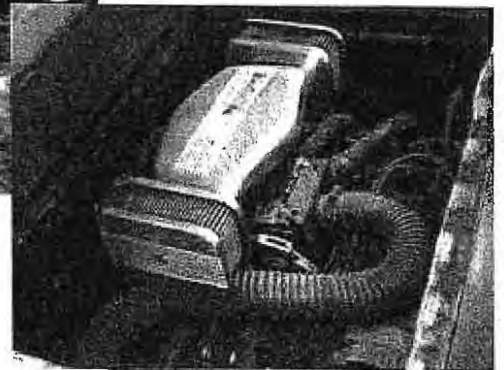
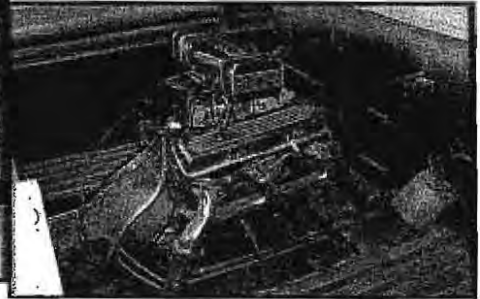
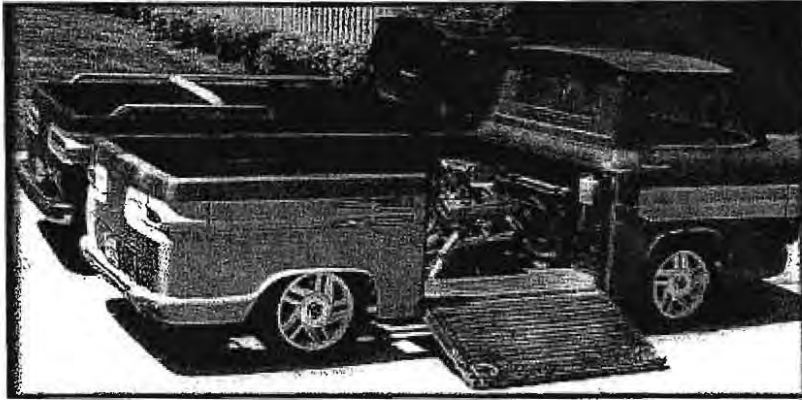
I beat it back down to the parts store just in time to let "Red" know that everything was running great and that Dwaine was a great help. "Yea, well, what goes around comes around, and we only want good things to come around here!" he said. Now, where had I heard that before?

It was now 5:05 p.m. I topped off the tank and was on my way. Outside of a couple of fuel stops and potty breaks, I cleared the city of St. Louis, the Mississippi River, and the flat lands of southern and central Illinois with the greatest of ease. The further north I drove into Illinois, the cooler it got and I could tell I was getting close to my home state of Wisconsin.





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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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Mountain View Restaurant 1220 E. Prince Road, Tucson, Az.

6:20 pm: Dinner (optional)

7:00 pm: Meeting starts

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PLEASE CONTACT A

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ANY SUGGESTIONS

Meet 7:30 am at the Ajo Café (corner of Ajo & Country Club)

Both at Mountain View Restaurant

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