



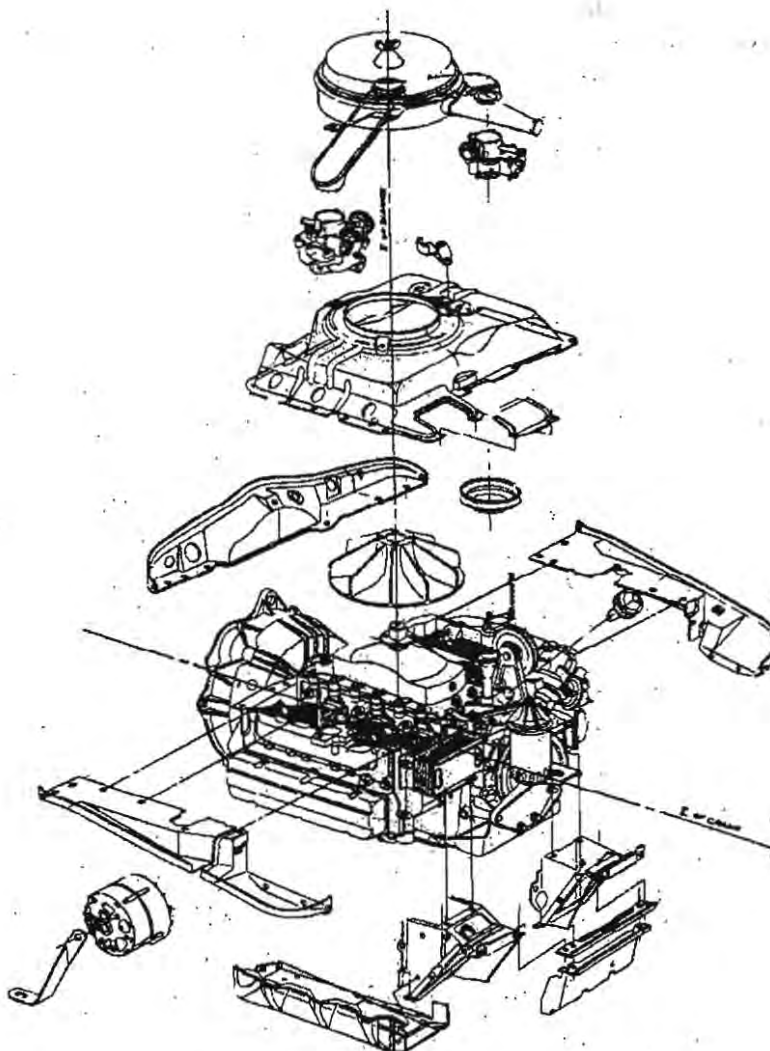
# Corvairsation

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

Tucson Corvair Association  
Volume 27, Number 11

Tucson, Arizona  
April 2003

Next Regular Meeting April 23



Welcome, new member, Jerry Roethlisger!

MAY 18 -- CAVE RUN TO KARTCHNER CAVERNS

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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## March Minutes

March 26, 2003, meeting called to order at 6:55 and was adjourned at 8:35.

Members present: Chris Cunningham, \*Berry Cunningham, \*Chet Reed, \*Herb Berkman, \*Don Robinson, Lance Gillingham, Paul Dunn, Art Dunn, Chris Sharp, Frank Sharp, Dave Baker, Nancy Goodman, \*Dean Dutcher, Sandy Dutcher, \*John Young, Amy Young, Julius Berky, Pat Berky, Bruce Robinson and late arrival Ed Sergerstrom.

\* Members that drove their cars to the meeting.

Club members introduced themselves to Chet, John and Amy Young. Chet drove in from San Diego area for our meeting.

We welcomed new members John and Amy Young. Jerry is also a new member but was not present.

Several people wanted to thank all the people that were voted into the board positions.

Chris wanted to thank Bill Meyer for paying for breakfast for those who attended the March mid month at Fred's Arena. Everyone had a great time looking at the old wagons, we agreed to return again in the future.

Chris covered the mid month activities and other flyers received -

- \* April 12 is spring cruise trip to the Arboretum and Herb Festival, estimated drive time is 1 1/2 hours. See March CORVAIRsation for info.
- \* Arizona State Department of Environmental Quality is having a meeting on April 16 in Phoenix to talk about exempting vantage cars and motorcycles from the emissions testing.
- \* Cotton Wood May 3 from 8-5 Chris has the entry forms if interested.
- \* April 23 is a little car show (Corvairs are not considered a little car) Chris has the flyer for info
- \* Tucson Street Rod Association is having a car show/swap meet at the Wildcat House (toys, motorcycles, car parts, ect) Chris has the flyer if interested.
- \* May 18<sup>th</sup> is the trip to Kartchner Caverns, Chris will be getting with Amy Torpey for more information. If you did not sign up at the February meeting please let Chris know if you are going to attend. We can only do 16 people per tour. Tours start every 20 minutes so we may need to go as two tours. They do have an area that lunch can be purchased. Nancy said it is wonderful there and recommends it to everyone.
- \* July and August we will not be having activities.

If you missed any part of the video from Clark's company it will be in the clubs library. Tape is about 6 hours long.

Chris still has raffle tickets for the conventions quilt. \$1 per ticket or 6 for \$5.00. If we sell all 100 tickets the club will receive some money.

Merchandize is still available to buy: shirts, caps, and many other items, see Don Robinson.

Don receives additional flyers from other organizations, if you want to see them let him know.

### Technical Issues:

Barry asked Bruce how was doing with his car. Bruce has completed with good results. He has 2 gaskets for the heads and was still having a leak. He took the engine apart and replaced them with Ramps 891, which stopped the leak. He still gets a gas build up and will backfire.

Chet rebuilt a front end over the last few months and was able to document the steps. He and another person from the Coyote Club in Ca, has put together a CD with photos and a brief discretion of the steps. He said that the front bushings are unique to the Corvair and cannot use other Chevy bushing to replace, the rear however is interchangeable with some other Chevy's. Chet also made most of the tools at home. He will be mailing a copy for us to have and how to make the tools, we can make copies for everyone interested. Main copy will be held at the club library.

Paul reported that we are now up to 42 members. If you have not paid for this year please see Allen or Paul to make payment. Our web site is up and working and updating new mid month activities will be posted soon.

## March Minutes Continued

Don has 4 contacts for people trying to sale their Corvairs. Please contact him if you are looking for an extra car.

Stories -Berry Cunningham had broken a clutch return spring while out driving. He has driven many miles with out the return spring working.

Frank Sharp is working on fixing up his van, but is looking for a new windshield, if any one is going to Michigan any time soon and could bring one back please let him know.

Don Robinson had found out that his left rear wheel is wobbling, He has replaced his tires, looked at the hubs and the axle flange but cannot see anything wrong. If you have any ideals to help him out please contact him soon.



TCA President's letter April 2003

A letter from the President:

I want to begin this letter with a hearty "thank you" to those who attended our last meeting at Mountain View Restaurant. We had an excellent turnout (20+), with one member traveling all the way from Ramona, California. Chet Reed, one of our several out-of-state members, made the trip in his '63 Monza convertible. Ramona is 450 miles from Tucson and a long drive to go out to dinner. It is also 420 miles farther than the distance the Youngs travel to make it to a regular monthly meeting. They live in Green Valley. Chet brought along a copy of his Front Suspension Rebuild CD which covers the rebuilding of both early and late Corvair front suspensions. This informative item will be in our library and available to all members willing to tackle the job themselves.

In an effort to put more Corvairs on the road, we will reward members who drive their Corvairs to regular monthly meetings by entering their names in a special raffle drawing. Now is the time to put the top down and enjoy the weather.

There are still plenty of tickets left for the Convention Quilt. Contact any TCA Officer for some. Tickets cost \$1.00 each or \$5.00 for six. Our Club gets to keep \$25 of each \$100 worth of tickets sold. They make great gifts to friends and family. Who knows, maybe even one of us will win the grand prize...again.

Happy motoring, Chris Cunningham

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from the editor.....

We TCA'ers have been on the road a lot. As the song goes, "On The Road Again". Last month it was a trip to Fred's Arena and just last weekend we were on a tour to the Boyce Thompson Arboretum near Superior. The drive from Winkelman to Superior on route 177 is beautiful and worth the trip. What a perfect day, too. There were nine of us in five cars and we arrived at the Arboretum at just after 11 A.M. There was a big crowd, but still plenty of shady picnic tables. After eating, we scattered through the grounds looking at the variety of cacti and native plants. We hiked the one and a half mile trail to see the old homesteader house, lake, wild life and variety of birds. Great trip!

On the road again! Next month it's off to Kartshner's Caverns on Sunday, May 18<sup>th</sup>. If you plan to go on this trip, speak up. The Torpeys need to have a head count for reservations after our April meeting.

President Cunningham's letter mentions the good turn-out at the March meeting. The more the merrier and it's good to see you there! Thanks to Chet for the suspension rebuild information. Since our cars are 30-something or more years old, rebuilt suspension and steering will likely enhance your driving satisfaction. More later!

This month we are reprinting a buyer's guide on the late model Corvair from Hemmings Motor News. We early model owners may need rebuttal. Enjoy!



## **Buyers Guide: 1965-1969 Chevrolet Corvair**

Reprint Courtesy of Hemmings Motor News

Though all generations of Chevrolet's Corvair are unique and intriguing automobiles, it is those that were manufactured from 1965 through 1969 that represent the most fun for the money for enthusiasts seeking a sporty small car that offers plenty of fun driving, unique engineering and instant recognition.

The handling faults of the early Corvairs, built from 1960-64, helped lead to its downfall, although they had been largely corrected with the fully independent rear suspension installed in the 1965-up models. Yes, the cars were tricky handlers when being pushed well beyond normal limits, but a government study investigated the claims made in a certain alleged consumer advocate's book, and the National Highway Traffic Safety Administration report, released in 1970, (far too late to be of any use for an already dead platform) refuted all claims made in said advocate's book.

Yet, because of a successful restyling and re-engineering of the car for the 1965 model year, this buyer's guide will focus on the 1965-69 models because they represent the Corvair most commonly sought after by those looking for their first one. The 1960-63 cars are typically, but not always, sought by enthusiasts well versed in all aspects of this unique automobile. You'll also find many Corvairs being raced in vintage and club racing events; it's an ideal platform for this and represents one way to get into a bargain racer that's a bit different than the typical Mustang, Camaro or Porsche 911 one sees in so many numbers out on the racetracks.

Featuring an air-cooled powerplant, rear-engine and transaxle drivetrain configuration with independent swing-axle rear suspension, there were, with the exception of the early versions of Pontiac's Tempest, no other American automobiles of its type. It was economical, affordable, had excellent styling for its day and was a more than capable handler; and although it can't be classed among the muscle cars, it offered decent levels of performance from the horizontally opposed Six. Available in 2-door coupe, 4-door hardtop sedan and 2-door convertible body styles with 500, Monza and Corsa trim and performance variations, the Corvair really offered a good variety of choices for small-car buyers of the 1960s. Today, these same body styles and differences in trim and powerplant offerings will determine the amount of cash you'll have to spend to get into one. Project cars of all body types and model variations typically fall into the \$1,000-2,500 range, dependent upon just how much work is necessary to bring it back to life. Spending in the range of \$3,500-\$5,500 will get one a decent driver. This is not a show car by any stretch of the imagination, but it should be a solid, running example needing a repaint or new interior, or engine/suspension rebuild. Getting into a show quality, turnkey Corvair can run as high as \$20,000 - that's for an absolutely original, perfect condition, final-year Monza convertible.

As far as support from fellow Corvair enthusiasts, this is a car that brings with it an enthusiastic following. The Corvair Society of America ([www.corvair.org](http://www.corvair.org); 630-257-6530) has many regional and local chapters and its newsletter, the Corsa Communiqué offers a wealth of information for the Corvair owner to take advantage of.

### THE GOOD

A dedicated following always goes down in the plus column, even if it may mean that demand for a finite resource will be ever-increasing. The Corvair's popularity means that there is a wealth of information, but because it isn't the typical solid-axle or mid-year Corvette or '57 Chevy, prices are excellent, and one shouldn't need to invest much over \$10,000, unless a 100-point trailer queen is the ultimate goal. A large total production run (for a sporty car) means that used parts are readily available, and performance modifications are well known and easy to accomplish to enhance an already fun driving experience. Did we say they're inexpensive? It bears repeating! The styling of the '65-up Corvairs is much sleeker and pleasing to the eye than the 1960-64 versions, especially in the two-door body style with its semi-fastback roofline. It's also a less-than-common car to see out on the roads on a Sunday drive, giving it a top rating for those seeking a bit of attention.

### AND THE BAD

As is the case with nearly every automobile more than ten years old, corrosion is the primary deterrent. The Corvair, though its followers may cringe, can be a veritable rust bucket, and an unsuspecting buyer who doesn't know where to look can be saddled with a money pit. There are also a number of structural components that must be inspected before parting with one's cash. We'll start with these, and point out that this is a car that should be put up on a lift and inspected prior to purchase. There's no other reliable way to confirm that you're getting your money's worth. Inspect the front cross-member for cracks and or extensive rust. These problems will lead to a droopy front end, as will worn springs. Ride height from the ground to the peak of the wheel opening is 26.5 inches. Inspect this first. Then look at all front suspension mounting points for hole elongation, frozen hardware, etc. The upper portion of the front spring tower is also subjected to high levels of stress; again, look for cracks or excessive rust. If present, decide just how much work you're willing to do. Fenders, floors, rear quarter panels and the cowl area around the windshield are all moisture traps, especially if road debris and dirt have blocked the drain holes. Though the previous are expensive "cosmetic repairs," extra attention needs to be paid to the door pillars in both two- and four-door models and to the rear shock absorber's upper mounts. If these two areas show heavy rust, move on to the next Corvair on your list.

### Corvair Production (All models and body types):

1965:	235,528
1966:	103,743
1967:	27,253
1968:	15,400
1969:	6,000

## Spares & Vairs

*For Sale: 1962 4-Door Monza, automatic, factory air conditioning (it works), 85K original miles. 102 hp, Original white Paint and beautiful original interior with front bucket seats. Now reduced to only \$2250. Drive anywhere! 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.*

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FOURTH WEDNESDAY of each month (except  
as scheduled in December )

7:00 pm: Meeting starts

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