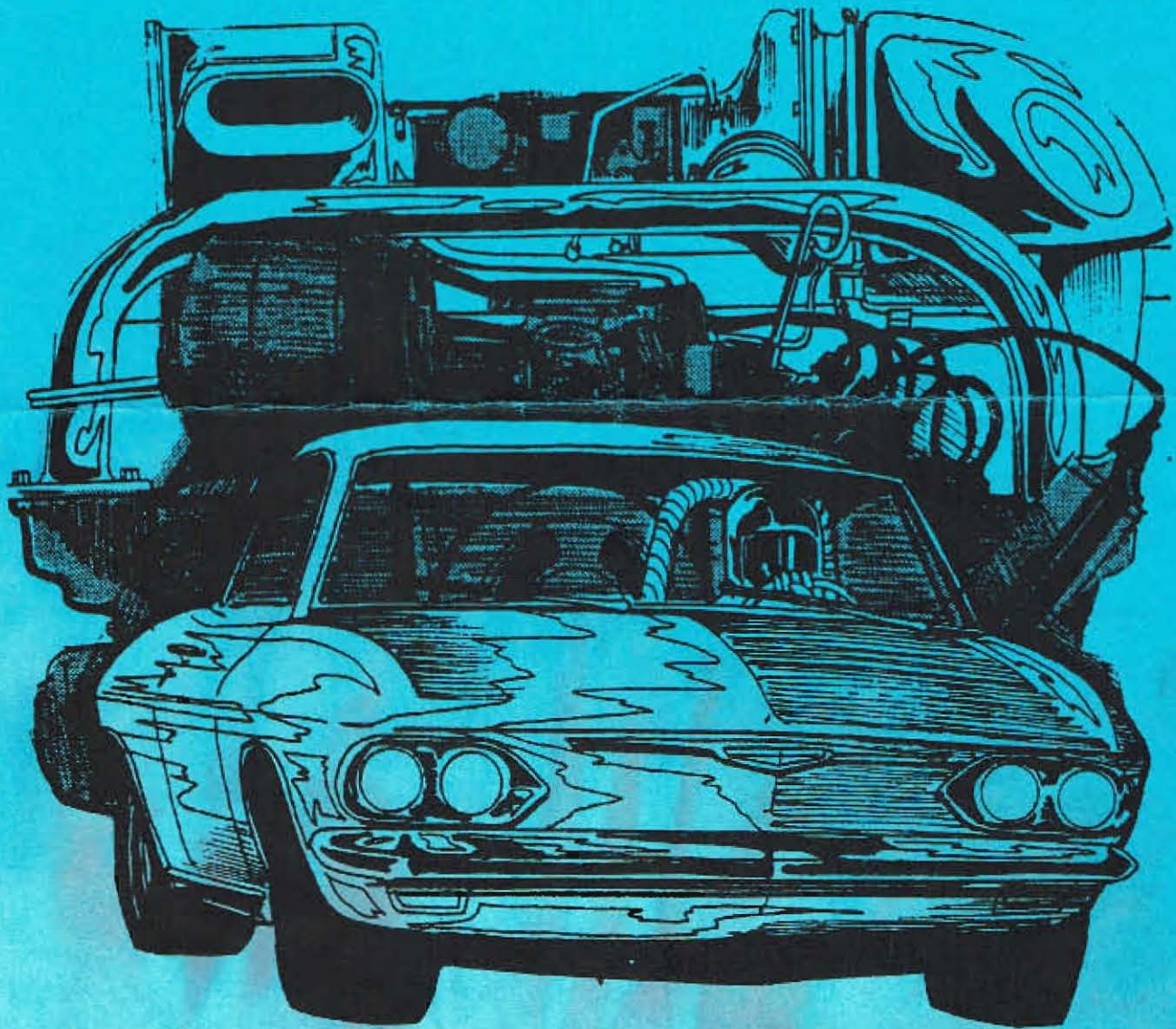


Corvairisation

Tucson Corvair Association
Volume 25, Number 8

Tucson, Arizona
October 1999



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 America (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 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 \$27 per year and include a subscription to the COSA Communique, a monthly publication. COSA membership is not required for membership in TCA but is highly recommended. See any TCA officer for more information.

Classified Ads are free to members and \$2.50 per 4-line ad to all others.

Deadline for all materials submitted for publication in the Corvairsation is the 10th for that month's issue. Mail or deliver all materials to the Corvairsation Editor.

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Merchandise Chairman: Don Robinson

The Presidential Loquacity

Wow, do we have things to talk about? It's about all the events, meetings and happenings scheduled for the rest of the year. The annual Casa De Los Niños show the 23rd of October at Reid Park is first. Allen Elvick is in charge and he says that we should have about nine cars there. Just look for the fire trucks. We will be close by; happens every year. In November two events, in addition to the regular meeting, it's the Great Western Fan Belt Toss in Palm Springs, California at the Pavilion Field the 5th to the 7th. It's touted as having the largest Corvair parts mart in the world. I have a beautiful Corsa dash I acquired there some years ago. It's for sale. I haven't installed it because I have an automatic and that requires some modification of the dash and I just didn't want to do it. If you have a stick shift it is much easier. Next in November is our annual tuneup clinic. It will be held the 13th at 1:00PM, 4456 E. 4th Street at my shop (playhouse). Barry Cunningham is in charge. I heard that Barry is going to serve hot dogs and margaritas. This has not been confirmed by an independent source. Bring you own parts. Contact Al Crispin, 722-9445, he may have what you need. If not, the current Catalogs, Clarks and Underground are available in the library.

Then it's on to the Christmas party December the 16th at the Davis Monthan Officers Club. Brigadier General, US Army (retired), Gordon Cauble is in charge. He is planning a gala affair. He needs volunteers (ladies), to do the decorations and plan the program. We also need a musical director to lead us in the singing of Christmas carols. Call Gordon at 299-1122.

I will be appointing a nominating committee at this month's meeting, the 27th for the year 2000 slate of officers. Please call me if you would serve or wish to recommend.

One last blast-----I urge all members to subscribe to the Corsa Communique. There is a myriad of services offered; all the way to clocks converted to quartz to Powerglides professionally rebuilt. There are tech tips and articles also cars and parts for sale. You can even get a kit to convert your front brakes to disc.

DAVE BAKER

bakerm21@prodigy.net

Minutes of the Membership Meeting 9-22-99

President Dave Baker called the meetin to order at 7:30 at Denny's Restaurant by leading the membership in the pledge to the banner of the TCA. He told about making a profit of \$2.18 on the sale of his Ford pickup truck.

Guests were Judith and William Burton, Kimberly Reggi and Keith Loines who are prospective members, and Wes Pennington, a friend of Tim Green.

Minutes of the previous meeting were approved as printed in the Corvairsation.

The Treasurer, Allen Elvick, reported a balance of \$1,686.53.

Don Robinson, the editor of the Corvairsation, who wears many hats for the club, announced that the copier was in fine repair and that he will continue to use it. He had just picked up 12 large bags of aluminum cans from the Crispin household for re-cycling. He will take other cans for the re-cycle bin, just bring them to a meeting. Also as merchandising chairman, he had patches stating that we are the Tucson Corvair Association and other items for sale.

Dave, as librarian, promised in inventory will be printed in the next Corvairsation.

Paul Dunn said that the website will be up and running soon and he needs more pictures and profiles.

Allen, as project chairman for the Casas de los Ninos Carshow, wants all the members who plan to show their Corvairs to meet at the shopping center at 22nd and Columbus on October 23rd and drive entrail to their spot in the show. Gordon Cauble pledged doughnuts to those who showed up by 7:30 AM.

Gordon, announced that the Christmas party will be on the 16th of December at the Davis-Monthan Officers' Club. More details later about the choice of entrees, cost, etc.

The trip to the Wildlife Museum was enjoyed by those that participated.

The tune-up clinic is still for November, so if you are having problems with your Corvair, now is the time for the advice of the "pros". The Great Western Fan Belt Toss and Swap Meet in Palm Springs is also in November.

After a break, the drawing was held and the winners were Allen Elvick, Ruth Griffith, Tim Green and Wes Pennington. Gifts for next month will be brought by Don Henn, Randy Griffith, Gordon Cauble and Ethel Moore.

As for the technical session, Dave struggled with a VW jack for a demonstration and showed a vacuum advance. Don had looked at the Corvairs that our guest from last month, Norm Zegler, had and said that they were "parts cars" at best. However, he has purchased a car from a deceased UA professor who was making an electric automobile from the Corvair.

The meeting adjourned at 9:00.

Respectfully submitted


Beverly Baker, Acting Recording Secretary

OCTOBER 99 TREASURER'S REPORT

BEGINNING CASH ON HAND.....\$1686.33

INCOME: (ACCOUNTS RECEIVABLE)

Ads.....	5.00
Badges/Pins.....	00.00
Raffle Tickets	22.00
Merchandise.....	14.00
Can Money.....	00.00
	<u>41.00</u>

TOTAL INCOME (ACCOUNTS RECEIVABLE).....\$41.00

EXPENSES: (ACCOUNTS PAYABLE)

Stamps.....19.80

TOTAL EXPENSES: (ACCOUNTS PAYABLE).....19.80

ENDING BALANCE: (CASH ON HAND).....\$1707.53

Respectfully Submitted,

Allen Elvick

from the editor.....

Yes, I am glad fall is finally here, because it has been hot out there on the concrete crawling around under that Corvair. The results are worth it: new brakes, bearings, and bushings in the rear. It drives as new..... well, what do I know about new? I bought the car 22 years ago when it had 99k on the odometer and I've driven it over 150k . It may run forever!

While most of the family was cooling it on Bainbridge Island near Seattle, Sue and I headed to Albuquerque to take in the balloon fiesta with some old friends and spend a little time at their cabin in the Pecos wilderness. Meanwhile, Bruce was here slaving away on the '66 500 coupe that he bought. It is close race to be completed in time for the Casa show on the 23rd of this month. I hope you and your car will be there, too. Allen Elvick will be riding herd on us in a few days getting a list of show cars.

November 5-7 is the Fan Belt Toss in Palm Springs. If you haven't been, try it! It's a nice drive over there and there are many beautiful cars and the largest collection of Ultravans you'll ever see and a big swap meet to meet your every Corvair need.. Registration is only seven dollars (before Oct 27th) and I have info and blanks. Call me!

Then, Nov 13 Dave Baker, our dauntless leader, will host a tune-up session at his shop on Fourth Street (see coming events on the back sheet). Bring your parts and problems we'll have a ball!

LOCAL CORVAIR PARTS

from

TUCSON CORVAIR ASSOCIATION

TCA has a large stock of new and used parts for all models of Corvairs.

Support the Club and save a little money!



Contact Al Crispin
722-9445

Paul H. Dunn
Executive Director



4425 E. Broadway Blvd
Tucson, AZ 85711
520-323-8585
FAX 520-323-0088
pdunn@computerlandsss.com

Editor's Note: In the late 70s John Wipff published a couple of volumes called The Complete History of the Corvair for the Corvair Nut!! In Volume I he presented several chapters of information that we would like to share (or reshare, as the case may be) with you over the next few months.

CHAPTER 13

THE TROUBLE WITH TRUCKS

The trouble with trucks is that no matter how innovative they may be, all most owners want to know is, "Will they do the job?"

And even though there were 129,000 trucks produced, they never did as well as Chevy had hoped, primarily because Ford Econoline had a price advantage across the board.

But they were innovative. They were the only American trucks to have: a rear-mounted air-cooled engine, no drive-shaft for low load-level, only 16-1/4 in. off the ground, 1700 lb payload. And they were probably the easiest-riding trucks to that time. And with only a 19-1/2 ft. turning diameter, they turned circles inside the Econoline, at 34 ft. and the VW Microbus at 39 ft.

The disadvantages of the rear-engine, however, sometimes outweighed the advantages. The rear load-floor was several inches higher than the side load-floor, making it difficult to load anything long and flat, and keep it flat. The pick-up truck even had an optional three-section floor to raise the load floor to the height of the rear floor. In theory, this gave you some really nifty secret compartments under the floor. In practice, it cut out a lot of load-space. The Rampside had a unique side-loading door (ramp) that flipped down so things could be rolled or carried in through the side of the bed, but even this was just making the best of a bad situation, with the high rear loading over the tailgate.

There was an optional left-side double-door on the Corvan and Greenbrier, that let you load from either side of the truck. Few were ordered and thus, particularly in the Greenbrier, they are in great demand by truck aficionados.

The small turning circle was made possible by a 95 in. wheel base (hence the name 'Corvair 95'), yet the total length was only 0.25 in. less than the car, 179.75 in.

The trucks died a death reminiscent of the cars. They just more or less faded away one at a time, as if picked off from ambush by Indians.

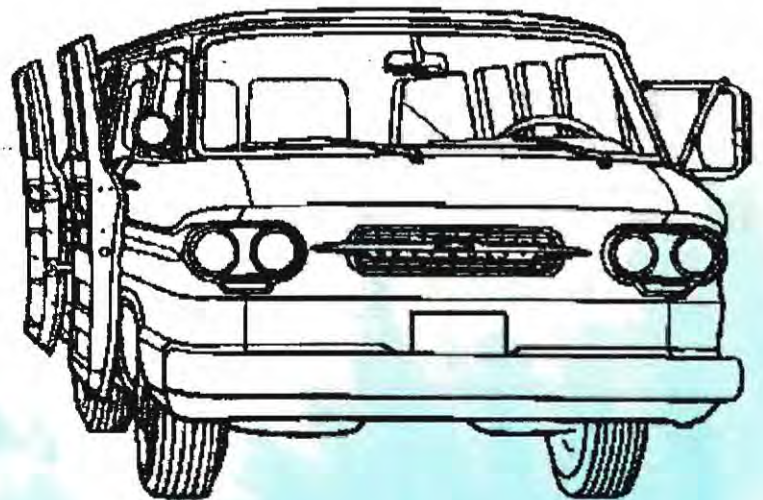
First the Loadside (the non-ramp version of the Rampside) fizzled out in '62, then the Rampside and Corvan in '64. The Greenbrier stuck it out the longest but only sold a meager 1,500 in '65, its last year. It was probably the smoothest riding van of its time. I know the word 'floating' is misused, but that was the feeling in a Greenbrier. It rode even better than the car in some situations, and for that reason, word went down to Chevy dealers, just after the last ones were produced, "Find a clean one if you can. Mr. Cole would like one, so would Mr. Roche." Nothing like it GM builds today is as roadable or economical as the Greenbrier.

Most options available on the cars were also available on the trucks. There never was any air conditioning, however, and the Corvan in particular, could get blistering hot in the summer. It could also freeze off your gonads in the winter, since the heater only exhausted into the driver's compartment, and it was like having an icebox open at your back to ride with the load-space empty.

Many van and Greenbrier owners have customized their vans extensively and the factory even had a Camper Option, including a sink and rear sleeping-area, but few sold, and they, too, are highly prized today.

Vans, Greenbriers and pick-ups were almost a sideline to the Chevy dealer, so fewer than ten percent of total Corvair production is represented by these vehicles.

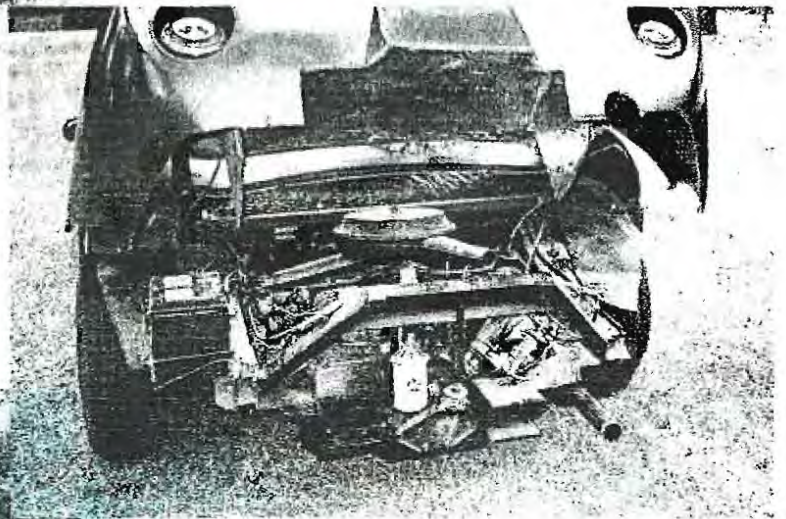
A final word about the rarity of the '62 Loadside pick-up. Since only 369 were produced, they are the rarest Corvairs. And many people think that because of their rarity, are more valuable than other Corvairs. "Wrong, rhinoceros breath," as Johnny Carson is known to say. Freckles are rare, compared to the rest of your skin, but that doesn't make them particularly valuable - just somewhat cute, some times. But the rumor still persists, so if you want to corner the market, and wait for it to advance, hop to it. Just don't hold your breath. Which would you rather have, a Loadside pickup (269 produced) or a '69 Monza Convertible, (521 produced)? The question rather answers itself.



Bud Short's Corvair Avenger

"I refused to use any VW parts on the Avenger. Since the chassis is Corvair, I use all Corvair suspension, trans, engine and all the related stuff that is attached. The windshield wiper assembly, instrument cluster, dash switches, defroster, horns, engine compartment hinges, most of the headlight assembly, side window roll up mechanisms, door latches, door handles, and tail lights are Corvair, (of course the windshield and windshield chrome are Corvair). I used early 80's GM rearview mirrors and Harley Davidson front turn signals, I looked long and hard at a lot of mirrors and front turn signals before I decided that this was the best way to do it."

You can email Bud at BUDSHORT@aol.com.



TUCSON COVAIR ASSOCIATION LIBRARY

1960 Corvair Shop Manual
1961 Corvair Shop Manual
1962-63 Corvair Shop Manual
1964 Corvair Shop Manual
1965 Corvair Shop Manual
1966 Corvair Shop Manual Supplement
1967 Corvair Shop Manual Supplement
1968 Corvair Shop Manual Supplement
1969 Corvair Shop Manual Supplement
1965-69 Corvair Service Manual
The Auto Body Repair Book
How to Keep Your Corvair Alive
Corvair Reference Guide
Servicing thr Corvair-Powerglide Transmissions
Corvair Decade
Corvair Affair
How to Hot-rod Corvair Engines
Chilton's Repair and Tune-up Guide for the Corvair
Unsafe at Any Speed, Ralph Nadar
Stories from a Twentieth-Century Life, Sears
Corvair History and Restoration
Clark's Corvair Parts Catalog, 1999-2002
Wall's Underground Corair Parts Catalog, 1999
Car Collectors' Magazine, 1979
Windmill. 3-1-71 to 10-1-72
Corsa Communiqué, 1972 to current issue
Corvairsation, 1979 to present issue
Corvair Tech Guide, 1996
Southwest Corvair Catalog. 1997

TOOLS AVAILABLE

Corvair Tow Bar with Lights
Steering Bolt Bushing Replacement Tool
Blower Bearing Greaser
Idler Arm Replacement Tool

VCR TAPES AVAILABLE

Engine Tune-up
Corvair Movies by GM
This Old "Vair"
National Convention, 1990, Ontario, CA
Pot Luck Party, 1991, Bakers

CHECK OUT PROCEDURES

Call Dave Baker, 747-0840, items checked out should be returned no later than 2nd meeting. Items are subject to recall early if requested by another member. If checking out or returning items at a meeting, prior arrangements must be made with the librarian. Use of the library is for current members only.

Vairs and Spares

1961 4 door, New Interior, 1965 110 hp Engine, Auto Tran with external oil cooler, Air conditioned, (needs comp clutch), New generator, New Idler pulley and Fan Bearings, \$2200. Call Vernon Griffith (520) 889-7516.

1965 Monza Coupe. 110 hp. Automatic, need carburetors overhauled clear title. \$1200 obo call (520) 325-8591

1962 Monza coupe. White / Red, automatic. Nice interior. Straight, clean body. Numbers match, 80 hp. Needs tires. \$1200 obo. Call Jim (after October 1 please) (520) 886-2635.

1969 chevy 3/4-ton. 396, AT, Pwr Disc Brakes, PS, AC, Cruise, Stereo, Shell, Carpet, Air suspension, Custom seat, Dual spots, 3 tanks, Dual batteries, Telescoping bumper, HFI, CB wiring, Trailer brake controller, Manuals, Spare parts, Ugly paint. \$1/pound obo (That's \$5050, I'll start at \$4750). (520) 751-9500 eve, (520) 663-9122 day. (Note: This truck has been to seven CORSA National Conventions and has towed Corvairs to four of them.

For sale: 1967 Monza 4 door sedan. Restorable. Minor front end damage. No rust. \$500 OBO. For more info call Eddie (520) 748-8507 or (520) 740-1234 or call Gordon Cauble (520) 299-1122.

For sale: 1965 convertible 110/auto, new mist blue paint new white top and upholstery, good tires. \$4300/make offer, call Don Henn (520) 743-3346.

For sale: Corvair parts—large outdoor yard full of great Corvair parts. Call Barry Cunningham at (520) 747-9028.

From one Corvair lover to another...

Corvairs

By

Creative Stitches

2710 Canqun Court

Grand Junction, Co. 81506

(970) 245-4722

Member of Corsa and Tucson Corvair Association

Ads are free to TCA members. \$2.50 for up to four lines for non-members.

6:00 p.m: Parking Lot Bull Session
6:30 p.m: Dinner (optional)
7:30 p.m: Meeting starts

PLEASE CONTACT A
BOARD MEMBER WITH
ANY SUGGESTIONS

Sept. 18 th	Wildlife Museum	C
Oct. 23 rd	Casa Car Show	C
Nov. 13 th	Tune-up Clinic at Dave's shop (alley behind 4456 E. 4 th st. 1 PM	C
Dec. 16 th	Christmas Party	C

Regular Monthly Meeting, Wednesday Oct. 28, 1999
TCA Executive Board Meeting: Wednesday Nov. 10, 1999
DENNY'S RESTAURANT 6484 E. BROADWAY

A Tucson Corvair Association
A 2044 W. Shalimar Way
A Tucson, Arizona 85704
A e-mail fourcorvairs@hotmail.com

FIRST CLASS MAIL



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Tucson AZ 85745