

The Greg Davis Shop Tour

Greg Davis' love affair with Corvairs started decades ago. He happens to be an expert machinist and enjoys time away from his granite supply business doing fantastic things with all things Corvair in his well equipped shop in to his home near Sierra Vista, Arizona.

On Saturday, March 24 a few members of TCA met at the Triple T Truck Stop for breakfast and then headed toward Sierra Vista in a caravan of three Corvairs. Mike Lake and Van Pershing lead the way in Mike's Red Rocket followed by Frank Pella in his beautiful blue convertible and Ron Bloom pushed us from behind in his evening orchid convertible for the 90-mile trip.

Greg has a nice shop equipped with all manor of Corvair-specific tooling. One of his jigs will hold a Corvair head in the milling machine in the exact position needed to drill and tap welded-shut spark plug holes. It will also orient the head for other machining operations. Another jig that Greg fabricated secures individual cylinders for boring and honing. His cylinder boring machine was made for the US military manufactured in the early 1940s and is an excellent example of the precision machinery of that era and does a great job on Corvair jugs.

Many of Greg's "customers" are guys with Corvair-powered dune buggies who abuse them on a regular basis. Some of the broken parts are difficult, if not impossible, to find but he doesn't mind at all—he can fix virtually anything.

After some homemade snacks courteous of Greg's wife, the crew made it back to Tucson against 50 mile per hour winds and rain.



Greg's shop is surrounded by several Corvairs one of which is an 8-door Corvan (left). From left to right, Mike Greg, Frank, Van, and Ron (below).



The equipment shown below is used for boring Corvair cylinders. The tag on the bottom indicated that it was shipped to Pearl Harbor in 1943



Greg has plenty of spare heads ready to go for the rowdy dune buggy crew (above).



This is an example of one of the many specialty fixtures Greg has fabricated to accommodate Corvair engine parts (left).



TUCSON CORVAIR ASSOCIATION
Established 1975

TCA 2018 Events at a Glance

The **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 (CORSA) as Chapter 357.

Membership dues are \$15 per year for individuals and \$18 for families. Initial dues are \$19 for individuals and \$22 for families (includes one name tag). Make checks payable to the Tucson Corvair Association and mail to the TCA Treasurer.

Change of Address: Report any change of address or phone number to the Membership Chair.

CORSA membership dues are \$45 per year (\$90 for 26 months) and include a subscription to the CORSA Communiqué, a bi-monthly publication. CORSA membership is not required for membership in the Tucson Corvair Association, but is highly recommended. See any TCA officer for more information.

Business Mailing Address: 4842 W Paseo de las Colinas, Tucson, Arizona 85745

Website: www.corvairs.org. Email address: tucsoncorvairs@yahoo.com

Apr 25, Wed

Regular Monthly Meeting. Parking Meeting starts at 7:00pm. Come a little early if you're going to have dinner. Golden Corral, 4380 E 22nd St, Tucson, Arizona (near Columbus).

Apr 7, Sat

Cactus Corvair Club Spring Picnic. Scottsdale, Arizona. Meet at the IHOP just west of I-10 on Grant Road at 7am to caravan to Scottsdale. Departure time approximately 8am.

Apr 28, Sat

Chevy Showdown. Desert Diamond Casino. See website for details.

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New Corvair Products Available

Roger Parent has added Billet Fuel Pump Delete plugs and Turn Single Levers for all years except 1960. Levers are stainless and have new knobs. They are also the correct length and bend angle. Levers with aluminum knobs are also available. The fuel pump delete plugs are available in two different styles. See the TCA website Resource page to view his catalog with all the details.



Happy Birthday, John

On Thursday night, March 29, several TCA members met at Freddy's with John Young and his daughter Sandy to celebrate John's 85th. We wish him many more!



March Meeting Minutes

Minutes from the monthly meeting of the Tucson Corvair Association held March 28, 2018 at Golden Corral, 4380 E 22nd Street, Tucson, Arizona.

The meeting was called to order at 7:05pm by President Dave Lynch. The following members were in attendance: Dave Lynch, Mike Lake, Ron Bloom, Doug Scott, Fred Nunez, Fred Daigneau, Bill Sala, Al Brown, Frank Pella, Allen Elvick, and Mike Strong.

The first order of business was the resignation of Dave Lynch as club president. Multiple reasons..none specific. Mike Lake was volunteered to take the position for now.

Treasurers report was presented by Allen Elvick with a beginning balance of \$2470.37. Income of \$94.00 from oil filter sales, fan belt toss, and four member's dues. There were no expenses so the ending balance was \$2564.37. Thankfully, the report was approved with unanimity.

Old Business: Mike Lake reported on the outing to Sierra Vista and Greg Davis's machine shop. Lots of good comments from the attendees, great quality work, lots of speed tricks, and a great source for the club. Ron left some heads to be worked. Everyone thought it was a great outing.

Frank Pella reported on the CCC poker run. They had a good turnout for the event. They traveled 80+ miles and ended with a potluck in Vail. Ron Bloom's beans were a hit.

Tech talk: Mike has been having an oil mess in the engine compartment and rear sheet metal of the red rocket. He thinks it is a problem with a seal in the crankcase vent sys-

tem and knows how to correct it.

Upcoming Events:

Apr 7th...Cactus club meet in Scottsdale. 10 am at Eldorado park West, bring a dish to pass, Will have the McDonalds rock and roll cruise. Those attending can meet at the IHOP just west of I-10 on Grand Road at 7am for breakfast then head out. For more specifics, contact Mike or Ron.

Apr 21st...Oracle car show??? Or Oro Valley.

Apr 28...Chevy Show Down at the Desert Diamond Casino on Pima Mine Rd. Car parkers and judges are needed as well as lots of Corvairs. Car parkers should be there about 6am.

Potential May outing....Freddy's.

Respectfully submitted by the substitute secretary, Allen Elvick as completely as possible.



See page 4

1963 Rampside with a 1963 Sani-Cruiser Camper

Jim and Cathy Holcomb put heart and soul into this project

We finished a full restoration of our 1963 Sani-Cruiser camper and 1963 Chevrolet Corvair Rampside truck in 2014 with a rebuilt interior and exterior like the original.

We purchased this rig back in the mid-1990s. I believe this is a rare conversion from the Sani-Cruiser company in the early 1960s.

Sani-Cruiser was based in Carsonville, Michigan. They built motorhomes, but I have found no record of Sani-Cruiser doing this type of conversion. The camper top has their manufacturer's plate next to the entrance door.

The camper interior is all birch with six coats of amber shellac. All of the original appliances have been restored. The camper is fully self-contained with a refrigerator, stove, sink, and a built-in toilet and holding tank. Although the truck and camper were manufactured separately and then installed, the camper is not detachable. *Jim*



~My First Corvair~

Report by G. Harry Ransom

I met my wife Rita while enrolled in the Montclair State College undergraduate school in northern New Jersey during a previous century. We shared a class together and wound up seated next to each other. We were from two completely different backgrounds and really shared little in common. But, the attraction was there.

Well, one day, whilst my "trusty" '56 Chevy was up on jack stands (again) awaiting some parts, she offered to drive me home, even though I lived 26 miles from school.

Hello trouble! I met my future wife's cutesy poo little Renault *Dauphine*. Wow, this thing rides hard. But she was so proud that she paid only a dollar a pound (1,400) for this brand new mechanical nightmare. My first Christmas present to Rita was the installation of seat belts in her "bouncy bomb." Romantic, huh? No, survival, of the *somewhat* fittest.

Fast forward past the *I dos* and *until death do us part* vows, etc., etc. and witness daily life with the little red French terrorist. I learned to hate that *Gallic* mini monster. Everything broke, and then con-

tinued breaking!! Ugg, this demon has to go.

Okay, there I was, hanging out at my favorite gas station on Saturdays when the owner/friend/and receptor of free labor suggests that I end my relationship with my foreign high maintenance mistress. "Whatchuhgot?" Say hello to our first *Corvair*. I don't know if it was love at first sight or, if a horse drawn manure wagon would have looked superior by that time. This three year old turquoise teaser offered door handles, window cranks, upright seats, hinges, headlights, taillights, wiring, fender liners, wheels, brakes, and a radio that were still intact - - - and that still worked! Holy *Chilton* manuals!

For the exorbitant price of \$275.00, this 102 h.p. four-speed *Monza* coupe became my wife's new ride. We drove it everywhere, including deep snow. Fuel economy for outrageously priced gasoline (\$.32/gal.) usually fell in the mid 20s range! "Ooh rah."

However, two years later "Ole Blue" met her destiny through a head-on collision on icy roads. By the egregious estimate of \$900.00 in repairs, she was therefore

deemed a total loss. By comparison, the '67 *Country Squire* wagon that violated her nose was calculated to need \$4,700.00 to refurbish. Thus, a '64 maroon *Monza* coupe became our second three year old *Corvair*. It claimed 8 more horses, 24 more cubes, only 18,000 recorded miles - and all for the outrageous tariff of \$900! Six years later with 99,000 clocked she was traded in on a new 1973 Chevy *Nova*. The trade-in value was a whopping \$75.00! Hmhmhmhmhm.

Was there a third Ransom *Corvair*? Yes, but that wasn't delivered until April of 2010 as my 70th birthday present. And, this 1967 *Cora Vair* commanded \$4,150 *more* than her brand new invoice price! Depreciation was reversing. Actually, just the shipping charge from central Pennsylvania to Las Vegas cost \$75.00 *MORE* than the combined total purchase prices of our previous two *Monzas*!!!! Hmhmhmhmhm again.

And what became of my red 1,400 pound nemesis? After she was humanely crushed I heard that her improved "remains" were the inspiration and prototype for the upcoming *Yugo*. And the beat goes on - - -

Happy motoring, Harry



Harry's current Corvair: Cora

Editor's Note: Harry Ransom is a member of the Tucson Corvair Association and a contributor to the Corvairsation. He lives in Las Vegas and, of course, is a very active member of the Corvair club there.

If you have stories about your Corvairs please submit them for consideration. We'd love to hear your stories!!



The high-maintenance mistress

Lake's get a new car

Recently Mike and Chris Lake hopped in Ron Bloom's truck and the three of them went to Silver City, New Mexico to receive a new car for Chris. It's a '68 500 coupe. The car is in great condition and will not be restored to original condition. In the true Lake Fashion there will be many mods and fancy paint applied before the car is ready for daily service.



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Regular Monthly Meetings are held on the Fourth Wednesday of every month with a bull session starting at 6:30pm and the meeting starting at 7pm.

The November meeting is traditionally held on the third Wednesday. The December meeting is our annual Christmas party with the time and place to be announced.

MEETING PLACE:
Golden Corral
4380 E 22nd Street, Tucson

Read this newsletter on line at www.corvairs.org