

Corvairisation

Tucson Corvair Association
Volume 26, Number 2

Tucson, Arizona
February 2000



The Pinninfarina Corvair as seen at the Barrett-Jackson Auction in Scottsdale In January 2000. The car is based on a 1961 Corvair. (Photos by Tarma Sutti)

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 Un-Swan Song

Yes, this is my last president's letter and the February 23rd meeting will be my last as presiding president. It has been personally very rewarding. I thought I was getting too old to do this sort of thing but somehow the challenge breathed new life for me. I believe the club has prospered in membership and participation in the general meetings and midmonth activities. You don't see any Corvairs on the street but I know that they are out there carefully tucked away in garages or under cover. All the owner needs is an active club with enthusiastic participants to get those machines shined up and in the competition. Several of our cars were in Tubac at the Santa Cruz Annual Car Nuts show. I was there and I inspected 332 cars. My hips and legs are still reminding me. There was an actual 1938 Indianapolis 500 race car there. It had the only 6 cylinder Offenhauser engine that was ever built. Mauri Rose, Gary or Tony Bettenhausen and several others that I didn't recognize had driven the car in Indianapolis 500 races. History-----

This year has been especially good in that we have our own Internet Web Site. We are working very diligently to get all our member's pictures with car on the site. Paul Dunn is waiting and I am the photographer and I ask again-----Call me so that I come to your place and photograph you and your car. Would you believe that our web site is generating out of state members. We welcome Deborah Pearson and Chet Reed from San Diego to our club. Other members coming aboard are Tom Skarda, David Carranza, Joan Denny-Knue, Tim Green, Dave Lynch and Andrew Steuart. Tucson.

I'm not through yet. I look forward to membership in and support of this fine organization in every way I can.

DAVE BAKER President

Notice

To: All Members

The Tucson Corvair Association Executive Board in session January 12, '00, with all members assenting, approved the following proposal to be voted on at the February 23, '00 general meeting to wit:

Paragraph 3 Article III of the Tucson Corvair Association Bylaws effective March 1, 1982 and ammended May 25, 1983 is hereby deleted.

Discussion: The association has suffered declining membership through the years making it more and more difficult to recruit officers who are competent and willing to serve. It would seem prudent to allow willing officers to serve beyond the restrictions of the current bylaws unless voted out by the membership at the regular February meeting or removed for cause.

Article VII---Ammendment, requires a 2/3 marjority of the members present at a general meeting providing that a notice has been published in the news letter prior to the general meeting.

DAVE BAKER---President

FEBRUARY 2000 TREASURER'S REPORT

BEGINNING CASH ON HAND.....\$1601.58

INCOME: (ACCOUNTS RECEIVABLE)

Ads.....	0.00
Raffle Tickets	17.00
Merchandise.....	00.00
Christmas dinner.....	30.00
Misc.....	00.00
Can Money.....	00.00
	<u>47.00</u>

DUES:

Chuck Pettis (2yr).....	30.00
Larry & Alice Stallsmith.....	18.00
Joan Denny-Knue.....	19.00
Tim & Robin Green.....	18.00
Roger Finkenbine.....	15.00
Barry Cunningham.....	15.00
Paul Dunn.....	18.00
Van Pershing.....	15.00
Herb&Jonie Berkman.....	18.00
Vic & Ingrid Howard.....	18.00
Don Robinson.....	15.00
Dave & Beverly Baker.....	18.00
Dave Lynch.....	18.00
Allen & Marianne Elvick.....	18.00
TOTAL DUES:	253.00

TOTAL INCOME (ACCOUNTS RECEIVABLE).....\$300.00

EXPENSES: (ACCOUNTS PAYABLE)

Stamps.....	23.10
Name Tag.....	4.20
TOTAL EXPENSES: (ACCOUNTS PAYABLE).....	27.30

ENDING BALANCE: (CASH ON HAND).....\$1874.28

Respectfully Submitted,

Allen Elvick

Minutes of Membership Meeting - 01/26/00

President **Dave Baker** called the first regular meeting of TCA in the year 2000 to order at Denny's Restaurant at 7:31:56 PM by leading the club members in YET another reciting the Pledge of Allegiance to TCA. Then he opened the meeting by telling us all how he finally got his car running after going through 17 carburetors! And - it finally passed the smog inspection. There were no guests, but we did welcome back our feature editor, **Van Pershing** after a long scarcity from meetings. New members **Dave Lynch** and **Andrew Stewart** were also welcomed. Minutes of the last meeting were approved as published. The secretary thanks Beverly Baker for taking the minutes in his absence.

Treasurer (Allen Elvick) - Starting balance = \$1879.81, ending balance = 1601.58. The difference was primarily due to expenses of the Christmas party which were not totally offset by dinner payments. Dues are coming in.

Membership (Beverly Baker) - Dues letters were sent out last month. Renewals are starting to come in. Comment by Van: The letter was a good idea and thanked Beverly for getting it out. A new roster will be published in March.

Library (Dave Baker) - Nothing new, but a visit to the library would be a good lesson in Corvair history.

Merchandise (Don Robinson) - Hats for sale @ \$12-\$13. Coffee cups for sale for \$5. Nothing else reported.

Corvairsation (Don Robinson) - Nothing new, but several comments were made about the improved content of the newsletter. Van's articles received some kudos.

Activities (Barry Cunningham)

NOTE: *The info shown here is not the official calendar. It is only what the Secretary wrote down because someone said it. Check the official TCA calendar before heading off in the wrong direction at the wrong time on the wrong day.*

January 29 - Santa Cruz Valley Car Nuts Annual car Show in Tubac. **Larry Stallsmith** told us to expect about 300 cars on the field. Several members planning to go. Show open at 10:00 AM. We will meet for breakfast at the Cow Palace (exit 48) before the show at 8:00 AM.

March 19 - Corvair Cruise and Brunch. Details to be worked out by next meeting.

April 29 - Annual Picacho Peak Picnic with Cactus Corvair Club from Phoenix.

May ?? - Yet Another Tuneup Clinic, Don Robinson's house, 10:00 AM.

May (first weekend) - Cactus Corvair will sponsor a Rally Across Arizona, starting in Bisbee and going all the way up to Route 66. More on this later.

Old Business -

The Website is up and running!!!! Thanks to **Paul Dunn**! Go to www.corvairs.org to check it out. Paul brought in his laptop to do a demo. Dave Baker got a lot of photos setup and Paul scanned them onto the site. We still need lots more pictures of club members with their cars. Herb can take pictures at events and have them processed on CD so they can be downloaded.

New Business - Nominating Committee placed the following slate into nomination for the 2000 season: President - Barry Cunningham, Secretary - Herb Berkman, Treasurer - Allen Elvick, Director at Large - Gordon Cauble. There is presently no candidate for Vice-President.

Because of term limitations in the By-laws, this slate may not be elected unless there is an amendment passed to remove the term limit provisions. A motion by **Herb Berkman** was made to prepare an amendment to accomplish this. Seconded by **Gordon Cauble**. Dave will have an amendment ready to publish in the next Corvairsation so that elections may proceed on time.

Program/Tech Talk - Barry Cunningham reported on valve cover leaks caused by over tightening the holddown screws. We also discussed the differences between the very early fuel pumps and later versions.

Gordon told the story about the Red '64 car that caught on fire at the tuncup clinic and how the gas tank later fell out when he tried to fix a leak. You had to be there.

Raffle: Winners - Andy Stewart: '96 convention T-shirt, Gordon: Socket Set, Dave Lynch: Fuzzy dice, Air Freshener.

Next month's prize donors: Dave B, Barry C, Herb B, Tim G, Allen E.

JOE: No joke (thank goodness!).

Meeting adjourned sometime around 9:09:43 PM, more or less.
Respectfully submitted, Herb Berkman, Secretary

**SANTA CRUZ
CAR NUTS
SHOW
WITH
SOME
TCA CAR
NUTS**

**JANUARY
2000**



from the editor.....

Isn't amazing how we have adjusted to the new millennium; my Corvair never skipped a beat. I hope you had the same experience!

In just the past couple of weeks we have enjoyed two mid-month activities. First, the Santa Cruz Car Nuts Show at Tubac Golf Resort was a perfect day for all car nuts. We started the morning with breakfast at the Cow Palace then motored on to Tubac. Things were so well organized that within minutes our Rampside was in place and we were strolling among the other early arrivals. So many beautiful cars and perfect weather. We rode the van into Tubac for lunch and a little shopping. It was a great day and I know Sue will want to go again next year.

On March 5th Club activities took us to the Franklin Museum. TCA has visited the museum four or five times in the last 30 years and it is always interesting to see these cars. The museum continues to get better and better as evidenced by the big turn-out we had.

On ward and upward. I hope you will be at the regular meeting February 23, not just to see your smiling face, but so you can exercise a vote on an amendment to the club by-laws. Dave has discussed this elsewhere in this issue.

February 23 is also election day; the floor will be open. It's never too late to run and we all need your support.

Cruise 'n Brunch.....what's that you say? That's the mid-month activity for March. It's all happening March 19, at 10:00 am at the Cracker Barrel, 8400 Cracker Barrel Road. That's a Sunday morning and it will be great to get together for brunch. It's easy! Just jump in your Corvair or other suitable vehicle and drive out (west) on I-10 to exit 242, Cortaro Road, go west on Cortaro Rd. one block to Cracker Barrel Rd. Turn right (north) and you are there! Bring your appetite, significant other, friend or whatever, but we will need a head count. This is a busy place and we must give them notice we are coming.

Motor Trend Magazine Dumps On Corvair



CHEVROLET CORVAIR

Chevy's rear-engine wonder recalls famous question asked in nearly every spy novel: "Could this be a case of mistaken identity?" There are legions who vehemently claim, even today, that there was simply nothing wrong with the Corvair's handling characteristics. Nor any other aspect of the car, for all that, though not everyone agrees. Radical consumerist Ralph Nader did the unthinkable by taking on GM, almost single-handedly, alleging that the Corvair was "Unsafe at Any Speed"—which was also the name of his sensationalistic book on the subject. Much like the bogus "Audi Unintended Acceleration" frenzy of a decade ago, the notion caught the attention of the media and ultimately the public. After far too many legal battles, GM decided to give in, and flushed the Corvair halfway through '69.

In *Motor Trend Magazine's* 50th Anniversary Collector's Edition (September 1999) they gave us the benefit of their wisdom in article entitled "Hits, Misses and Never Weres - Cars and Fads that changed our lives...or not". Trying to give us their version of the automotive industry's highlights, lowlights and no-lights over the last 50 years or so.

Among the "highlights" were the following "hits":

- '70 Datsun 240Z
- '64½ Ford Mustang
- '55-'57 Ford Thunderbird
- '63 Corvette Sting Ray Coupe
- The great American V-8
- Mercedes 300SL "Gullwing" coupe
- '84 Chrysler Minivans
- Mazda Miata MX-5
- '49 Ford
- Volkswagen Beetle (old and new)
- Jaguar E-Type

- The cars of Carroll Shelby
- Tailfins and chrome
- BMW M cars
- Monroney labels
- '64 Pontiac Tempest GTO
- C5 Corvette
- Dodge Viper
- Japanese Premium Channel cars
- 300-horsepower front drive cars
- Frightening popularity of pickups and SUVs
- Chrysler styling in the '90s

Agree or not there are some pretty impressive credentials in the group. I wonder about cars like the Datsun 240Z. It was cute for its time but when was the last time you saw one on the highways and byways? The Mazda Miata is another one that has its charm but a decade from now it will be as common as the Pontiac Fiero. And what kind of impact are the Japanese luxury cars having on our society? Probably the

same impact that unsalted sunflower seeds are going to have on the economy of southeastern Cochise County.

On the other hand we have the group that the all-knowing people at *Motor Trend* think are the "lowlights" were a big "miss". They include:

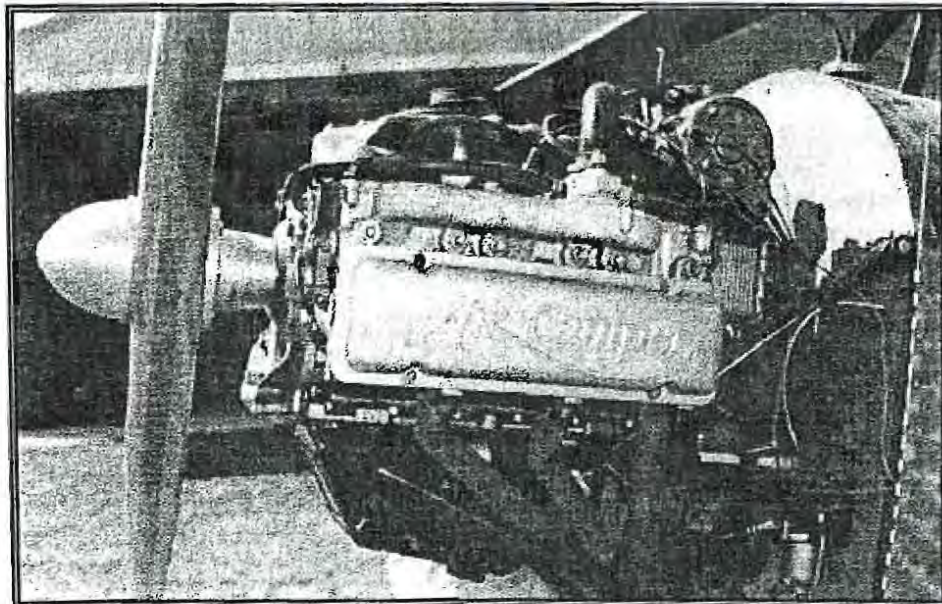
Chevrolet Corvair
Tucker Torpedo
Amphicar
Edsel
Chevrolet Vega
AMC Pacer
Cadillac V8-5-4
Bricklin SV-1

Delorean DMC-12
Daihatsu in the US market
Packardbakers
Yugo
Chrysler TC by Maserati
The Eagle brand
Cadillac Cimerron

It makes me feel so good that these folks put our pride and joy in with the likes of the Yugo and the Pacer. They must have forgotten that if it weren't for the Corvair, bucket seats probably wouldn't have been popular in cars for another century. Upon seeing how popular a little sports coupe was becoming, Ford Motor Company whipped up a little competition called the Mustang. So all you Mustang fans can thank the Corvair for the mere existence of your cars. Much has been said and written about our little car over the passed 40 years most of which has been good. Nader's book, which had no engineering basis whatsoever, was nothing more than a publicity stunt for Ralph to gain a little fame. I guess we could blame all of the safety features on our modern cars on the Corvair. I don't know if that's a good thing or a bad thing. I do so enjoy having my government saving me from myself!

Lucky for us our little car didn't make the "Never Was" list. It includes such things as the Davis Automobile, the Dale, mid-engine and/or rotary-engine Corvettes.

Van Pershing



Vairs & Spares

1962 Monza Coupe. White/Red, Automatic. Straight, clean body. Nice interior, 80 hp. Great project, need tires. Only \$750, OBO. Call Jim (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 and more. Fully equipped to tow. Lets talk! Herb (520) 751-9500 eve, or (520) 663-9122 day.

For Sale: Corvair parts- Large outdoor yard full of Corvairs and Parts, Call Barry Cunningham at (520) 747-9028.

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



7:30 pm: Meeting starts

Regular Monthly Meeting, Wednesday Feb.23,2000
TCA Executive Board Meeting: Wednesday, Mar.8, 2000
DENNY'S RESTAURANT 6484 E.BROADWAY

FIRST CLASS MAIL



Van and Vickie Pershing
4842 W. Paseo de los Colinas
Tucson, AZ 85745