



Corvairsation

www.corvairs.org

Tucson Corvair Association
Volume 28, Number 15

Tucson, Arizona
August 2004

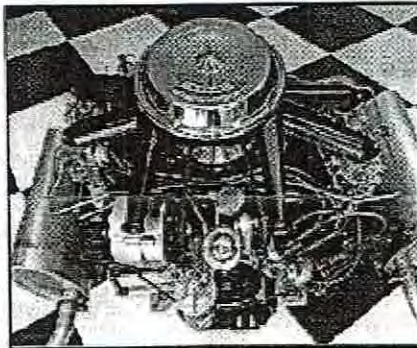


WIN!



THIS 140 HP Corvair Engine

- 12 Plate Oil Cooler
- Cooler Side Covers
- Chrome Air Cleaner
- New Oil & Air Filters
- New Fan Belt
- New Lifters
- New Hooker Studs
- New Idle Busking
- 140 Stroker
- Hi Torque Balancer
- New Ignition Coil
- New Cam & Rotor
- Rebuilt Distributor
- New Dipstick Boot
- New Age Rod Boot
- Balanced & Assembled
- New Gender Harness
- New Pushrod Tubes
- Standard Bellhousing



- Hi-Tech Pistons
- Roller Rods
- New Isky Cam
- Perlonis II
- Clay Pan
- Clay Valve Covers
- Rebuilt Cables
- Rebuilt Alternator
- New Exhaust System
- Fuel Linkage Setup
- 140 Fuel Inlet
- Powdercoated Cover
- Mag Fan
- GMW Wires
- New Spark & Grooves
- New Rod Main Brgs
- New Rings
- New Fuel Pump
- Chrome Pump Top
- Guides & Springs

See It Run at the Show! Completely Rebuilt! Better Than New!

"A CORVAIR OASIS IN PALM SPRINGS"

Winner will be announced at the
Great Western Fan Belt Toss & Swap Meet
Palm Springs, California
November 13, 2004

Engine, parts, machining and assembly are proudly provided by
Vintage CORSA of Orange County
www.VintageCORSA.com

INSIDE:

- Safe at Any Speed*
- Great Western Fan Belt Toss and Swap Meet*
- Events at a Glance*
- Members in the News*
- Spares and Vairs*



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 (CORSA) chapter 857.

Monthly Meetings are held on the fourth Wednesday of each month, except November and December. One technical/social event is planned for each month except July and August.

Membership Dues are \$15 for individuals and \$18 for families. Initial dues are \$19 for individuals and \$22 for families (includes name tags). Make checks payable to Tucson Corvair Association.

Change of Address: Report any changes 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 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 per 4-line ad to non members. Deadline for materials submitted for publication in the Corvairsation is the 10th of the month.

Business Mail Address: 1026 South 7th Avenue, Tucson, AZ, 85701-3010.

Web Site Address: www.corvairs.org



*Have Fun Owning and Driving A Classic
Sixties Corvair Automobile*

Board of Directors

President: Bill Maynard

3605 N. Vine, Tucson, AZ 85719, 520-325-8497
EMAIL: billfromtucson@webtv.net

Vice President: Barry Cunningham

362 Bull Run Drive, Tucson, AZ 85748, 520-733-7387
wk: 520-887-1011

Treasurer: Allen Elvick

4210 S. Preston, Tucson, AZ 85735, 520-883-4337
wk: 792-1450 x 1-6966,
EMAIL: allen-elvick@med.va.gov

Secretary: Lynn Marrs

14020 N. Gecko Canyon Tr., Tucson, AZ 85742,
520-297-8969
EMAIL: lmnightengale@juno.com

Board Member at Large: Dave Lynch

4312 E. Flower, Tucson, AZ 85712, 520-574-3135
EMAIL: lynchmob@theriver.com

Membership Chairperson: Allen Elvick

Corvairsation Editor: Chris Cunningham

1026 South 7th Ave, Tucson, AZ 85701, 520-670-9676
EMAIL: arizaim@hotmail.com

Immediate Past President: Chris Cunningham

Assistant Editor: Van Pershing

4842 West Paseo de las Colinas, Tucson, AZ 85745,
520-743-9185,
EMAIL: vpersh@yahoo.com

Librarian: Lance Gillingham

8741 Saddleback Dr. Tucson, AZ 85749, 520-749-4951

Webmaster: Paul Dunn

P.O. Box 867, Bisbee, AZ 85603, 520-432-5840
EMAIL: paul@corvairs.org

Merchandise Chairperson: Don Robinson

2044 Shalimar Way, Tucson, AZ 85704, 520-297-1356
EMAIL: fourcorvairs@hotmail.com

Vintage Corsa of Orange County Hosts 27th Annual Great Western Fan Belt Toss and Swap Meet

The Great Western Fan Belt Toss has been an item of discussion at our regular meetings for a while now. It was decided that the event would be a splendid venue for selling our new and used Corvair parts that are currently being stored at several different locations around town. Formal approval to participate was given at our April meeting. The application was sent in for two 20' x 20' spaces and we are waiting for the confirmation. It has been suggested that we should plan on leaving on Thursday since it takes about seven hours to get to Palm Springs.

John and Amy Young have graciously volunteered to transport the parts in their enclosed trailer to Palm Springs on Thursday, November 11. The Club is interested in identifying other volunteers to assist in the disposition of the inventory. A sign up sheet will be distributed at the upcoming meetings. This meeting at Pavilion Field in Sunset Park is the world's largest Corvair swap meet and car show and promises to be loads of fun.

The schedule for the event has been reproduced below along with the associated costs for each activity. Hotel/motel accommodations are up to the individual; the host hotel the Ramada Inn Resort, 760/323-1711, www.psrarnada.com, mention Corvair club when you call. Rates are \$89.95 for one night. If you book two nights, the rate is \$69.95 per night. Other hotels include the Quality Inn (760-323-2775) and the Palm Garden (760-323-1328).

Rv/camper spaces (without hook-ups) are available for \$20 per night. No overnight street parking is permitted.

Most of the schedule information can be found on the www.vintagecorsa.com Web site. Good Luck!

Autocross Cancelled

The "first time ever" Corvair Autocross in conjunction with the GWFBT&SM has been cancelled according to Jack Pinard, newsletter editor for the Ventura County Corvairs. Mr. Pinard received the bad news on August 10 from Lawrence Wedekind, Landside Operations Manager for Palm Springs International Airport. Mr. Wedekind stated "the abandoned taxiway

that we have used for driver training and autocross events in the past will soon be removed. Construction of a new employee parking lot in this area will begin approximately October 1st." The Ventura County chapter had been working nearly two years to organize the autocross in November.

Schedule of Events

11/12 Friday

10am - Gates open for vendor check-in & setup

12pm - Registration & swap meet open for everyone else

Raffle Ticket booth open for purchase of tickets

Food concession open

Hot dogs, Hamburgers, Chips & Drinks

5pm - Field closes to prepare for Welcome Party.

6pm - Welcome party upstairs in banquet room(till 9).
Socializing, Soft drinks, & B-I-N-G-O!

11/13 Saturday

8am - Field opens. Let the swap meet begin!

10am - Car show participants vehicles in place

Food Concession Open

Best of the west chili & burgers!

Raffle booth will be drawing tickets all day!

3pm - Car show trophies awarded

4pm - Field closes for Banquet preparation.

6pm - Cocktail hour with no host bar

7pm - GWFBT Banquet. Western BBQ chicken and ribs

11/14 Sunday

8am - Field opens, Last chance for deals!

Food concession Open

12pm - Last raffle drawing of the day.

Welcome Party: \$7 for CORSA members, \$12 non-members

Banquet: \$30 for CORSA members, \$35 " "

Car Show: \$10 for CORSA members, \$15 " "

Model Car Show: \$5 for everyone

JUNE 2004 GENERAL MEMBERSHIP MEETING

July 28, 2004

Members Present: Bill Maynard, Lynn Marrs, Lance Gillingham, Allen Elvick, Don Robinson, John and Amy Young, Julius Berky, Fred Zimmerman, Paul and Art Dunn, Chris Cunningham, Barry Cunningham, Dave Baker and Nancy Goodman. Guests were Bruce Porter and Steve Arthur.

President Bill Maynard called the meeting to order at 7:12pm.

Approval of the Minutes for Jun 23, 2004:

Don Robinson made a motion to approve the minutes, seconded by Barry Cunningham and the motion passed unanimously.

Financial Report: Allen Elvick reported that the club finances are in good standing. The Club had no income this month. The club spent \$368.60 this last month for Corvair Club shirts, Arizona Commission Fee, Pool Party and towing of 1960 Corvair given to the club. Cash on hand is just over \$3903.47. Chris Cunningham made a motion to accept the financial report, Amy Young seconded this motion and it passed.

Committee Reports: John and Amy Young attended the International Corvair Convention and represented the Tucson Corvair Association. They had a wonderful time. They were both judges and they also won a prize for their Corvair, and won 4th place in the fuel economy race.

Presidents Report: Bill Maynard welcomed everyone to the June meeting. The Corvair club shirts have been ordered and should be in. Bill Maynard and Lynn Marrs, will leave for vacation August 14, 2004 and return August 29, 2004. President and recording secretary will not be at the August meeting.

Vice-President's Report: Barry Cunningham spoke about the pool party and what a great a time the people had.

Merchandise: Don reported that he still has a lot of hats, coffee mugs and t-shirts to sell. It would be really nice for the club members to have a polo shirt with name and Corvair logo on it. Shirts that were ordered will be in at the next meeting. Shirts are \$18 each.

Library: Lance Gillingham and Julius Berky are still working on the wiring for antique radios, when they have these, they will put them in the library for everyone to use. Lance stated that there is a new model car out, that is a 1969/24 scale. He enjoys doing models.

Raffle: No raffle tonight.

Don Robinson drove his Corvair to the meeting. The raffle gifts for the August meeting will be provided by Julius Berky, Don Robinson, Allen Elvick, and John and Amy Young.

Old Business: Remember the September 26, 2004 picnic at Rose Canyon Lake on Mt. Lemmon. Club members meeting at McDonalds will go up Mt. Lemmon together. Fan Belt Toss is the first full weekend of November in Palm Springs. John and Amy Young will supply the trailer to put the parts in and transport to the swap meet. The parts will need to be tagged and a price put on each article. Barry Cunningham is checking into the procedures to register and rent spaces. The pop-up canopy has been purchased to be used as cover at the swap Meet. Plan to leave early the Friday morning before the swap meet if you can.

New Business: Barry Cunningham reported that he has found someone to paint the Club logo on the canopy in time for the Fan Belt Toss for a cost of \$150 for two logos. Julius Berky made a motion to go ahead and get the canopy painted, Bill Maynard seconded this motion and it passed unanimously.

Chris Cunningham found a 1960 Corvair, Allen Elvick made arrangements to have the car towed to his house. It will be a good source of parts. The cost for towing the 1960 Corvair was \$85.00.

Corvair Talk: Don Robinson had to change out the gap in his rotor, he hopped (the car, not Don) all the way to Ina Road from River Road.

Dave Baker spoke about his daughters not using their seatbelts and how he has asked them repeatedly to use them. Both of his daughters were in separate accidents and they each had finally put their seatbelts on, which saved their lives. Dave Baker made a plea to everyone to wear their seatbelts, it could save the person you love. If your car has only a lap belt, take the time to install the shoulder strap for your own safety.

Next Meeting: The next meeting will be August 25, 2004. (Come a little early for dinner so that the meeting can start on time)

Adjournment: Barry Cunningham made a motion to adjourn at 8pm, Julius Berky seconded this motion and the meeting was adjourned at 8pm.

Respectfully submitted,

Lynn

Lynn Marrs,
Secretary

The Corvair, Ralph Nader, and Me

Safe At Any Speed

From <http://vintagccars.about.com/>

Rarely does Detroit build a car that goes against orthodox patterns but in 1959 Chevrolet did exactly that with the rear-engine Corvair. The VW Beetle was by then stealing business from the Big Three and American Motors had made the Rambler a sales success. Ford and Chrysler were developing their own compacts, the Falcon and Valiant. Studebaker had... a Lark.

Perhaps influenced by the Beetle's flat, air-cooled engine, Chevrolet General Manager Ed Cole decided the division should take a radical approach. (It probably didn't hurt that Cole was an engineer and was therefore more mechanically adventurous than the financial and marketing types who often end up as company heads.)

Thus the Corvair was conceived with its engine in the rear; air-cooled, horizontal, just like the Beetle, with the same consumer advantages.

No radiator, no water to freeze or boil, better traction than conventional layouts, and more interior space, there being no transmission hump or driveshaft tunnel.

It also featured a low center of gravity with a fully-independent suspension, something no American sedan of that time could claim. Mix in attractive European styling, and the Corvair had all the elements of a winner. A Monza coupe and later a convertible were added to the lineup. Before long the car had a cult following among enthusiast drivers.

But what really caught the attention of the sports car crowd was the Monza Spyder. It featured an optional turbocharger - world's first in a production car - that boosted the Corvair's normal 90 hp to a healthy 150 hp. It absolutely transformed the Corvair's performance.

All was rosy until a crusading lawyer named Ralph Nader wrote *Unsafe at Any Speed*, in which he condemned automobile safety and in particular the Corvair's swing axle design which, he claimed, led to loss of control in curves when the rear end suddenly snapped around. Nader did not have a driver's license. GM handled these accusations rather badly, even setting a "spy" on his tail. Obviously the predator was no James Bond, for Nader soon discovered this botched attempt to discredit him and threatened to sue.

Chevrolet was also forced to defend itself in court against lawyers for Corvair accident victims. An auto magazine editor during that period, I came close to making an appearance in one such case, GM having asked if I would testify on behalf of the car's design. I had no trouble with such a premise as I felt Ralph Nader was poorly informed.

There was nothing wrong with the Corvair that better driver education couldn't have cured. North America's largely inept drivers were accustomed to massively understeering barges and couldn't cope with oversteer, so when the rear end began sliding on slippery surfaces they simply hit the brakes and prayed, rather than driving out of an incipient spin.

Too bad Mr. Nader wasn't with me in the Canadian Winter Rally when I had an opportunity to see the Corvair team perform on a snow-covered road. It was an unplanned observation; my navigator had misread the map, so that we found ourselves going in the opposite direction to the rest of the competitors. Nevertheless the sight of three Monzas coming the other way in a beautifully-controlled, tail-out drift was inspiring.

As it happened, the case was settled out of court and I was denied the chance to be a witness. Mr. Nader's reputation was intact, his career secure! Well, okay... but it would have been an interesting challenge. By the time all this happened, Chevrolet had created an all-new Corvair with an entirely different rear suspension. Oversteer was a thing of the past unless the car was pushed to the limit. And it was a real beauty, arguably the best-looking American production car of the postwar years, still a head-turner.

I owned two second-generation Corvairs, though not at the same time. Both were 140 hp twin-carb Monzas, the first a coupe and the second a convertible.

They were ordered with an optional fast-steering ratio; prior to delivery I had the rear wheels decambered: an old trick among VW and Porsche owners that splayed the wheels out at the bottom for better roadholding. That Monza coupe taught me a lesson in aerodynamics. In one of several abortive moves to the west coast before finally settling on Vancouver Island, I'd packed the Corvair with wife, two young sons, plus everything we could carry with us. This included a roof rack piled high with moving cartons (covered, of course, with a tarp).

Less than thirty miles from Toronto the oil temperature gauge began rising at an alarming rate. I pulled to the side of Highway 400 to save the engine and assess the problem. Suddenly it hit me: engine cooling was dependent on air intakes located just ahead of the deck lid, behind the rear window. Those moving cartons were interfering with the airflow, causing it to bypass the intakes.

After the engine cooled, we headed off at a greatly reduced speed, keeping a careful eye on the gauge and pulling over whenever it began to rise. Eventually we reached the city of Barrie, Ontario, where the boxes were put on a train. The rest of the journey was sheer delight, a combination of cross-country scenery, adventure for a

young family, and driving pleasure.

It's tempting to blame the Corvair's demise on Ralph Nader but it really wasn't his fault. North American family buyers preferred the conventional layout of the Falcon, the Valiant and its derivatives, or Chevrolet's own boringly-traditional Chevy II. All of which featured a traditional trunk vs. the Corvair's limited front luggage space.

The Ford Mustang arrived and although it couldn't cope with the Monza coupes on a twisting road, there was almost no limit to the performance available from a V-8. The Corvair's flat six had its limits and was therefore a non-starter in the pony car era. I should, however, give credit to Don Yenko and his fabulous Yenko Stingers, much-modified Corvairs delivering up to 240 hp. They won numerous races against V-8 competition, the last in 1973.

Some enthusiasts feel the Corvair coupe and convertible could have continued to be built with suitable modifications and they're right. Unfortunately GM wasn't interested in limited production numbers, especially when they could make millions of Camaros and Firebirds. The Corvair's legacy remains, however, admired for its beauty and boldness of engineering.

Ralph Nader is with us, too. The last I heard, he still doesn't drive. I wish him a long and happy life but when his time finally comes, may he be carried in a rear-engined hearse. And may the driver set up a nice controlled drift at the final curve. Ralph might actually smile.

From the President...

Bill is on vacation and the editor, bless his heart, went off and lost his monthly message somewhere in cyberspace. If you see it out there, please inform the editor so that he can publish it in the next newsletter. Or, if you see Bill and Lynn, who are motoring somewhere in between Tucson and Missouri, please tell them I'm sorry for the goof up!

My bad.

---The Editor

Members in the News

John and Amy Young attended the International Convention last month in Kentucky



TCA 2004 Events at a Glance

AUG

- 11 WED TCA Board Mtg. Wildcat House 6:30pm.
25 WED Regular Monthly Meeting - 6pm.
Optional dinner at 6:20, meeting starts at 7pm. Mountain View Restaurant 1220 E. Prince Road.

SEPT

- 8 WED TCA Board Mtg. Ft. Lowell Depot
3501 E. Ft. Lowell, 795-8110 6:30pm.
22 WED Regular Monthly Meeting - 6pm.
Optional dinner at 6:20, meeting starts at 7pm. Mountain View Restaurant 1220 E. Prince Road.
26 SUN Rose Canyon Lake Picnic 10am - meet at McDonald's at Tanque Verde and Catalina Hwy.

OCT

- 13 WED TCA Board Mtg. Chances at Stone
Carolina BBQ, 375 S. Stone 798-2345
795-8110 6:30pm.
16 SAT or
17 SUN Mid Month Activity TBA
27 WED Regular Monthly Meeting - 6pm.
Optional dinner at 6:20, meeting starts at 7pm. Mountain View Restaurant 1220 E. Prince Road.

and brought home the gold.

The Young's were awarded 4th place in their class for the economy run with 29.903 miles per gallon and scored a 95.49 points out of 100 in the senior division of the Concours De Elegance.

John is currently restoring a late model coupe that will undergo a ground-up restoration similar to the job he did on their award-winning '61 coupe.

Tucson Corvair Association Corvair Society of America Chapter 857

Regular Monthly Meetings are held on the fourth Wednesday of each month.
November meeting is on the third Wednesday.
The December meeting is an annual Holiday Party.

Meeting Place: Mountain View Restaurant, 1220 East Prince Road, 293-0375
Parking Lot Bull Session: 6pm - Dinner: 6:20pm (optional)
Meeting: 7pm.

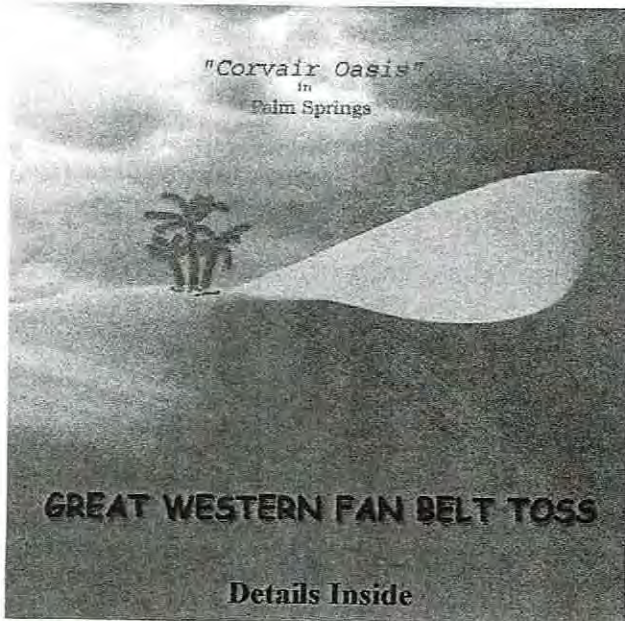
The raffle gifts for the August meeting will be provided by
Julius Berky, Don Robinson, Allen Elvick, and John and Amy Young.

Upcoming Events:

October Rally? Call Barry for information on this exciting event.
September 26 SUN - Rose Canyon Lake Picnic/BBQ on Mt. Lemmon
November 12-14 FRI-SUN - Great Western Fan Belt Toss in Palm Springs, CA



Tucson Corvair Association
1026 South 7th Avenue
Tucson, AZ 85701-3010



First Class Mail



Spares and Vairs

FOR SALE: Corvair Parts - new and used, late and early, rare and not so rare. Taillight lenses, carb parts, hubcap inserts, arms, trim, misc., and much more. **August Special:** Corvair Fuel Tank - Used, good shape fits all years except Vans and Rampsides: \$50.

FOR SALE: 1960 Corvair 4-dr parts car. O'Reilly Chevrolet/Tucson car. Rough but complete. Call Allen 883-4337 or Chris at 670-9676.



Clark's Corvair Parts,® Inc. **NEW! 2002 - 2006 catalog**

OVER 670 pages
OVER 500 diagrams
OVER 11,000 index items
OVER 1900 photos
OVER 1100 sketches
OVER 14,000 parts
OVER 75 % of the pages have changes!

ALL parts and KITS are in the **NEW catalog**.
Easier to use!! Our **BIGGEST** revision in 8 years.

➔ **\$6.00** We'll rush a catalog right out to you.
(\$8 for Canadians - USA funds) (MORE for FOREIGN)

Clark's Corvair Parts,® Inc.

400 Mohawk Trail, www.corvair.com
Shelburne Falls, MA. 01370
413/625-9776 FAX: 888/625-8498
email: clarks@corvair.com



CORVAIR PARTS!

Since 1974 Corvair Underground has been selling parts and services to the Corvair community!

We offer new, used, rebuilt, NOS and reproduced parts as well as toy cars and collectibles.

Corvair Underground sells to every state in the Union plus all over Canada and the rest of the world. We accept all major credit cards and you can call, fax, mail or e mail your order.

Our giant 300 page mail order catalog, The Corvair Book, is just \$6.00 postpaid (USA). You can also get a subscription to our newsletter, The Corvair News, free. All we need is your name and address. Also, don't forget our online website www.corvairunderground.com. There you'll find our newsletter online, our GoVair performance and custom site and a whole lot more!



CORVAIR UNDERGROUND Inc.

PO Box 339 Dundee, OR 97115

503-434-1648 800-825-8247 Fax 503-434-1626

Your Corvair Parts Supplier for the 21st Century!

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



ENTROPY LTD.

ELECTRONICS AND TECHNICAL SERVICES

JULIUS L. BERKY
3202 E. CLOUDCREST LN.
TUCSON, AZ 85739-9375

(520) 825-0736
FAX (520) 825-0783
EMAIL: jlberky@netscape.net

Ads are free to TCA members. \$3.00 for up to four lines to non-members