

All in the Family

by Chris Cunningham

The year was 1974. It was my birthday. I was turning sixteen and, come September, I was going to be a junior in high school. I had just passed my driver's test down at the Motor Vehicle Division on 22nd St. in Tucson. My father checked me out in his 1963 Olds Dynamic 88. I actually took the test in a 1967 Chevy Caprice Station Wagon. It was my mother's car.

My folks were getting pretty tired of having to give me rides all over town. So, they pooled their funds and bought a ten year old Corvair Monza Coupe for me. My dad believed it would be a fun car. I was ecstatic; however, I was told that I had to work it out with my older brother, who gets to do most of the driving.

We both took a liking to the nimble handling car right away, and fought over it most of the time. He usually won.

After about six months of joint use, we learned a great deal about the car - especially how to repair it. One day, a school chum approached me and asked if I was interested in another Corvair. He was driving a sporty 1964 Monza Convertible. He said he had recently lent it to his mother for the day and she experienced engine trouble after running it too low on oil.

The asking price was in my ball park. I figured I could tackle it, and release my share of the coupe back to my brother. I also had my eye on a real nice 1955 Chevy Nomad that was parked across the street from us. It was not being driven, but probably way out of my price range too. My father convinced me the Corvair made better sense.

My dad escorted me over to buy the Corvair. I remember him trying to negotiate the price down. He apparently forgot that I had agreed on a price and was more than willing to pay the \$250 asked. Still, he had to try. Only much later did I find out he paid only \$400 for the coupe, and it was a running, driving vehicle (most of the time). I think he wanted to introduce me to the finer points of used car negotiation.

Before long, even my dad was driving his own Corvair, a spiffy 1966 Monza Convertible. He drove that car for years in Tucson and then in Kansas City until heavy rust did it in. My dad had an incredibly keen eye for style in automobiles, and character too. He had a passion for airplanes as well, and was a highly competent aviator, but that's another story.

I have often wondered though, why a spoiled kid like me didn't get a

290 SL for my birthday in 1974. My father could have afforded one. Then again, maybe its good that I didn't get a 190SL and my brother and I are better off because of it.

p.s If it wasn't for my father, I may not have gotten into Corvairs when I did. He was a big wheel, no doubt. He had a robust interest in all cars and for a short time, owned a beautiful 1929 Rolls Royce among others.

There are some other influential people who, like my father, instilled in me the unique attributes of the Corvair.

Soon after I bought the '64, Don

Chastain offered to come over and assess the condition of the engine. I was completely amazed when he breathed life into the damaged engine after adjusting the valves in our gravel driveway. I barely knew Don.

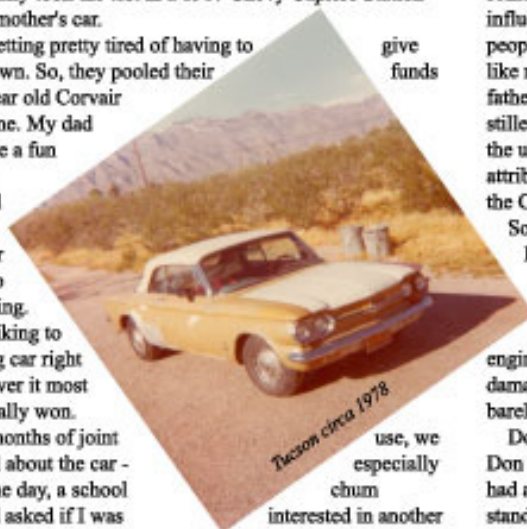
Don was recently retired from a career as an aircraft mechanic. Don and Betty Chastain used to live just north of El Con Mall and had a carport full of Corvairs - all painted white. He even had free-standing engines hooked up to run sitting in his backyard. That was cool!

Barney Goodwin owned Barney's Auto Service on Alvernon Way. Prior to that, Barney was the chief Corvair mechanic at O'Reilly Chevrolet from 1960-1969.

O'Reilly's was the largest Chevy dealer in the nation at the time. Barney had a small crew of competent mechanics (fanatics) working there. My brother Barry cut his teeth on the fundamentals of Corvairs under Barney, first sweeping the floors, then wrenching on cars.

Gordon Cauble, the Corvair Consultant, was a regular at Barney's. I have a one inch thick bundle of receipts for parts I acquired from Gordon over the years. Like Gordon, Frank McKenna also took the Corvair restoration parts business seriously. Frank went on to set the

continued on page 3



Tucson circa 1978



Jack's '66 circa 1976



My '64 convertible at a recent high school reunion in Tucson displaying some very fine... lines.

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 \$35 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



Spring 1975: Pictured above and on the mailing panel of this issue is probably the only photo showing the Cunningham's together with their cars. FROM LEFT: Chris and his '64 Monza convertible, Jack with his 1966 Monza convertible, and Barry with the '64 coupe that he shared with Chris in the second half of 1974. The Santa Catalina Mts. can be seen in the background.

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April was a sad month for the Club. Pictured here and on page 4 are what remains of Dave Lynch's 1962 Monza. Insurance, through the policy of the driver at fault, will cover the damage seen here as well as medical costs for both Dave and his son Patrick.

high standard for a Corvair restoration with his national award-winning 1964 Spyder convertible with the license plate "AWRYTE."

The first meetings of what came to be known as the Tucson Corvair Association took place in Frank's living room. For many years Frank did business as the Corvair Parts Locator. If anybody wants to know what it's like to ride in a Corv-8, ask Mark McKenna, Frank's son.



There are many more key people I met over the years through the club who went out of their the way to help or offer advice on the care and feeding of Corvairs. Being a member of an automobile club has many benefits. Cars come and go in the club, sometimes members too, but most of all, the best thing about being a member of an automobile club is the long term friendships it creates. Many last longer than the cars.

John Redmond (Jack) Cunningham Jr.

April 23, 1923 - April 28, 2007

Written by Aimee Batten.

Baldwin City, Kansas: After living life to the fullest in his inimitable way, Jack Cunningham died April 28 in a nursing home in Baldwin City, KS. He was 84. Jack was born April 10, 1923, in Kansas City, MO. He was the son of the late John Redmond Cunningham, Sr. and Dorothy Dillon Cunningham. He attended Visitation Grade School, St. Peter's Grade School, Rockhurst High School (Class of 1940) and Rockhurst College. He was predeceased by his wife of 46 years, Norma Olsen Cunningham. He was a longtime member of Visitation Catholic Church. Before his recent move to Baldwin Healthcare and Rehabilitation Center, he was a resident of Brighton Gardens Assisted Living in Prairie Village, KS. Jack always strove to look on the bright side of things and enjoyed having a good laugh. Being surrounded by friends and family was his delight. He was trained as a Navy pilot in World War II, but the war ended before he entered combat. His enthusiasm for aircraft soared, however, and he owned several planes. One of his feats was to fly under all the bridges up and down the Missouri and Kaw rivers. He was a faithful member of the Quiet Birdmen, a pilot's association. Jack was in sales work most of his adult life. For many years, he was a salesman at the family automobile dealership, Cunningham Oldsmobile, along with his father and beloved brother, Robert A. Cunningham. After moving to Tucson, AZ, in 1971, he tried his hand at selling commercial real estate for Tucson Realty. He developed an affinity for Indian jewelry and often wore a bolo tie of turquoise and silver. He bought a 1964 Corvair for the 16th birthday of his son Chris and later became an enthusiast, lovingly restoring a 1966 convertible for himself. He was a member of the Tucson Corvair Association, along with sons Barry and Chris. When he wasn't polishing cars, Jack spent his time reading. He also had an eye for art and loved browsing through local galleries and growing a unique collection. Jack cherished his wife, Norma. They first met when a mutual acquaintance sent her to Cunningham Oldsmobile to buy a car from Jack. He was smitten, and after a brief courtship, they eloped. The couple flew to Acapulco, Mexico, in Jack's plane for their honeymoon. Despite a harrowing landing in a cornfield, she stuck with



him. Throughout their marriage, she was steadfast in keeping her feet on solid ground and keeping Jack from flying too high. Jack and Norma returned to Kansas City in 1983. He worked as a residential property appraiser for Johnson County, KS. After retiring, he became passionate about promoting literacy. Arguably his favorite job was volunteering to teach children to read at Woodland Elementary School in Kansas City. Traveling to visit his grandchildren in Virginia and Arizona also was one of his greatest pleasures. Jack is survived by three siblings, brother Robert of Prairie Village, and his wife, Rosemary; sister Anne McGee of Kansas City; and sister Sue Cunningham Blair of Wappingers Falls, N.Y.; brother-in-law Orville Richard Olsen and his wife, Betty, of Paradise Valley, AZ; four children, Thomas C. Cunningham and wife Jacqueline of Baldwin City; Barry W. Cunningham and wife Lea Ann of Tucson; Christopher S. Cunningham of Tucson; and Aimee Cunningham Batten and husband, Frank Jr., of Norfolk, VA; four grandchildren, Marley Cunningham of Baldwin; Frankie and James Batten of Norfolk; and Cassidy Cunningham of Tucson; and two great-grandchildren, Khloe and Reece Polian of Baldwin City.

President's Report - May 2007

Greetings, Corvair enthusiasts. Well, the month started out alright and then ended with a bang, literally. We had another great turnout at the monthly meeting with yet another new member. The Sonic Drive-in outing [Cruise Night] was a pretty good affair. Four Corvairs and nine members showed up. The weather was perfect and a good time was had by all.

The following day (Sunday 4/29/07), Patrick and I were headed for the Pima County Fair and made it as far as Grant and Columbus. That's when a moron in a big pickup decided to make a left turn in front of me when I was about 20 feet from the intersection. I managed to slam on the brakes and whip the wheel to the right to keep the impact from Patrick's side. The impact was quick enough that I wasn't able to catch Patrick's head from whipping into the dashboard. He suffered a large gaping wound above his right eye which needed a plastic surgeon and about 50 stitches. I ended up with 20 stitches in my left knee, some cuts on my right knee, and assorted other bruises. Patrick and I are healing okay so far. He went back to school and I went back to work the following week. Thank you all for your support and emails (yes, even yours, Ryan), we really appreciated them.

The car is history. Pretty much the entire front end was destroyed. On a positive note, I don't think a modern car would have fared as well. The unibody folded to a certain extent and then stayed solid. The rest of the car can be used to outfit another vehicle. The drivetrain, perfect bumper, and all the other new parts I had on there will make a nice addition to another car. Van Pershing set up a link on our Website. Go www.corvairs.org/Daves62Crash.htm to view the crash results.

Hopefully, within a few weeks or so, I'll have another great Corvair to drive. My family thinks I'm crazy for not wanting a newer vehicle with AC and all the other amenities. I think I'd be crazy to not want another Corvair that will serve me for years as well as my '62 did. Regrettably, for the first time in 9 years, I probably won't be driving a Corvair to this month's meeting and that's a cryin' shame.

Happy Motoring,

Dave "I survived Grant Rd." Lynch

Tucson Corvair Association Regular Membership Meeting Minutes April 25, 2007

Members Present: Dave Baker, Lynn Marrs, Bill Maynard, Chris Cunningham, David Lynch, Ed Segerstrom, Don Robinson, John Frugoli, Lisa Leon, Bob Wilbee, Ryan Green, Marcy T, Bill L, Barry Cunningham, Allen Elvick, new members: William Butler (who purchased a '64 from Don Robinson), John Lewis and Hal Day. Gordon Highfill was attending as guest of Don Robinson.

President Dave Lynch called the meeting to order at 7:20pm.

Approval of the Minutes for March: Motion to approve by Chris Cunningham, seconded by Lynn Marrs, and approved as written.

President's Report: Dave Lynch discussed the Lost Dutchman State Park event. Van Pershing, the only Tucson attendee took photos, two Corvairs from the Phoenix Cactus Corvair Club were there. Also, a reminder about the Reid Park Chevy Showdown on Saturday, 4/28/07.

Vice President John Frugoli discussed the upcoming Tucson Classic Chevy Club's Showdown (car show) April 28, 9am - 4pm on the soccer field at Reid Park (22nd/Randolph). Also discussed was a monthly Cruise Night. A vote was taken for the Saturday immediately following the monthly Wednesday night meeting for a Cruise Night. Chris Cunningham gave the motion to approve, it was seconded by Ed Segerstrom. Each month a location will be announced for the next month's Cruise Night. This Saturday (4/28) Cruise Night will be at Sonic on Broadway & Plumer, 6:30pm. A vote was taken and approved for next months Night Cruise, Saturday (5/26) at In N Out Burger (El Con Mall). John is to follow up with In N Out to verify they have any issues with us meeting there. John asked for member input regarding a possible rally type event. Interested members please discuss with John, as planning and commitment to participation are key for any sort of rally. Barry Cunningham suggested a picnic for an upcoming mid-month activity. Dave Baker offered Agua Caliente Park as a possible location. Bill L. suggested and discussed a Corvair group drive around Tucson as a means for raising club interest. A tentative plan was offered for the May Cruise Night to meet at Sears at Park Mall and drive as a group to In N Out Burger. More to be discussed and confirmed at the May Club meeting.

Dave Baker gave condolences to Jim Franklin and his wife who were killed recently in a plane crash near Sedona. Dave has also decided to sell his 1967 Monza 110 automatic for \$4500.00.

Everything works perfectly and is in great shape. Contact Dave to discuss/view.

Committees:

Treasurer's Report: Barry Cunningham reported a \$3710.13 beginning balance, \$3727.00 ending balance. If you have not paid your dues yet, please do so to Barry Cunningham.

Website: Van Pershing was not present.

Merchandise: Don Robinson has two Corvair mugs left and

priced at \$5 each. Van Pershing is dealing with new T-Shirt orders. Please discuss any ideas/comments with Don.

Library: Bill Maynard reminded members the Library is available, tools are added time to time so check in if you are in need of something. The library 'inventory' listing was discussed. No one is sure of its existence at this point. [The Library inventory will be out for viewing at the May Tune Up Clinic at Bill Maynard's Chicken Ranch.]

Raffle Tonight: \$15 was collected. There were three winners: Bill Maynard, Marcy T., and Dave Baker.

Volunteers for next week:

**Bill Maynard, Chris Cunningham, Don Robinson,
Dave Lynch, Allen Elvick, and Will Butler.**

Tech Talk: Bill Maynard discussed transmission bearings coming loose and lodging his 4 speed in reverse, installing clutch pilot bearings and how the shaft can move and damage the seal allowing fluid to leak. Also a tip for removing bell housing bolts by hacksawing a groove in the end of the bolts allowing removal by screw driver. Bill L discussed the differences in steering wheels. Ed Segerstrom discussed having his generator overhauled and unfortunately not taking the suggestion to replace the voltage regulator at the same time. As there is no fuse to stop the flow of electricity, his regulator and engine wiring caught fire causing a good deal of damage. Several people mentioned the quality work Luna Rebuilders (on Grant Rd) has done. They offer some aftermarket parts as well. John Frugoli discussed his purchase of a solid state ignition system which replaces the points. Anyone thinking of this option talk to John for the particulars.

Mid-Month Activity: Sunday 5/20 10-2, Tech and Tune session at the home of Bill Maynard, Prince/Mountain. Barry Cunningham received a flyer for the Men's Luxury Toy Auction in Phoenix, July 13-15 at the Glendale football stadium. Trips, cars, choppers, and watercraft are a few of the items to be auctioned. Carol Shelby will be there.

Adjourn: A motion to adjourn was made at 8:45 by Bill L. and seconded by Bill M. Motion passed.

Respectfully submitted,

Marcy T.

Recording Secretary

*Dave Lynch's
1962 Monza
coupe after an
April altercation
with a large
pickup truck.*

**See this car at
Bill's during the
Tech and Tune
Sunday May 20
10-2pm.**



LETTER TO THE EDITOR

Dear Chris, You can call this "Corvairs don't look good with Flames" or something like that.

Back in the '60s when my mother, sister, and I moved to my grandmother's dairy farm in Missouri from Germany, my mom bought a really nice used white Corvair with a blue interior as her first American car. My sister and I loved it as it was a stylish, nicely sized four door. Mom had driven a Renault 4CV in Europe which we also loved because it had a heater which actually worked as opposed to the Volkswagen's that so many of her friends drove us around in. Compared to the 4CV, the Corvair was a revelation and I credit it with starting me on the path to being a lifelong car guy.

Even as a kid I came to know every detail of that remarkable car. One fateful day in St. Louis, we walked out of the Woolworth's after lunch to find the dear little car parked at the meter and engulfed in flames! The fireman explained to mom that it appeared that a passerby had thoughtlessly flicked a lit cigarette into the open rear door window and ignited the interior. We were all very upset by this event which I've never forgotten.

Fast forward to 1976: my sister's first car was a '64 Corvair with an automatic, mine was a 'bat wing' '59 4-door Chevy Belair, which I bought from my high school basketball coach for \$75.00.

One day, we traded cars so I could tune her carbs and do a few other minor maintenance things on the Corvair. While driving it home, it kept backfiring up through the carbs. Before long, a passing driver shouted to me "there's something on fire in your trunk!" I looked over my shoulder to see the blackest smoke I had ever seen billowing from the back. The backfire from the right side carb had set the spare tire on fire! Seems her boyfriend had had a go at the carbs and in addition to having them badly out of tune had also left the air cleaner assembly off.

Don't know if you've ever tried to put out a burning tire but I can tell you its not easy, Whew. Luckily, there wasn't much mechanical damage as I was able to get the little car to run like a top, but it looked like something out of a 'Mad Max' movie up to the time she sold it.

I'm looking forward to better Corvair experiences in the future.

All the best,

Cheers,

Ken Henry

Two Point One Automotive, Tucson, AZ

Ken, the timing of your letter is interesting. It fits in with this issue of sad news. We are always looking forward to good times in our cars, but sometimes things happen.

Ken Henry is a European-trained master mechanic specializing in Alfa Romeos and Jaguars. You can find him easily if you drive south on Pantano, just north of 22nd Street (next to the Rincon Post Office).

Look for the property dotted with French cars.

-Ed.

TCA 2007 Events at a Glance

MAY

20 SUN

Corvair Tech & Tune

Bill Maynard's Chicken Ranch, 3605 N. Vine
10am-2pm

23 WED

Regular Monthly Meeting Micha's North,
1220 East Prince Road, 6pm. Optional
dinner at 6:20, meeting starts at 7pm

26 SAT

Corvair Cruise Night In-N-Out Burger, 6:30-
8pm 3711 E Bdwy. Meet at Sears Park Mall
Service Station at 6:30pm. then cruise to
dinner. Gas up the Vair. Bring the whole family.

JUNE

6 WED

TCA Board Meeting, 5 & Diner 4250 N.
Stone. 6pm. All members welcome.

? SUN

Aqua Caliente Park Picnic 12325 E Roger Rd.
Date and Time TBA at May Reg Monthly Mtg.

27 SAT

Regular Monthly Meeting Micha's North,
1220 East Prince Road, 6pm. Optional
dinner at 6:20, meeting starts at 7pm

30 SAT

Corvair Cruise Night Location TBA 6:30-8pm.
Gather, Cruise, Eat, and Dash Gas up the Vair.
Put the top down and bring the whole family
and some friends.

CAR SHOWS

JUNE -OCT

Little Anthony's Car Show Nights 7pm-10pm 7010
E. Bdwy. 6/2; 6/16; 7/7; 7/21; 8/4; 8/18; 9/1; 9/15;
10/6; 10/20; 10/27; 11/3

OCT 30

Tucson Classics St. Gregory College 3231 N.
Craycroft Rd. 10am-5pm INFO: 400-9670

NOV 3

2nd Annual ALL European/British
American Legion Post 102 5900 W. Western Way
(Near Old Tucson Studios) 8am-1pm
INFO: 240-6890

NOV-DEC

Franklin Museum Benefit Car Show Details
TBA Info: John Strobeck, 520-751-0676

Auto-Biography

from The Truth About Cars: <http://www.thetruthaboutcars.com/?p=3509>

Training Wheels By Paul Niedermeyer

April 14, 2007

On a sunny February morning I left my family behind, hitchhiking west out of Baltimore. By Ohio I was barreling through a night-time blizzard in the cab of a semi. I reached Iowa the following morning. It was ten degrees; I needed to stop and warm up. California would have to wait.

Iowa City offered refuge and comfort to a homeless and penniless kid. From this Midwest base, I hitchhiked all over the country. Back then, thumbing was a joyously unpredictable adventure: an endless chain of new rides, drivers and experiences. I never knew where I would end up— in someone's warm bed or shivering in a damp sleeping bag.

In 1972, my older brother decided to pursue his ambitions abroad. Out of the blue, he bequeathed me his white '63 Corvair Monza four door. I was thrilled with the donation— and the fact that the Chevy didn't have a Powerglide transmission.

The black interior was like new; complete with high-quality vinyl and genuine metal bright-work. (GM's molded Rubbermaid interiors were still some years away.) It's only flaws: the ubiquitous rust pin-holes on the headlight "eyebrows" and an ominous knocking sounding coming from the engine. Perhaps that's why he gave it to me.

Seeing the can of ultra-cheap non-detergent oil in the trunk (my brother is thrifty), I treated the air-cooled six to some quality vital fluids. It purred its appreciation for good oil from then on. It was a sweet ride.

A celebratory road trip was definitely in order. I decided to take the car on a 2500 mile back-roads scenic loop to the Appalachian Mountains. The highlight was Skyline Drive and Blue Ridge Parkway, a virtually deserted (at the time) 600 mile driving nirvana. I followed the last fall colors south into the Smoky Mountains, where I lost a staring contest with a bear intent on my dinner.

The Monza was in its element on the endless winding roads. Oversteer was my newfound friend (Ralph Nader just didn't know how to drive). I felt safe at any speed the 'Vair could muster. It wasn't exactly the poor-man's Porsche some made it out to be. The steering was indirect, the shifter throws were too long, and the power modest. But then I didn't have a Fitch-speppod Turbo Spyder.

The Corvair's exaggerated rear-weight bias was a cornucopia of winter amusement. Every blizzard was my cue to cut fresh tracks on deserted streets and indulge in oversteer hi-jinks. Eventually, my endless quest to test the traction limits of the Corvair progressed to the ultimate rear-engine winter thrill/stupidity.

Driving around unplowed park roads by the reservoir, I came across a boat ramp. I shot down the hill to it, hit the ice at about 50, and flicked the steering wheel while giving the emergency

brake a good yank. The Monza pirouetted across the reservoir in a crack-the-whip blur. It was just like the Tilt-A-Whirl at the carnival; we strained to keep our heads upright.

One day while diligently practicing for the prospective new Winter Olympic sport of Corvair-curling, I saw a distant figure on the far shore beckoning me to him. Brain scrambled from all the spinning, I drove to him. This easily-avoidable encounter resulted in a death-invoking lecture and my first-ever ticket. I decided never to be more obliging to the law than necessary.

My next Corvair misadventure was straight out of a silent movie. The starter was out— I procrastinated fixing it in the cold— so I parked on hills. Coming home late from a bar, the Monza stalled right on the main-line tracks of a deeply-rutted railroad crossing. All my heaving and swearing wouldn't free it.

Seeing the control light change, I switched to plan B. I retrieved a screwdriver from the trunk, removed the plates and hid nearby. A distant train whistle triggered a surge of adrenaline. Without thinking, I jumped from the bushes and gave the car one final push. She left the tracks and started downhill. I just managed to dive in before it rolled away.

I had to drop the engine out of it twice to fix a noise from the flywheel— alone, in a barn, with one scissors jack, some blocks of wood and a John Mayall album playing over and over. It dampened my enthusiasm for the little Chevy and Mr. Mayall.

Like most first cars, thinking of the Corvair brings back a flood of memories— good and bad. Driving to the quarry on summer days to go skinny-dipping with girlfriends. Walking five miles down a frozen moon-lit country road at one in the morning, lugging its heavy flywheel. Watching the sun sparkle on the freshly waxed hood. Reluctantly saying goodbye to it.

And most of all, knowing then that I should have found a barn to save it for my middle age.



Paul's Corvair looks green in this photo set in a dense forest of green. It's too bad we don't have any frozen lakes here in the Old Pueblo. Share your Corvair stories with the Club. We would like to hear from you.

CORSA International Convention in Detroit MI

Dates: July 24-28, 2007 Hosted by: Detroit Area Corvair Club

Host hotel Best Western Sterling Inn, 34911 Van Dyke Ave., Sterling Heights MI 48312,
586/979-1400, 800/953-1400, www.sterlinginn.com. Alternate hotels: Hampton Inn & Suites
586/276-0600,

Super 8 586/795-8800,

Extended Stay America

586/983-3773,

Knights Inn 586/979-4304.

For more info, see:

<http://corvairscomehome2007.com/>

Contact: Pete Cimbala

5498 Duffield Rd., Swartz

Creek MI 48473

Phone: 810/621-9866



Upcoming events

Spares and Vairs



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. AZ

WANTED:

LM left & right rear panel trim pieces. Call John Frugoli: 312-3574. AZ

WANTED:

LM Windshield Call Bill: 520-205-1777 AZ.

FOR SALE:

'64-'69 Stock crankshaft gear, brand new - never installed, Clark's # C786x, Clarks price - \$89.65. My price - \$75.00. Contact Dave Lynch at lynchmob@theriver.com or 325-0750.



FOR SALE: 1961 Corvair Monza, two door, 4speed, solid body, no broken windows, 98% complete, ready to restore. Car is located in Tucson, Az. \$500 Rudy: 822-3079 or 661-4442. trokitaville@gainusa.com (picture on left)

FOR SALE: 1964 Monza sedan -needs work. Also 1961 Monza coupe - needs work. Cary Hubbard: 505-350-0483. NM

FOR SALE: 1968 Monza convertible, 110hp, 4-speed. New front seat

upholstery, new carpet, 2-yr. old top. SHEET metal in floor has been replaced. Needs paint, has rust. Asking \$3000. John Arnold: 505-281-5542. NM

FOR SALE: 1962 Wagon 700 \$1500 - OBO. Terry Price: 505-872-0100. NM

FOR SALE: 1967 Monza 2-dr coupe, 110hp, auto. Great interior, gd condition. \$2500. Terry Price: 505-872-0100. NM

FOR SALE: 1961 Monza coupe, '66 110hp engine, powerglide. New interior, needs paint, minor body work. Make offer. Hurley Wilvert, 505-281-1732, hurbrenwil@peoplepc.com. NM

FOR SALE: 1968 Monza coupe, 110hp rebuilt engine w/4 carbs, powerglide, new paint, gd interior. Make offer. Hurley Wilvert, 505-281-1732, hurbrenwil@peoplepc.com. NM

WANTED: Late NOS front panel. Jerry Goffe: 505-345-3100, 505-346-4220. NM

FOR SALE: '65 Monza convertible, white, red interior, needs top, needs restoration, runs. AT has problem, power top works. \$800. CHris McCarthy 804-262-3299 cem1133@comcast.net. VA

FOR SALE: '65 Turbo convertible. Gd inspection, new tires. Runs well. Engine rebuilt a few years ago. Saginaw 4-spd. Body solid but has dent on left fender and bumper. Paint faded, needs top, interior fair. \$4000. Stanley Ullman: 804-833-4696. VA

FOR SALE: '64 Spyder coupe, garage kept since 1982, solid body, engine rebuilt at great expense, but fouls plugs. Not



**Monthly Newsletter May 2007 Vol. 31 No. 12
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: Micha's North, 1220 East Prince Road, (formerly Mt View Restr.) Parking Lot Bull Session: 6pm. Optional dinner at 6:20, meeting starts at 7pm.

Upcoming Events:

MAY 20, Sunday

Corvair Tech and Tune 10am -2pm This is a golden opportunity to have your car checked out by the pros while learning how to DIY - ***Bill Maynard's Chicken Ranch 3605 N. Vine 325-8497. Bring a food dish to pass with hungry friends.***

Volunteers to bring something for May raffle:
Bill Maynard, Chris Cunningham, Don Robinson,
Dave Lynch, Allen Elvick, and Will Butler.



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1026 South 7th Avenue
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John Redmond (Jack) Cunningham Jr. (1923 - 2007)

First Class Mail

