

# Corvairisation

[www.corvairs.org](http://www.corvairs.org)

Tucson Corvair Association  
Volume 27, Number 5

Tucson, Arizona  
May 2001



## The Wayne 100 Corvair in a Glaspar

THIS SATURDAY  
MAY 19  
TOUR AND BREAKFAST  
TO FRED'S ARENA BAR 7 STEAKHOUSE  
9650 SOUTH AVRA ROAD



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 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.

CORSA Membership Dues are \$30 per year (\$70 for 26 months) and include a 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 \$2.50 per 4-line ad to all others.

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

BUSINESS MAIL ADDRESS: 2044 W. Shalimar Way, Tucson, AZ 85704

WEB SITE: [www.corvairs.org](http://www.corvairs.org)

BOARD OF DIRECTORS:

President: Barry Cunningham, 3725 E. 32<sup>nd</sup> St., Tucson, AZ Ph. (520) 747-9028

Vice-President: Chris Cunningham, 1026 So 7<sup>th</sup> Ave. Tucson, Az. 85701 Ph. (520) 670-9676

Treasurer: Allen Elvick, 4210 S. Preston, Tucson, AZ 85735 Ph. (520) 883-4337

Recording Secretary: Tim Green, HC 70 Box 3175, Sahuarita, Az. 85629  
e-mail: [cpayne@aol.com](mailto:cpayne@aol.com)

Board Member-at-Large: Dave Baker, 6110 E. 5<sup>th</sup> Street, Tucson, Az. 85711 Ph. (520) 747-0840

Membership Chair: Paul Dunn, 8939 N. Midnight Way, Tucson, Az. 85741

Corvairsation Editor: Don Robinson, 2044 W. Shalimar Way, Tucson, AZ 85704 Ph. (520) 297-1356  
e-mail: [fourcorvairs@hotmail.com](mailto:fourcorvairs@hotmail.com)

Immediate Past Pres.: Barry Cunningham

Wheels & Spokes:

Feature Editor: Van Pershing, 4842 W. Paseo de las Colinas, Tucson, AZ 85745 Ph. (520) 743-9185  
e-mail: [vpersh@yahoo.com](mailto:vpersh@yahoo.com)

Librarian: Dave Baker, 6110 E. 5<sup>th</sup> Street, Tucson, Az. 85711. (520) 747-0840

Webmaster: Paul Dunn, 8239 N. Midnight Way, Tucson, Az. 85741  
e-mail: [Paul@md-lasertech.com](mailto:Paul@md-lasertech.com)

Merchandise Chairman: Don Robinson



## **Minutes of Membership Meeting - 04/25/01**

**President Barry Cunningham** called the regular meeting of TCA to order at Denny's Restaurant at 7:45:29 PM. Minutes of the previous meeting were distributed and approved. Barry started discussions on the possibility of a new meeting place. No decisions to move the meeting place were made, the discussion was to see how the club felt about it.

**Treasurer (Allen Elvick)** - Starting balance = \$1826.92. Ending balance = \$1795.97. Ideas to increase treasury balance were brought up. One idea is to E-Mail Corvairsations to those who are interested instead of mailing a copy.

**Membership (Paul Dunn)** - Paul will bring his laptop to each meeting for any updates or information.

**Library (Dave Baker)** - Dave has a full set of shop manuals, parts catalogues, and some special tools ready for check out to TCA members. Dave will be heading to Nevada for his summer retreat soon.

**Merchandise (Don Robinson)** - Coffee cups with the TCA logo for sale for \$5. Embroidered ball caps from Creative Stitches (Jim Wilson) available for \$13. The club gets \$2 from the sale of each hat. Also, one only sweatshirt with the inscription "I Love My Corvair" is available for \$13.

**Corvairsation (Don Robinson)** - Deadline for material is still the 10<sup>th</sup> of the month. For sale ads listed in the Corvairsation are now also listed on the website.

**Activities (Chris 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.*

**PAST**

**February 17** - Tuneup Clinic was held at Dave Baker's garage. Approximately a dozen members attended.

**March 17** - Picnic at Agua Caliente Park near Houghton and Roger Roads. Beautiful park, nice weather, and a great turn-out.

**April 28** - Annual Picacho Peak Picnic with Cactus Corvair Club from Phoenix.

**COMING UP**

**May 9<sup>th</sup>** - Breakfast Caravan to Fred's Arena. Details available at the May meeting.

**July 25- 28** - CORSA International Convention, St. Charles, IL (Chicago area).

**Old Business** - None

**New Business** - John and Amy Torpey agreed to fill the TCA photographing position. Dave Baker gladly handed over the responsibilities.

**Program/Tech Talk:** - Dave Baker brought in his Automatic transmission shift cable to describe how to install a repair hose to stop the fluid from leaking out the cable.

**Raffle:** Winners: Alan, John, Paul and Dave

**\*\*Next month's prize donors: Didn't get volunteers, not sure if I wasn't listening or nobody volunteered. Any volunteers?\***

**JOE:** Should we be trying to revive the Joke Of the Day?

**Adjourned:** 9:03:10 PM, more or less.

Respectfully submitted, Tim Green, Secretary



Prez Sez

Summer is not officially here, but the hot weather has surely arrived. Don't worry about that heat in your Corvair. The air cooled engine is a reliable one in these high temperatures.

Feel free to join us (hope you will) for a little jaunt to have breakfast this Saturday in the cool of the morning. We're headed out to Fred's Arena west of Tucson, out on the desert where the jackrabbits and the coyotes roam.

Our Picacho Peak picnic was a huge success with 16 Corvairs present, nine from Phoenix and seven from Tucson and a whole slew of Corvair people. We all had a real good time, lot of good food and comradery. Yes, we're looking forward to it again next year.

In June we are having a pool party at Oracle Heights (Robinsons' pool). That will be on Sunday, the 17<sup>th</sup>. That mid-month activity and the breakfast at Fred's this month are great for the whole family.....so bring the kids and /or the grandkids and have some fun with the Club.

See you Saturday!

Thanks, Barry

from the editor.....

The Picacho Peak picnic was great again this year. Our Rampside suffered a denouement (just ran across that word so I put it in here for Dave Baker) on the trip back to Tucson. Thanks to a lot of good people in the Tucson Corvair Association we were able to limp home with an over-heated, tired engine. Now, there's another project!

Tucson Corvair Association is a non-profit corporation and for that tax consideration we often do work within the community. Primarily this involves donations to the Food Bank and supplying food packages at holiday time. This month, Ed Segerstrom and myself spent a couple of mornings taking food out of the Food Bank and packaging it for the House of Neighborly Service. We enjoyed meeting all the nice people.

I'm really looking forward to the tour and breakfast this Saturday. Our VP, Chris Cunningham says it all on the next page. See you there!



# CORVAIR

**H**ot rodders never give up . . . even though their age begins to show with a bit of grey around the temples. Such is the case with Wayne Horning. A veteran of dry lakes racing and the track roadster era, he's the man who is recognized as being responsible for making "six-in-a-row really go." Take the Wayne GMC heads and many other pieces of 6-banger equipment carrying the Wayne label; some of it's still in use today.

And Wayne's still a Chevy six man, but now he's working with the Corvair pancake-six, and in a boat, of all places. This experienced rodder has turned his talents to the design and manufacture of a power package for boaters, one to offer a maximum of performance with a minimum of upkeep. The Corvair air-cooled engine has proven to be about the most compact and uncomplicated basic powerplant that's available. So why not in a boat!

To conserve space and for a neat installation, Wayne installs the engine on end in the stern of the boat. It took some fancy figuring to design an efficient cooling setup with this arrangement. Many methods were tried, ducting air over the cylinders, which seemed the

most logical way to go, but it just didn't result in efficient cooling. Finally, Wayne pressurized the entire engine compartment, then ducted the hot air away from the cylinders through the transom with the engine exhaust. Presto! A system so effective that the idea has been patented.

The fan is mounted on the flywheel end of the crankshaft, at the top of the engine, and turns at engine speed to do away with the fan belt and the crazy curves it travels in a stock installation. At about 4 grand the fan pressurizes the engine compartment, creating a "supercharged" effect which yields an increase in boost to offset the fan load. Theoretically, then, the cooling fan operates without a loss in power.

Wayne confines his work to the stock high-performance 95 horsepower engine. The engine's internal components, incorporating truck bearings, etc., require no modification; Wayne bolts on his angle manifold which allows the stock carbs to mount horizontally with the engine resting on end. No other changes are required, beyond a special oil sump and pressure pump of the on-end attitude.

The new oil sump mounts on the nose

of the engine and contains an oil pump which is driven from the end of the cam. The reservoir is designed to also provide the steering and load-carrying mount for the engine. The small oil tank bolts to the engine cam cover area and has a shaft housing which extends downward through the hull, to which the outboard-type lower end unit is attached.

The engine mounts on a large rubber doughnut which, in turn, fits into a sheetmetal flange attached to the hull. Fiberglass hulls designed by Glaspar for this installation incorporate the metal flange molded directly into the hull when it is laminated at the factory. An upper metal washer-like flange spreads the engine load evenly over the top face of the rubber collar. The rubber, of course, absorbs all engine vibrations. With the engine resting on the collar, it needs only to have a pair of small braces run to the transom to secure it solidly.

Engine service is less complicated in the boat than in a car. The entire assembly can be removed in 15 minutes since all electrical connections plug in for quick disconnect.

(Continued on following page)



**ABOVE** — Fantastic bottom end torque will lift three adult skiers on single sticks in 35 feet from deep water. Boat loses only 8 mph at top end.  
**LEFT** — Punching throttle with rudder 'hard over' demonstrates the outboard-like maneuverability of the 16-foot Glaspar hull with the Corvair pancake six.



Fred's has been around since 1974 and exhibits a large collection of old wagons and Conestogas. The wagons are used for the annual Buck-a-loo Pumpkin Patch event at Three Points, the Tucson Rodeo and other western functions. Therefore, Fred's is a fitting place for a modern car club to visit and experience what the past was like and to see our transportation roots. I wonder if there were Conestoga clubs back in the old days:

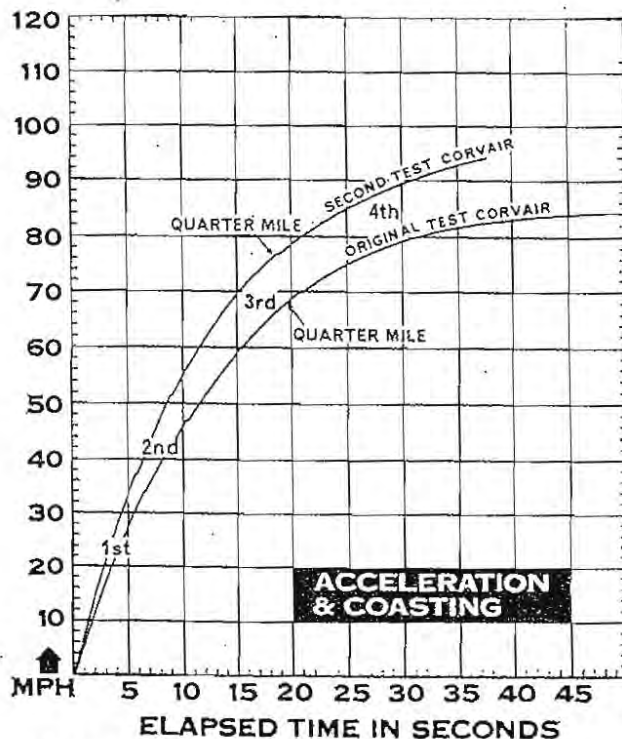
Last time I was there, it was fun to climb up on the wagons and take the reins (just for fun). Kids of all ages will have fun at Fred's

Fred's is located about 19 miles from our starting point, the Tucson/Pima Library at Ajo and Mission. Go west on Ajo to mile marker 154, Sierrita Mtn. Road. Turn left (south). Go one and a quarter miles to Ava Road, then left on Ava to Fred's (at the end).

Fred's Arena Bar & Steakhouse  
9650 South Ava Road  
Telephone 883-7337

Ava is the correct road name. The phone book has Avra as the name, but according to Fred's, that's wrong. We'll leave the library at 9 AM on Saturday the 19<sup>th</sup>, so we will arrive at the steakhouse about 9:30. A party of ten(which is expected) is fine for ordering off the menu.

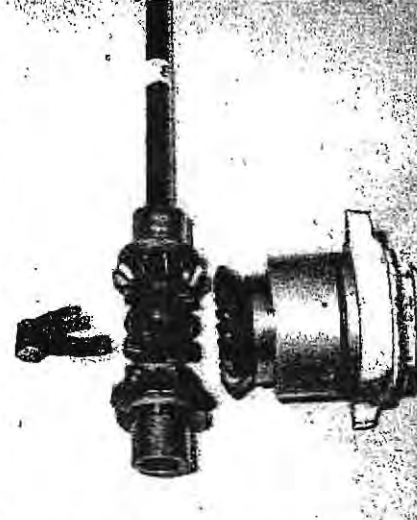
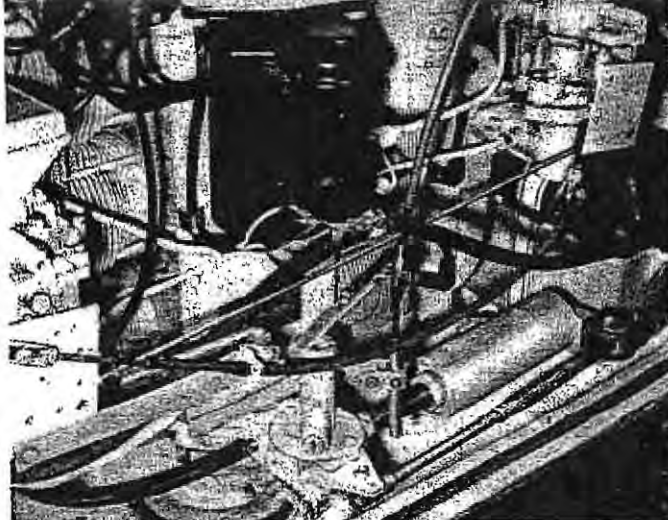
Chris Cunningham



CAR LIFE

CAR LIFE, May 1968





## CORVAIR TAKES TO WATER

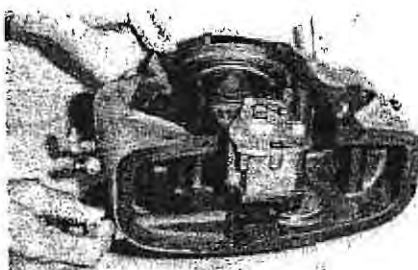
**ABOVE LEFT** — Long-time hot rodder Wayne Horning poses with the Wayne 100 Corvair boat installation. Quick disconnects permit complete engine removal in only 15 minutes. **CENTER** — Hydraulic cylinder linked to steering serves as torque neutralizer, utilizing engine oil pressure for steering assist when turning against engine torque. Note rubber grommet and weight distributing collar employed for through-hull engine mounting. **RIGHT** — "Crashbox" shifting is the same as outboard installations, with forward, neutral and reverse. With no rudder, exposed drive unit is only vulnerable under-hull hardware.

Another example of Wayne's hot rod ingenuity is reflected in the steering. The major problem encountered in this type installation is overcoming the engine's torque reaction in the steering control. Wayne quickly did away with the difficulty by using a variation of hydraulic power steering, identified as a torque neutralizer. The steerable prop. [mounted], lower-end unit has a hydraulic booster cylinder connected in such a manner that when the driver turns against engine torque, he activates an engine oil-pressure-demand valve which routes into the cylinder, rendering an assist in turning. Turning the wheel in the opposite direction requires no boost, since engine torque assists. It is completely smooth and effortless.

The lower end is almost identical to that of an outboard engine, with a dog clutch for forward, reverse and neutral positions. With the lower end on a free swivel, the boat maneuvers much the same as an outboard, although it doesn't have the tilt-up advantage of an outboard engine. On the other hand, however, if the lower end is wiped out, there's no fear of the strut being torn out, or the prop climbing up and sinking the boat. The prop shaft is parallel with the boat keel, and trimming the ride is accomplished with a pair of transom-mounted trim tabs that appear to be small cavitation plates.

After a trip down to the water, and looking over performance data compiled, we're convinced that this little combination, in a 16-foot Glaspar runabout hull, will show you more performance and maneuverability than anything else on the water. The Corvair engine de-

velops loads of bottom-end torque which shows up as sheer power when that throttle's mashed. On a measured course, the little engine pulled three adult skiers on single sticks from deep water in just 35 feet. As an indication of the power developed, the boat will turn just under 45 mph, wide open, taching between 46- to 47-hundred rpm. Pulling skiers, it'll do between 42 and 43 mph.



**TOP** — In vertical position, engine must be dry sumped, new reservoir and oil pump are necessary. Unit mounts on cam cover, oil pump driven by the cam. **BOTTOM** — New oil sump serves as lower engine mount by resting on washer atop leakproof, vibration-dampening rubber grommet fitted into hull flange.

The Corvair's low rpm range is the only limiting factor if a racing boat is desired. But in this application it is an advantage, for it results in a nice compact, maneuverable ski boat which will run all day on half the gas required for an outboard of comparable horsepower. The low-rpm feature also makes for long engine life and fewer maintenance stops. The Wayne Corvair has 144 cubes, develops 95 horses, and develops its torque at a lower rpm. The Corvair will cruise all day at 3-grand and not use more than 2 or 3 gallons of gas per hour. Wide open, with a load of skiers, consumption is about 5 gallons per hour. And, there's hot air available from the vent ducting system for the early-morning mountain lake fishermen who must brave the cold.

Engines are available stock in the 95 hp model, but the 140 is available on special order. The package can be installed in any flat-bottom-type hull, or can be ordered installed in a hull of the buyer's choice. Many features go with the package; an oil cooler mounted in the fan air stream, a heavy-duty alternator to keep the batteries up, and an electric fuel pump. (How about an 18- or 20-foot hull with a pair of these units mounted side by side in the stern for a dual-prop installation? Hmmm...)

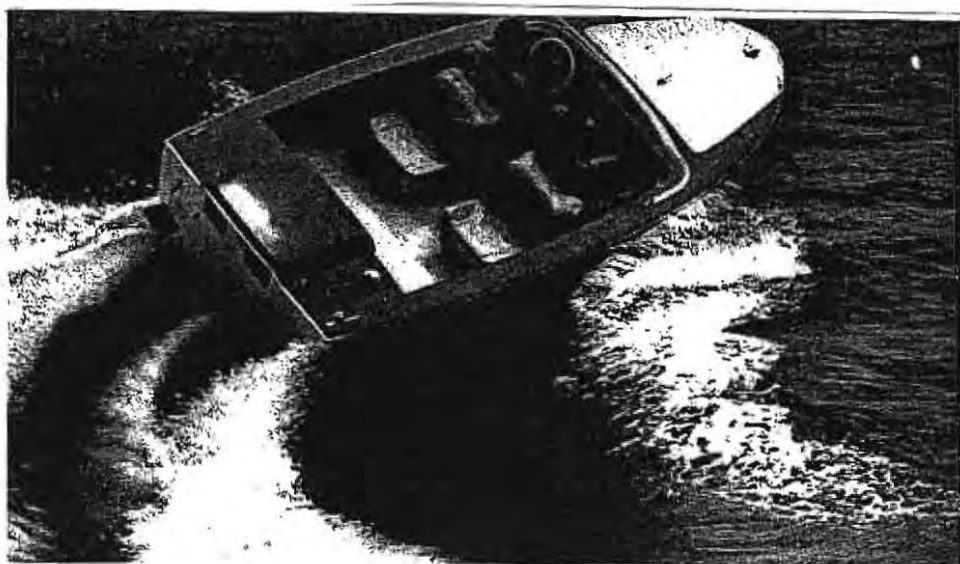
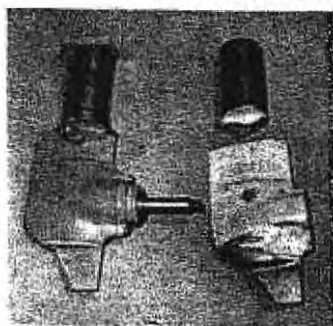
The price for a single unit is comparable to that of an inboard/outboard installation in the 120 hp range. More information can be obtained by writing direct to Wayne Horning at Inboard Marine Co., in Temple City, California.

Oh, it's no use, fellas; Horning does not have any more of his Wayne Chevy heads.



**RIGHT** — With turn almost completed, seating layout and large deck space become apparent. Pancake engine takes no more room than outboard with engine well.

**BELOW** — The lower-end unit is like an O. B. Breakage is kept to a minimum.



*Imagine firing up your boat while it's on the trailer, then going into a restaurant for a cup of coffee as it warms up on idle. That's just one of the advantages of having an air-cooled Corvair to power a boat . . . and there are many more*

text and photos by Eric Rickman

**ABOVE** — The ride trimming tabs are seen at this point. They are adjustable from inside the boat. No engine tilting necessary.



**ABOVE** — Power prop is used, as engine low-end torque can pull large prop to good advantage. Engine cruises \$ grand on only 2 to 3 gals. per hour.



*This type of quick maneuver will sometimes bury the inboard rail, so be careful. Hull seems to pivot around a point amidship, as the power unit is driving both forward, and lifting the stern at the same time. Cooling air is drawn in through side openings in the engine hatch cover. Hot air is ducted through the transom along with exhaust; engine compartment is pressurized.*



## *Spares & Vairs*

*For Sale: 1962 4-Door Monza, automatic, factory air conditioning, 85K original miles. \$3250. Call Dick (520) 299-4723.*

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

*For Sale: 1963 Monza Coupe, Red, 4speed, completely restored in and out. Brand new interior and tires. A beauty. \$11,000 invested. Sell for \$3700. Call Don at (520) 743-3346.*

*For Sale: 1948 Packard Call Gordon at (520) 299-1122.*

### **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  
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### **CORVAIR ENGINE REBUILDING**

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



