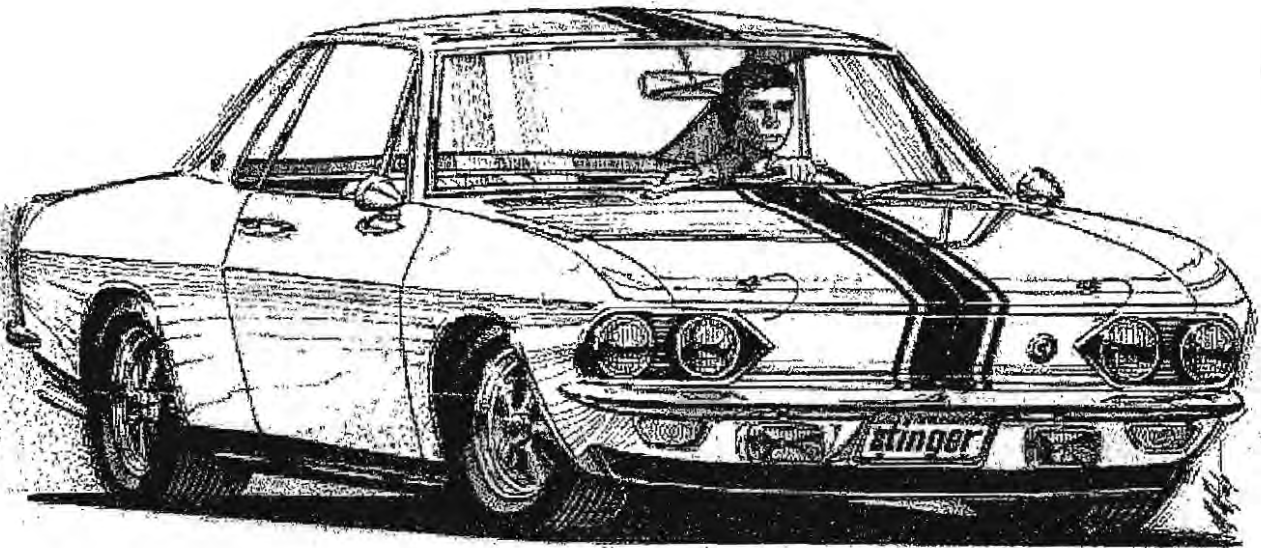


Corvairsation

www.corvairs.org

Tucson Corvair Association
Volume 29, Number 10

Tucson, Arizona
October 2001



This picture appeared on the cover of the Taranta Enterprises Catalog. Rich Harris operated this small Corvair parts mail order business from his home in Westminster, Colorado in the 70s.

Casa de los Ninos Car Show
October 20
Are you ready?

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 American (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 July and 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 \$30 per year (\$70 for 26 months) and include a subscription to the COSA Communique, a monthly publication. COSA 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 materials submitted for publication in the Corvairsation is the 10th of month to the Editor.

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Tucson Corvair Association Denny's Restaurant on Broadway and Wilmot

Minutes of September 26, 2001 Meeting

Barry Cunningham called the meeting to order at 8:03pm. In attendance were Barry Cunningham with his daughter Cassidy, Chris Cunningham, Don Robinson, Allen Elvick, John Torpey, Dave Baker, Lance Gillingham, Ed _____, Gordon Cauble, Mark McKenna and his family.

Barry asked for a moment of silence to honor those lost in the Sept. 11 tragedy, may we never again see such an act of violence.

Allen Elvick reported the Club began the month of September with \$1666.24 in the bank. The Club took in \$ _____ and spent \$ _____ ending with \$1499.18. The income was generated through the sale of merchandise and raffle tickets.

Oct 2 was drive your corvair day, did you have yours out on the road?

Lance Gillingham brought up the question of Corvair Logo key chains, Don Robinson has done some investigating on such an item and said a key chain is possible and would / could be in the \$10 to \$12 price range. Please let us know if you're interested in a key chain, the number desired can be quite an influence.

Good times were had at Woody's Car collection. Woody has an outstanding collection of restored, and some original, auto's dating back into the early teen's. What made the collection even more impressive was the fact that Woody and his wife did all the restoring. A great job !!

Given a short break, raffle tickets were sold. Cassidy Cunningham had the pleasure of drawing the tickets for the winning numbers. The winners were Mark McKenna choosing a multi use wrench and some car wash products went to Chris Cunningham.

The gifts, for the raffle, were donated by Allen Elvick and Ed

The motion for adjournment came from Barry Cunningham and was seconded by Allen Elvick at 9:05.

If there are any discrepancies in the meeting minutes for Sept 26, please accept my apologies



Prez Sez

It's that time of year again for our most favorite outing, everyone! The Casa de los Ninos Car Show is once again upon us. Spruce up your Corvairs, shine your paint, Armor All your tires. Let's put on a good showing for charity.

The Club would like to sincerely thank Woody Woodsworth for having us to view his collection. Woody truly has a unique variety of antique cars. We thoroughly enjoyed looking at his cars and our hats off to Woody. He did an expert job of restoring his cars and we would be honored to have another tour sometime in the future for those who missed it this time. Thanks to Ed and Chris for setting up the tour for us.

October 20 is the date for the Casa car show. This is a wonderful opportunity to see the most cars in one show and bring the family. There are lots of things for the kids; kids rides, games and all kinds of entertainment. Please come on out and donate to the charity for kids. God bless America!!

Casa de los Ninos Car Show October 20 Tucson Electric Park Assemble at 7:30 AM at Ajo Café (east of the Ajo Road & Country Club intersection)

from the editor.....

Yes, the Woody's tour was great! What a collection of beautiful cars. I'm not sure which car was my favorite. I liked the '41 Ford convertible but then the Buick convertible was nice, too. I was impressed with the display of model T's in the fourth building. Woody gave us a nice demonstration of the preselect tranny operation on the Cord 810 and what a smooth sounding engine. Then, there was that beautiful Lincoln Zephyr, but my overall favorite was the '28 Nash Phaeton. What a beautiful piece of art! I think everyone enjoyed all the memorabilia, the gas pumps, Coke machine, motorcycle and all the old pictures, too. I could go on and on about the facilities and the old and new tools. Thanks Woody, Ed and Chris.

The old car swap meet is October 20 and 21 at the Pima College West Campus (Anklam Rd). Work that into your busy weekend schedule, too.

Thanks to Van Pershing for this month's feature article on the '60's cars. Now you know why your Corvair is forever young. Enjoy!

Chevrolet Camaro

by Jack Nerad for Driving Today

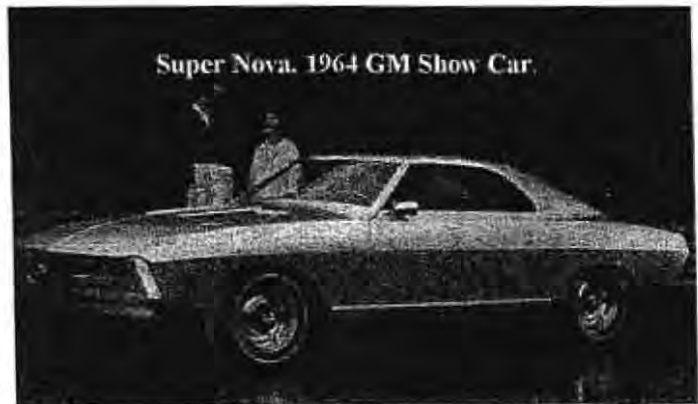
The common conception is that Ford introduced the Mustang in 1964 to incredible success, and the folks at arch-rival Chevrolet simply copied the concept to unveil the Camaro in 1966 for the 1967 model year. Fact is, though, the story is not quite as simple as that. Despite commonly held impressions, if one takes an oblique look at history, one might assert that Chevrolet, not Ford, actually introduced the small, personal sport coupe or "ponycar" and that Ford was the company that was playing catch-up when it introduced the Mustang.



What are you talking about, you might ask. Let's go back for a moment into the late Fifties when American Motors and Studebaker began to have some success with their so-called compact cars, the American and the Lark. At the same time, Volkswagen was having unprecedented success selling its legendary Beetle in the United States. With some of their sales being siphoned off, Ford and General Motors decided to do something about this unwanted competition, but they proceeded in two radically different manners.

Ford took a page from the American Motors and Studebaker and designed what was essentially a scaled-down American car, which it dubbed the Falcon. GM's approach was more "reach-out." Taking a page from the VW book, it entered the compact car market with a rear-engine, air-cooled model it called the Corvair, a car that the enthusiast magazines quickly labeled "the poor man's Porsche." While the Falcon that begat the Mustang was thoroughly mundane, the Corvair, despite what former Presidential candidate Ralph Nader would have you believe, was filled with engineering innovation. Further, it was one of the best-handling American cars of its era with its at-the-time very rare all-independent suspension. Further, as the model years passed, it continued to receive horsepower upgrades, culminating in a turbocharged six-cylinder version that was pretty hot. What this meant is that if you were shopping for a small, agile, reasonably high-performance coupe from an American manufacturer in 1963, your best choice was quite possibly a Chevrolet Corvair.

Of course, with the introduction of the Ford Mustang in 1964, Ford stole much of the Corvair's thunder. But even prior to the Mustang's introduction, Chevrolet designers were toying with similar concepts based on their Falcon clone, the Chevy II. One of these concepts, the Super Nova, actually saw the light of day at the 1964 New York auto show prior to the Mustang's launch. When it came to sporty cars, though, Chevrolet was putting its money on the Corvair, which was due for a very attractive restyling for the '65 model year right on the heels of the Mustang's debut.



The immediate landmark success of the Mustang, combined with Nader's attacks on the Corvair in his book *Unsafe at Any Speed*, finally forced Chevrolet executives to get off the dime on a Chevy II-based sporty car. Further, they demanded to have a model in showrooms for the start of the '67 model year, giving designers and engineers less than two years to build what would be the first Chevrolet Camaro. Luckily, Chevrolet's parts bins were filled with good pieces. For the engine compartment, there was the legendary small-block V-8, a better-than-decent in-line six cylinder and, within months, a version of the big-block V-8 engine as well. Similar to Mustangs, Camaros could be had from mild to wild with price tags that reflected excellent value for the money.

Like the Chevy II, the first Camaro was a strange mix of unibody and separate body-and-frame techniques. From the cowl rearward the Camaro was a unibody car, but the car used a ladder-construction "stub-frame" ahead of the cowl for the engine bay. The front suspension, a double-wishbone arrangement, was borrowed from the mid-size Chevelle, while the rear suspension was a very mundane live-axle design directly from the Chevy II. Early Camaros also borrowed the Chevy II's single-leaf rear springs initially, but more powerful later versions were fitted with conventional multi-leaf springs.

When it came to styling, the Camaro borrowed the Mustang's long-hood short-deck profile, but in other ways it was remarkably different from the car that spawned the ponycar craze. Instead of tracing around the Mustang or more sophisticated Mercury Cougar, Chevrolet designers led by Henry "Hank" Haga developed the Camaro's design based on the Chevy look exemplified by the Super Nova show car, the '65 Corvair and the '65 full-size Biscayne/Bel-Air/Caprice. With its big "hips" over the rear wheels, the Camaro also echoed such great GM shapes as the '58-'62 Corvette and the '63 Buick Riviera. With its full-width grille, understated round headlights and vestigial bumpers, the Camaro presented a pretty face, and its rear treatment with simple rectangular taillights was equally appealing.

Depending upon how much one wanted to spend, the Camaro interior ran from spartan to luxurious. A pair of round gauge nacelles greeted the driver through the thin-section three-spoke steering wheel. Radio and heater-ventilating controls occupied the center of the dash above an optional center console that was home for a three- or four-speed manual shifter or the two-speed Powerglide shift selector. The two front seats are often described as "buckets," but more accurately they are separate nearly flat benches. The rear seat accommodations were on a narrow bench with upright seatbacks, not designed for long journeys.

Right from the beginning, the Camaro's performance, if optioned correctly, was robust. For example, a '67 model with the 295-horsepower, 350 cubic-inch version of the Chevy small block could zoom from zero to 60 miles per hour in 7.8 seconds, a more than respectable performance. Some reviewers of the era actually preferred the all-around balance of the six-cylinder versions, even though they were down 140 horsepower versus the V-8, but real buyers always went for the inexpensive bang of the up-level V-8 offerings.

The Chevrolet Camaro was an immediate hit in the marketplace. More than 220,000 were sold in the first year alone, and sales were further boosted when the Trans-Am racing series Z/28 version began to take win after win, driven by Mark Donohue and others. With continual updates, the car remained a strong seller even through the fuel-challenged mid-Seventies. An early Eighties re-design rejuvenated the car's popularity, but popularity waned in the Nineties and as this is being written GM is again giving hints that the Camaro's proud days might be numbered.



Do you think that these two automobiles came off the same drawing board, or what??



Spares & Vairs

For Sale: 1963 Corvair Deluxe, 2 door, 102-HP, AT, Soft Ray Glass, 68K original miles. Bought new at O'Reilly's Chevrolet in Tucson. Needs Nothing! \$3400 OBO Don or Betty (520) 886-1076.

For Sale: 1964 Monza Coupe, 4-speed, 110 HP. Complete new interior. Electronic ignition, Electric fuel pump, Converted to an alternator with internal regulator. Clean Straight Arizona Car (ask Gordon Cauble in Tucson). Asking \$5,500 or will consider offers. Pictures available on request. Vic Howard (928) 768-6062.

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.

From one Corvair lover to another...

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