



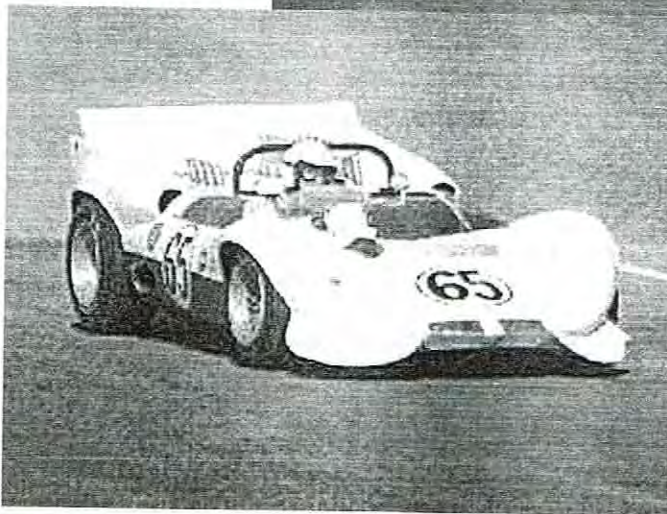
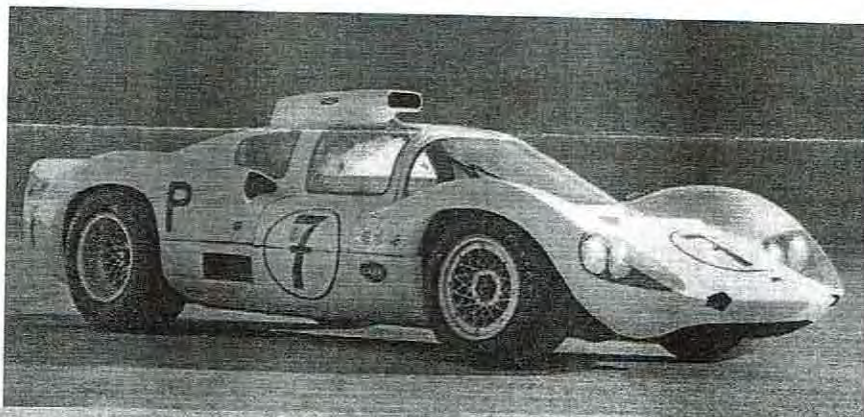
Corvairsation

www.corvairs.org

*Tucson Corvair Association
Volume 28, Number 12*

*Tucson, Arizona
May 2004*

corvairs & chaparrals see why rear engine cars make sense...



Hap Sharp and the Chaparral 2A at Riverside 1965



Jim Hall and the Chaparral 2G at Riverside 1967

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

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

APRIL 2004 GENERAL MEMBERSHIP MEETING

April 28, 2004

Members Present: Bill Maynard, Lynn Marrs, John and Amy Young, Pat Berky, Julie Berky Lance Gillingham, Allen Elvick, Don Robinson, Arthur Dunn, Paul Dunn, Dave Baker, Nancy Goodman, Barry Cunningham, Chris Cunningham, Dave Lynch.

President Bill Maynard called the meeting to order at 7:20pm.

Approval of the Minutes for March 24, 2004

The minutes were read from the previous meeting, Chris Cunningham made a motion to approve the minutes, seconded by Allen Elvick and the motion passed unanimously.

Financial Report:

Allen Elvick reported that the club finances are in good standing. Allen Elvick remarked that there were only a few expenses totaling \$163.34. Paul Dunn made a motion to accept the financial report, Dave Baker seconded this motion and it passed.

Committee Reports:

President's Report:

Bill Maynard welcomed everyone and asked everyone to work on details for the Fanbelt Toss Swap Meet in November. It would be great to have as many members as possible participate. The club has a large amount of parts to transport to Palm Springs for this swap meet. John and Amy Young have a large covered trailer and volunteered to put all the parts in that and transport them to the Fanbelt Toss Swap Meet.

Bill Maynard reminded everyone about the Tune-up Clinic on May 16, 2004.

Vice-President's Report:

Barry Cunningham reported that the mid-month activity was a total success. The Tucson Corvair Club met the Cactus Corvair Club at the Boyce Thompson Arboretum State Park on April 10, 2004. The Cactus Club had more people there with their two corvairs, but the Tucson Corvair Club had 3 Corvairs. The Cactus Club had a gas grill and the Tucson Corvair members brought the meat, it was a wonderful pot-luck style picnic. The caravan of Corvairs toured through some back road areas, which were fascinating. This was a super outing.

Barry Cunningham gave details on the upcoming Tune-up Clinic, which will be held at the home of Chris Cunningham. The Clinic will be from 9am to 2pm on May 16, 2004.

The June mid-month outing will be at the home of Don Robinson, lots of food, fun and swimming. John and Amy Young will represent the Tucson Corvair Club at the National Corvair Convention in Kentucky, June 15 to June 19.

Merchandise:

Don reported that he still has a lot of hats, coffee mugs and t-shirts to sell, so if you want to purchase one see him after the meeting. Don Robinson thanked Lynn Marrs on behalf of the Club for doing the inventory list of parts for sale.

Library:

Lance reported that all the books, have been put into ring binders. He also stated that most of these items can be found on E-Bay.

Raffle:

First drawn ticket was #2632, drawn by David Baker, he chose a set of pouches to put tools in for organization. The second drawn ticket was #2619, drawn by Paul Dunn he picked out a window clip remover. The third drawn ticket was #2563, drawn by Barry Cunningham, who picked a washing mitt. The next to last ticket drawn was #2606, which was drawn by Bill Maynard, who picked 2 funnels. Allen drew 2587, which was an oil filter and flashlights. The people supplying the gifts for the May raffle will be Bill Maynard, Barry Cunningham, Allen Elvick, and Paul Dunn.

Old Business:

Fan Belt Toss is the first full weekend of November 3-4 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. Discussion took place regarding how to price and perhaps they should charge half of what Clarks charges. A canopy needs to be purchased for cars shows and for the swap meet, to put over the tables and protect people from the sun. The club also needs to purchase several 10 x10 tarps. Barry will put this together.

Next Meeting:

The next meeting will be May 26, 2004.

Adjournment:

Don Robinson made a motion to adjourn, Chris Cunningham seconded this motion and the meeting was adjourned at 8:20pm.

Respectfully submitted,

Lynn Marrs,
Secretary

TCA 2004 Events at a Glance

MAY

26 WED Regular Monthly Meeting - 6pm.
Optional dinner at 6:20, meeting
starts at 7pm. Mountain View
Restaurant 1220 E. Prince Road.

JUNE

9 WED *TCA Board Mtg.* Location TBA
6:30pm.

13 SUN *Oracle Heights Pool Party & Potluck*
3pm-6pm, 2045 W. Omar.

15-19 TUES CORSA International Convention
-SUN Lexington, Kentucky. Inf: go to
www.drewhunt.com/corvairconvention/

23 WED *Regular Monthly Meeting* - 6pm.
Optional dinner at 6:20, meeting
starts at 7pm. Mountain View
Restaurant 1220 E. Prince Road.

JULY

14 WED *TCA Board Mtg.* Location TBA
6:30pm.

28 WED *Regular Monthly Meeting* - 6pm.
Optional dinner at 6:20, meeting
starts at 7pm. Mountain View
Restaurant 1220 E. Prince Road

NOTE: no mid-month activity in July or August.

CORSA Convention Raffle Car

The host chapters for the 2004 International Convention have invested a great deal of time and money restoring a 1966 Corvair Monza convertible that will be raffled off as a fundraiser. The car is Aztec Bronze in exterior color, fawn interior, and sports a 140hp engine with a powerglide transmission.

To see pictures of the car as it was being built, go to www.derbycitycorvair.org, click under "newsletter".

Please support our fellow CORSA members and Big Brothers Big Sisters of the Bluegrass (sponsoring charity) by purchasing tickets. Each chance costs only \$4. Before time runs out, mail a check payable to Central Kentucky Corvair, along with a self-addressed, stamped envelope to:

John Lanning, Attn: Corvair
6816 Stone Hill Road
Louisville, KY 40214

News You Can Use

The Tune Up Clinic on Sunday May 16 was well-attended with eight Corvairs. Barry and Dave Baker drove late models, everybody else drove early models. Julius Berky provided some carburetor synchronization with his Uni-Syn Carb Balancer for all who needed it. It is surprising how much difference a slight turn of a screw makes in the smoothness of a running engine. In fact, after correctly synchronizing the carbs on my '64, my steering wheel lost the shakes it had at an idle.

The Club's new canopy was unveiled at the Tune-Up Clinic. It can be used for any Club event. It measures 10x10.

Some headway was made on the parts inventory on Sunday during the Tune-Up Clinic. Purchases were made once the inventory was set up under the canopy for all to see. But, we have more work to do in organizing the whole enchilada before we cart it off to Palm Springs in October.

John and Amy Young agreed to take our club's banner to Lexington and represent the TCA at the 2004 CORSA International Convention. Good Luck John and many thanks from the membership.

From the Editor...

corvairs & chaparrals

see why rear engine cars make sense....

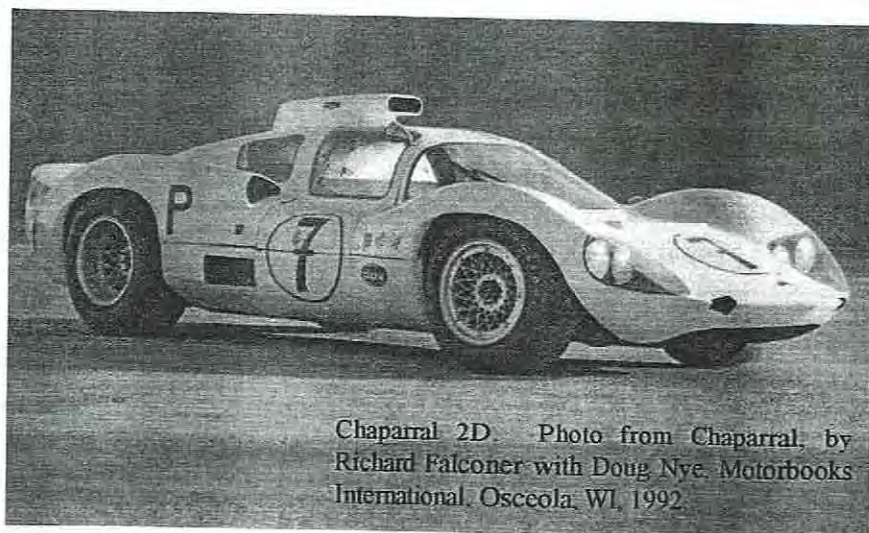
by Allan V. Lacki

During the 1960s, Jim Hall and Hap Sharp constructed and raced some of the most innovative racing cars ever built. Headquartered at Rattlesnake Raceway, a lonely private sports car track located in the Texas desert, (not the public oval track of the same name located in Arizona), Jim and Hap developed USRRC, Can Am and FIA World Championship racing machines that baffled the competition. Their Chaparral cars were among the first racers in the world to feature torque box chassis tubs, automatic transaxles, composite wheels, aerodynamic spoilers, wings and ground effects equipment. How could such a small operation develop such advanced vehicles?

It was rumored that Jim and Hap had some help in the development of Chaparral cars. And, as events unfolded, it became apparent that much of this help was coming straight from Frank Winchell's Engineering R&D department at Chevrolet. That's right, the same Frank Winchell who provided GM with engineering support for the legal defense of the Corvair.

Although the concepts behind Chaparral cars were mostly the product of Jim Hall's own creative genius, much of the detailed engineering came from Winchell's R&D department. Chevrolet would work up Jim's concepts, fabricate many of the complex components, and leave it up to Jim and Hap to assemble the machines and race them. This arrangement enabled Frank's engineers to explore cutting edge automotive technology while remaining in compliance with Chevrolet's official corporate policy, which forbade direct participation in motor sports.

Casual observers know that, in terms of styling, the Chaparral 2A, 2C, and 2D racers bear a striking



Chaparral 2D. Photo from Chaparral, by Richard Falconer with Doug Nye. Motorbooks International, Osceola, WI, 1992.

resemblance to the lines that Larry Shinoda penned for the Monza GT show car. And real trivia experts will notice that Chaparral 2As, 2Cs and 2Ds sported Corvair taillights. Yes, when Phil Hill and Jo Bonnier piloted their Chaparral 2D to victory at Nurburgring in '66, the competing Ferraris and Porsches were chasing a set of glowing red lenses lifted from the rear of a '64 Corvair sedan.

But the relationship between Jim Hall, Hap Sharp and the Chevy Corvair was a lot more fundamental than just copycat styling and gimcrackery. Corvair was a catalyst for the chemistry between Chevrolet R&D and Chaparral Cars.

In interviews that lead to the 1992 publication of the book, Chaparral by Richard Falconer, Jim Hall indicated that the exchange of technology began when Frank Winchell asked Chaparral Cars to test Corvairs at Rattlesnake Raceway in 1963. These tests were conducted to determine the absolute limits of Corvair handling and were made necessary by the wave of Corvair lawsuits that were being litigated against General Motors.

In reflecting upon the Corvair handling tests, Jim Hall admitted that the folks at Chaparral were able

to flip Corvairs, but he also noted that he could achieve the same result from any car. The following quote appears on pages 56 and 57 of Chaparral: "I did quite a lot of work on the Corvair. I used to drive it around with the tires deflated so the rims touched the ground. We had to show how far out you could get it and keep the car the right way up.... What we found out was that you can turn over any passenger car on dry concrete - and it doesn't matter whether it's a Corvair or a Ford Fairlane. All you needed to do was to be brutal with the steering."

Prior to the Corvair handling tests, Chaparral racecars were obviously the product of independent constructors

operating without substantial aid from Chevrolet. The original Chaparral 1 racer was designed and built for Jim Hall by Troutman and Barnes in California. And one of the two Chaparral 2A prototypes, designed and built by Jim Hall and

Hap Sharp in their own shops at Rattlesnake Raceway, featured an aluminum block Oldsmobile V-8 as late as 1963.

All this changed after the Corvair handling tests. One of the Chaparral 2A prototypes was shipped to Michigan where it was dissected by Winchell's engineering staff. Shortly thereafter, Winchell's staff reciprocated by transporting their own sports racing prototype, named the GSIIb, to Rattlesnake Raceway for "testing." The GSIIb sported a unique 2-speed automatic transaxle; a feature that appeared on Chaparral 2As during the 1964 racing season. In 1965, Jim Hall arrived at the tracks with a new model, the Chaparral 2C. Underneath the 2C bodywork was a near replica of the GSIIb aluminum monocoque tub. Chaparrals were soon equipped with Chevy engines delivered from Michigan. The engines were equipped with alloy heads, alloy cylinder blocks and Weber-style carburetors fabricated in Chevrolet machine shops. Although there was no further

involvement in Corvairs, Chaparral Cars obviously received preferential treatment from Chevrolet until 1970.

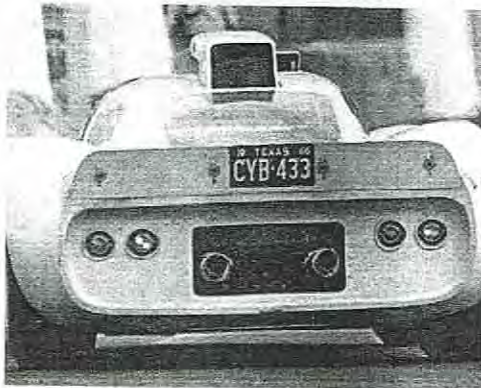
However, the Corvair handling issue was not forgotten. In a series of indignant letters written to the federal Department of Transportation in 1971 and 1972, Ralph Nader insisted that the National Highway Traffic and Safety Administration, ("NHTSA"), should examine GM test reports PG15699 and PG17103, dated June 14, 1963 and November 4, 1963, respectively. These two test reports provided incontrovertible evidence that Chevrolet knew Corvairs could be made to flip over. Demanding a federal recall

of Corvair cars, Nader asserted that the reports proved that GM's continued defense of the Corvair design constituted an act of "gross negligence".

NHTSA responded to this and other allegations propounded by Nader against the Corvair. In its July 1972 "Evaluation of the 1960-1963 Corvair Handling Stability" NHTSA concluded that the handling tests reflected extreme driving techniques that would result in almost any production car flipping over and thus, GM's test reports were not incriminating against the Corvair in particular.

Is it possible that the GM reports cited by Nader were the product of the tests conducted by Chaparral Cars? Or were the GM reports the result of tests conducted in-house? Given the risks surrounding any kind of litigation, why did Frank Winchell share the Corvair problem with Jim Hall and Hap Sharp?

The Corvair mysteries continue...



The Chaparral 2G at the 24 Hours of Le Mans in June 1966 with a beautiful set of '64 Corvair tail and back-up lights.



Spares and Vairs

FOR SALE: 1963 Monza Coupe, red, 140hp with Carter 4-barrel. Drives great, nie interior, must sell. Best offer. Don Henn, 520-743-3346.

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. **May Special:** NOS GM camshaft (#3839889) fits 60-69 low compression 80-95hp engines, not 102 or 110hp engines. Clark's Price for a replacement cam is \$138.90. May Price is \$75.00. Air filters: Purolator (large single) AFP67 Clark's \$10.70 May Price \$4. Two small filters: regularly \$12, May Price \$8. Chris Cunningham, 520-670-9676.

FOR SALE: Late Model rear bumper, rechromed, near perfect. \$50. Dave Baker 520-747-0840.

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

OVER 670 pages OVER 1900 photos
OVER 500 diagrams OVER 1100 sketches
OVER 11,000 index items 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

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.

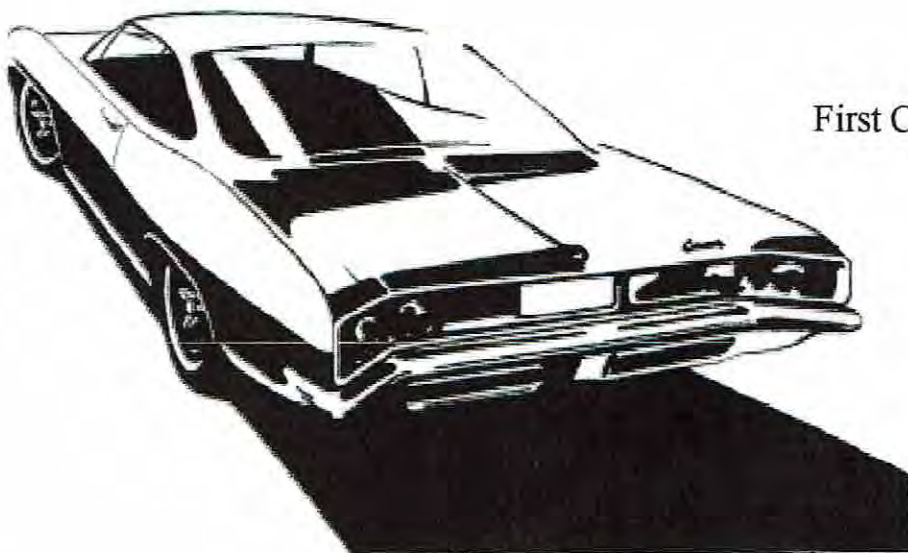
Raffle Gifts: Bill Maynard, Barry Cunningham, Allen Elvick, and Paul Dunn said that they will be bringing raffle gifts for the next meeting May 26.

Upcoming Events:

JUNE 13 SUNDAY - 3pm-6pm
Oracle Heights Pool Party & Potluck
2045 W. Omar (near Ina and Thornydale)



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



First Class Mail



85730+1776

