

A French Company Resurrected the Chevy Corvair That You Can Buy

The Chevrolet Corvair, produced from 1960 to 1969, has always been one of GM's most controversial cars. It was also one of its most ambitious, with its air-cooled six-cylinder engine in the rear. Corvairs have mostly evaporated from the auto scene as classics, muscle cars, and sports cars take the forefront in collectors' eyes. But, incredibly, a company in France has completed a contemporary version of the 1965 to 1969 Corvair and has plans to start making them in Orange County, California.

The company is called NewRide, owned by Romain Roulleou, in Burgundy Dijon. It has been long in the works and was scheduled to debut at the 2020 SEMA Show, which was canceled over COVID restrictions. Other delays and projects pushed it off until this year when it made its debut this week at SEMA in Las Vegas.

The Corvair 2020 is a contemporary, reimagined Corvair, from the original design by Ron Hill. Its crisp, clean design and signature airy top resulted in one of GM's best designs of the mid-1960s. But by the time it debuted in 1965, the Corvair was in the crosshairs of consumer advocates like Ralph Nader for the first version's sometimes scary handling.

Though the Corvair's body is made completely out of carbon fiber, it is placed over a sixth-gen Camaro. In this case, it is a 2018 Camaro SS. That means, unfortunately, the



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TUCSON CORVAIR ASSOCIATION
Established 1975

TCA 2022/23 Events at a Glance

The **Corvairsation** is a quarterly 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) as Chapter 357.

Membership dues are \$25 per year for individuals. Make checks payable to the Tucson Corvair Association and mail to the TCA Treasurer.

Change of Address: Report any change of address or phone number to the Membership Chair or email changes to tucsoncorvairs@yahoo.com

CORSA membership dues are \$45 per year (\$90 for 26 months) and include a subscription to the CORSA Communiqué, a monthly publication. Rates are \$37 per year and \$74 for 26 months for a "virtual" membership. CORSA memberships is not required for membership in the Tucson Corvair Association, but is highly recommended. See any TCA officer for more information.

Business Mailing Address: 4842 W Paseo de las Colinas, Tucson, Arizona 85745

Website: www.corvairs.org. Email address: tucsoncorvairs@yahoo.com

4th Thu of each month

Monthly Meetings: 7:00pm, Franklin Auto Museum, 1405 E Kleindale Tucson, Arizona

Sat, Dec 10

Annual TCA Christmas Party, 6pm, Rusty's Family Restaurant, 2075 W Grant Rd, Tucson

Sun, Feb, 26 2023

2nd Annual Arizona Corvair Challenge, Pinal County Fair Grounds, 512 S Eleven Mile Corner Rd, Casa Grande

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Tissue Dispensers

The article on the following page turned up in the August issue Hemmings Motor News. Notice the dispenser is shown mounted in an '62 Monza even though it was a dealer add-on for many cars in the 60s.

I was particularly enthralled with the article because I have had one of these beauties laying around in my shop for the passed several decades. I pulled it out of a car we bought. I had no idea what to do with it but I knew I wasn't going to put it in anything I would ever own, but I saved it anyway.



Nothing to Sneeze At

A Chevrolet accessory tissue dispenser up for grabs at Carlisle



BY DAVID CONWILL • PHOTOGRAPHY BY DAVID CONWILL AND RICHARD LENTINELLO

Facial tissues are one of those items everyone needs, if only periodically. Carrying a supply in your car is practical, though it typically results in throwing out a smashed, water-soaked, partially empty box after a few months of letting it bump around on the floorboards. There was once an alternative, however.

Kleenex was the first brand of facial tissues in the United States, which is likely why it has become the favored generic term for the product. Introduced 98 years ago as a disposable wipe for makeup removal, Kleenex and its imitators quickly caught on with the general public as an alternative to the pocket handkerchief.

While the auto-accessories market didn't initially respond to the popularity of facial tissue, by the 1950s, virtually every manufacturer (and not a few aftermarket suppliers) offered a hinged, under-dash receptacle for holding a tissue box. When you needed a tissue, you simply swung it out from under the passenger's side of the instrument panel. Afterward, you rotated it back out of the way of the passenger's knees.

Recently, while browsing the swap meet at the Ford Nationals

in Carlisle, Pennsylvania, we came across this unit, priced at \$85. Because it was unmarked and whatever badge it once wore was long gone, we had no idea at the time that it wasn't a Ford part at all, but rather the Chevrolet-designed item sold from 1959 to 1963. Chevrolet offered dispensers before and after this time period (in fact, they were once a must-have accessory for restored 1957 Bel Airs), but they were cosmetically different from the ribbed-face version pictured here.

Every tissue dispenser we've seen uses the short, rectangular box of approximately $4\frac{3}{4} \times 9\frac{1}{2} \times 2\frac{7}{8}$ inches. According to some accounts, tissue boxes were a little wider back in the '60s; those modern boxes work best with a little padding at the ends. A spring-loaded clip inside keeps the box from moving around otherwise.

With its badge gone and considerable pitting present, we questioned the price on this one. After all, several vendors offer brand new ones for \$10 to \$20 more. They're not perfect reproductions (the badge, for example, is just a decal), but the cost of restoring this one would likely eat up the difference. ☹



TCA Lunch Date at Brother John's BBQ, July 23, 2022



Thanks to Frank Pella for the photo

CORVAIR PARKING ONLY!

A cousin in Pennsylvania found this sign at an estate sale and thought of me. My grandson, Quaid with his Greenbrier and I with the Stinger thought it would be cool to pose for a picture.

Van Pershing



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engine is not in the rear as in the original. But with the weight bias to the rear of original cars, this might be a good thing.

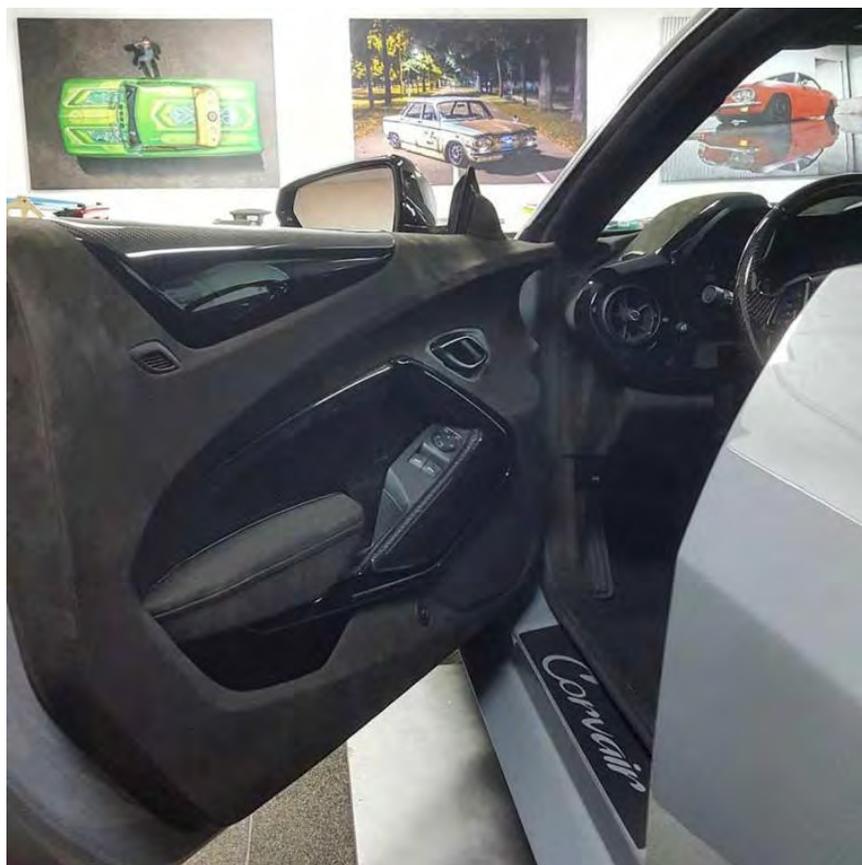
While the windshield is stock Camaro, the rest of the glass is custom-made. The only OEM pieces are the VW Polo mirrors, Dodge Demon headlights, and Ferrari 812 Superfast taillights. Alcantara and custom carbon fiber bits upgrade the basically stock 2018 Camaro interior. NewRide has also chosen to use carbon fiber for the headlight surrounds, and bumpers, as opposed to chrome as with the original Corvair.

The engine is the factory 6.2-liter LT1 V8, with custom stainless steel exhaust added. EBC brake rotors replace the stock versions, and the suspension is upgraded with AirLift Performance components. Vossen EVO wheels run 19-inch fronts and 20-inch rears. Michelin Sport Cup 2 tires hit the pavement.

In all, the project took 5,600 hours to complete, which is an astronomical amount of time. But with molds, five-axis milling of components and panels, and flaying, then reskinning the Camaro, it is a time-consuming process. For series production, we expect that number to fall sharply.

NewRide has already set up plans for production in Orange County and has other body styles to prototype. They include a convertible, and a sport wagon version. The convertible should be an easy variant. But the wagon will require still more custom glass and a reworked back half.

No prices or availability have been announced. In any case, once the operation is up and running we'll take a peek as they're in our backyard.



2022 Tucson Classic Car Show

A big thanks goes to Tony Warren for making it possible for the Tucson Corvair Association to be the host club for the show this year. Between the Cactus Corvair Club and the Tucson Club there were 14 cars on display.





