

Corvairization

TUCSON CORVAIR ASSOCIATION TUCSON, ARIZONA

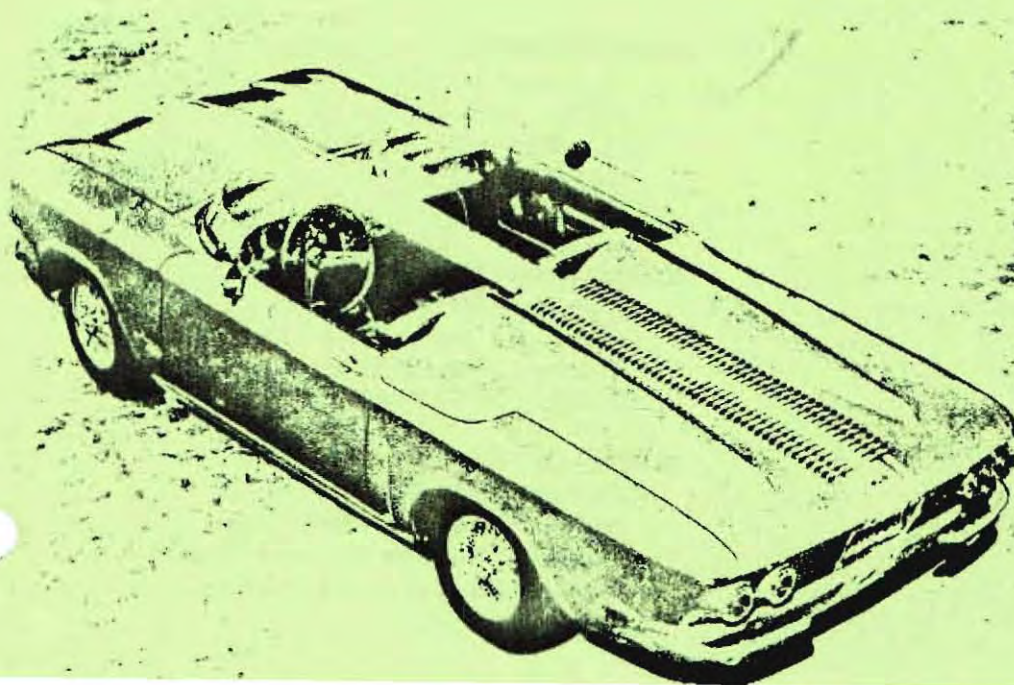
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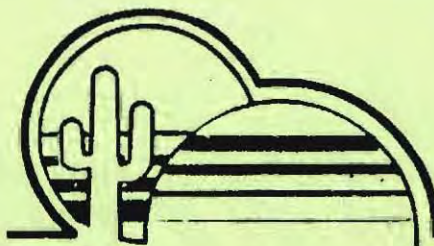
CORVAIRS FOR TOMORROW ?



Above—Super Spyder is rated as practical road vehicle by Cahier. Turbocharged engine, four-speed gearbox are stock Spyder, though wheelbase is cut from 108 to 93 inches. Firmer control at high speeds results from faster steering, stiffer suspension. Sharp nose could become styling feature of future production-line Corvair.



Left—Sebring Spyder was one of first experimental Corvairs, had same 93-inch wheelbase as later Super Spyder but carried Paxton-blown engine. Bodywork partly standard.



TUCSON CORVAIR ASSOCIATION

CORVAIRSATION is a monthly publication of the TUCSON CORVAIR ASSOCIATION, which is dedicated to the reservation of the Corvaair model of the Chevrolet Motor Division. The Tucson Corvaair Association is a chartered

member of the CORVAIR SOCIETY OF AMERICA (CORSA).

MONTHLY MEETING are held on the 4th Wednesday of each month except December. One technical/social event is planned for each month except July and August.

MEMBERSHIP DUES are \$10 per year and are payable to the TUCSON CORVAIR ASSOCIATION through the Membership Chairman.

CORSA MEMBERSHIP DUES are \$22 per year and include a subscription to the CORSA Communique, a monthly publication. See a TCA Officer for a membership application.

CLASSIFIED ADS are FREE to all TCA members and are \$1.00 per line to others. The deadline for materials submitted for publication is the 10th of the month for that month's issue. Mail or deliver all materials to the Corvaisation Editor.

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Current TCA Officer,
Mark McKenna, Bob Gay,
Carole Sanford, and the
Corvaisation Editor.

from the President _____

The "Owner Survey" taken at the May meeting is a lot of fun to browse through. It confirms what I have thought for a long time about members of TCA. That is: we are a talented and dedicated group of Corvair lovers.

The Swim/Potluck is all set for June 21st and I'm looking forward to cooking up the chicken and sampling the good food. Bring your swim suit and a folding chair for each person in your party.

Pete Moga is our new merchandise chairman. He is one of the Club's newest members and he likes to talk cars. Say "Hi" to him at our next meeting. He's a lucky guy whose daughter lets him drive her bright red early model convertible.

At the next meeting on June 25th we will see a couple of videos I hope you will enjoy. The first is a sketch of the upcoming Corsa National Convention in Grand Rapids. The second is a Chevrolet promotion for the 1960 introduction of Corvairs. They are shown on a trip from Chicago to Panama.

At the last board meeting we briefly discussed some of the coming events in the planning stages such as the Kitt Peak visit, a tour and brunch and the Palm Springs Fan Belt Toss. Briefly we talked about the Corsa National Convention which starts the last week of July. After I got home and read the just-received June issue of the Corsa Communique, I began to think just how interesting this year's convention is going to be! This is right in the middle of Chevrolet country and Corvair land where many of the rare one-of-a-kind Corvair based vehicles will be on display. Read Pete Koehler's "The Buck Stops Here" in the June Communique for details.

Don Robinson

NON-MEMBERS :

We would like to join the Tucson Corvair Association. We will send you three complimentary issues of the Corvairsation and welcome you to all of our activities. This is a great chance to get to know us. No matter what your Corvair interests are, you'll find a lot of good folks with similar interests in the Tucson Corvair Association. If you decide to join us, the dues are \$10.00 per year.

CORVAIRS 9

PRESENT 23

The regular monthly meeting of the Tucson Corvair Association was called to order at 7:45 PM by President Don Robinson at The Picadilly Cafeteria at 6767 E. Broadway, Tucson, Arizona on Wednesday, May 28, 1986.

The minutes of the previous meeting were approved as printed in the Corvairsation.

It was requested that more opinions on increasing the participation in the Concourses be turned in to Ed Sanford for him to evaluate and make recommendations for future events.

The picnic and tune-up clinic held on May 24 was enjoyed by all who attended.

Another request for a merchandizing chairman was made. This term would be until next February when the elections will be held.

There was no old business.

Under new business, President Don Robinson announced the mid-month activity for June would be a cook-out with swimming and other sport events to be held at the Oracle Heights Recreational Area. Don will cook chicken for all and the price will be \$2.00 per person. This will be on June 21st at 4:30.

After the break, the drawing was held. Betty Chastain won the license plate prize. The other prizes were won by Larry Dandridge, Chris Cunningham, Don Chastain, Ernie Alloy, and Alan Atwood..

Pete Moga volunteered to serve as merchandizing chairman.

A lively tech session followed concerning differentials and fuel pumps.

The meeting was adjourned at 8:50.

Respectfully submitted,



TUNE-UP CLINIC AND PICNIC

May 24 was a great day for the picnic and tune-up--not too hot, a nice shady spot, and not many people in the park. Maybe it was more picnic than tune-up. My picnic was tasty but Gloria's carrot cake with cream cheese frosting was a real winner.

Professor Ed Sanford Goodwrench was right on top of the tune-ups. Don Chastani was present to provide his counsel from his vast Corvair expertise. With a full compliment of bibitzers, we put a complete tune and carb balance on Allen Elvich's beautiful red 60 four-door, and Ray Britton's pristine 65 convertible. At one point, we had four dwell meters attached to Allen's car; That must be a record of some sort.

Van Pershing Goodwrench was fast in his rear wheel bearing demo. We didn't get a stopwatch on him. He was into his coveralls, jacked up his Greenbrier, removed the wheel, drum and axel in less than 10 minutes. His wheel bearing cover halves are held together with two bolts with nuts, so--"presto"--he had them apart, greased, back together in a flash.

Thanks to all for your efforts making this a fun event. I felt so ambitious the next day, I washed my Greenbrier.

Don Robinson

OWNER'S SURVEY - FIRST REPORT

Eighteen people filled out an Owner's Survey at the June meeting. We would like to have everyone included in the survey, so blanks will be available at the July meeting for those who missed the June meeting.

Ninety percent of those surveyed indicated that their Corcairs are a family activity. One member has nine Corvairs and at the other end of the spectrum one person has none. The respondants have a total of 41 Corvairs in various conditions. Twenty-seven are early models and fourteen are '65 or newer.

I don't want to say too much about the latter part of section 1 which could bias others taking the survey, so more on that and the remainder of the survey later. Thanks! Your participation was great.

Don Robinson

CORVAIRS FOR TOMORROW

Sports Car Graphic's European Editor takes the wheel of two intriguing experimental cars.

BY BERNARD CAHIER



Does Corvair have true sports car potential? Bernard Cahier says so, after trying two of these three experimental cars. From left to right, they are Sebring Spyder, Monza GT coupe and Super Spyder. In photo above, Cahier prepares to blast off in Monza GT, most advanced, exciting of group.

IN WARREN, MICHIGAN, is the fabulous GM Technical Center, where I recently paid a visit to my friend Bill Mitchell, the man responsible for the excellent styling found in GM products in recent years, and the creator of such striking, yet practical dream cars as the Corvette Shark, the racing Sting Ray, the Corvair Super Spyder, and the all new Corvair Monza GT. Visiting the Tech Center is always a wonderful experience, especially for a European journalist, as there is nothing comparable to it in Europe. This experience becomes even more meaningful when you have the opportunity of driving some of these cars, as I did in 1961 and again this last winter. This time I was able to have a quick test of Mitchell's latest realizations when I drove the Corvair Super Spyder and the Corvair Monza GT.

Presented at the 1962 New York Auto Show, the Corvair Super Spyder is such a pretty, uncluttered design that I understand that it was acclaimed as the most attractive car in the Show. In fact, the American Automobile Quarterly magazine recently gave it their Award for Design Excellence. The car is not only attractive, but, except for the low sporty windshield, hardly made for street use (especially in the winter), it is an extremely practical car as it uses most of the mechanical components of the Corvair Spyder, such as the 150 Turbo-charger engine and the standard four-speed gearbox. The SS, however, has been shortened by 15 inches, giving it a

wheel base of 93 inches, thus emphasizing the compactness of this neat package. Strictly a two-seater, the SS has the interesting feature of being equipped with two red leather covered Porsche competition-type bucket seats. These are not soft squashy seats, but they hold you well and I am sure are less tiring on a trip, or fast driving, for which the car is intended. With these seats I found the driving position to be even better than in the regular Corvair Monza. The dashboard is quite similar to that of the regular Spyder, but the car is equipped with a very dished-in Nardi-type steering wheel, with the horn button bearing the design of a spider in his web.

When firing up the engine, every bird in the neighborhood takes wing, as the SS has no less than six large exhausts, smartly emerging from the sides of the rear fenders, and they certainly make a loud crack every time you apply pressure to the throttle pedal. Substantially lighter than the normal Corvair, the SS accelerates much more briskly and although I did not verify it myself, its zero to 60 figure is said to be under eight seconds. The handling, with the shorter wheelbase, feels quite different and, for some reason, I found the oversteering tendency to be somehow more noticeable. Yet tight corners could be taken in a quicker manner and definitely in a more fun way. The more direct steering helps greatly in this regard, and I found it to be just about what it *should* be on the production Corvair Spyder. The mediocre conditions of the highways and the blasts of the icy air in the face prevented me from continuing my test drive in the SS for too long, and, in fact, it was a sort of frozen-stiff Cahier who emerged from this car made for those who are young in heart. Properly equipped for everyday use, the Super Spyder could be a tremendous seller, especially among the sport enthusiasts searching for something truly different looking, snappy in performance and a lot of fun to drive. However, I do not think that this car in its present form would be competitive in racing, as in its class there is plenty of opposition.

It is a well-known and unfortunate fact that GM is no longer interested in racing. I say "unfortunate," because, besides their tremendous industrial potentialities, they have the men, the ideas, and, if they want, the cars. While visiting the Tech Center I met great enthusiasm everywhere for sport-minded automobiles, which, let's not forget, always

give a great prestige to a make, even if only made in small quantities. It must be frustrating for them not to be able to exploit their capabilities and ideas to their fullest. Fortunately, they still have prototypes on which they can express themselves, and I would consider the Corvair Monza GT a dream car in that category. I personally hope, after driving this GT, that one day it will be more than a dream.

The most striking thing, when you see the Monza GT for the first time, is how small and how low it looks. Standing still, this aggressive looking machine looks fast and thrilling, and when you look even closer it is even more stimulating, as the GT offers many features not usually found on American cars. On a sturdy beam-type chassis, with a wheelbase of 91 inches, GM has mounted a special 178 cubic inch (3-liter) Corvair engine, giving an output of over 200 horsepower, but unlike the standard Corvair, this one has individual cylinders of the motorcycle type. Another interesting feature is that this engine is mounted ahead of the back axle, as in most of the modern racing-sports cars, such as the Porsche RS. This, of course, gives better weight distribution, but takes considerably more space inside the car. This does not really matter much on the GT, which is really a dream car built with sports competition lines, but if a production version of the GT were ever to come out the arrangement would be different. Dunlop disc brakes are used on all four wheels, but without servo, which makes quite a bit of pressure necessary on the pedal. What a pleasure though, to see disc brakes all around on an American car at last, even if it is a dream one.

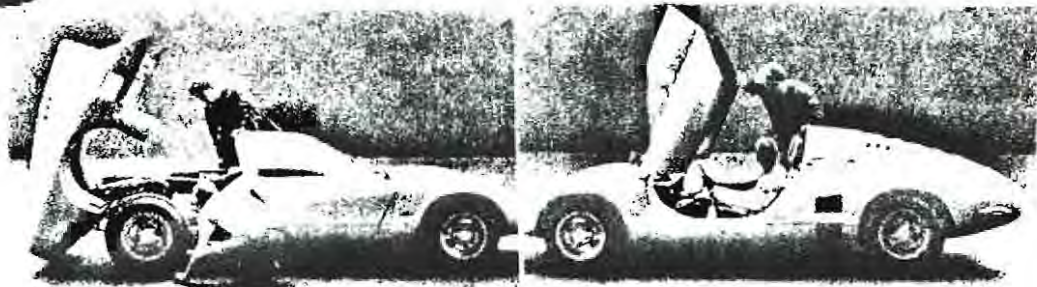
The GT has all-around independent suspension by means of wishbones of unequal length and torsion bars. The cockpit is quite unusual in design, as it follows closely the idea of the cockpit of a plane. The canopy in this case incor-

porates both the fully wrap-around windshield and the side windows, as well as what we will call here the doors. This canopy lifts forward to allow you to get into the cockpit, which is not the easiest operation in the world, because you have to go over the wide portion of the beams of the chassis in order to install yourself in the very low seat. This built in, non-adjustable seat is of a most unusual design, much like a relaxing chair, built up under the knees. In order to find your proper driving position, both the pedals and the steering wheel are adjustable. In front of you, once installed, you find a neat and simple dashboard with a minimum of instruments. Within easy reach is a conveniently placed stick shift for the four-speed gearbox. Once ready to go, you lift your hand and close yourself in, just like in a plane. And that is when the fun starts. With that immense pillarless windshield all around you, the unusual seats and driving position, plus the tightness of the cockpit above your head, you really feel like an astronaut, and this impression is emphasized when you fire the large engine which fills the cockpit with all kinds of sound waves. As I went screaming down the quiet streets of Bloomfield Hills, I could see faces appearing at the windows in this peaceful neighborhood. The first impression is that this car has nothing at all in common with its distantly related Corvair Monza sister. The second impression is that the car does accelerate like a missile (it's light too—1200 pounds!), less than six seconds from zero to 60, I understand. It is noisy, grinding, the suspension is hard, the brakes need much pressure, the steering is dead quick, and for those who like all those features, because they give you "that certain feeling," you cannot help thinking it is wonderful. The car felt as if it were on rails and, because of its very short wheel base, power and quick steering, it behaved in corners and under corrections a bit like a go-kart. I do not mean this in a critical sense, but those who have driven karts will understand what I mean. One needs to be very precise in making corrections, but on the whole, I would rate the GT as particularly impressive, not only in the performance department but in the handling as well, once accustomed to its behavior.

I could not, unfortunately, try the car to its fullest on curves—first, because I did not want to do anything silly at the wheel of this unusual prototype; second, since the windshield was in Plexiglass, there was a terrible distortion on both sides, which cut the visibility down to a minimum and thus one's depth perception as well. Needless to say, if a car such as this were ever built, even on a small scale, a special glass windshield would have to be made, and a slim central pillar would have to be used to reinforce it. Considering that the Monza GT is only a prototype, or shall we say a dream car, the score is highly satisfactory on the technical and performance side, while the styling is well ahead of its time, and tremendously exciting. I am sure that wherever this car goes it will raise great interest and furor, all to the benefit of GM, who should, in my opinion, build a sports Corvair around the idea of this GT. ■



Unique GT feature is louvered backlight, which provides both ventilation and visibility. In production application, slats would have to be glass to allow rear view when closed.



SWIM / POTLUCK

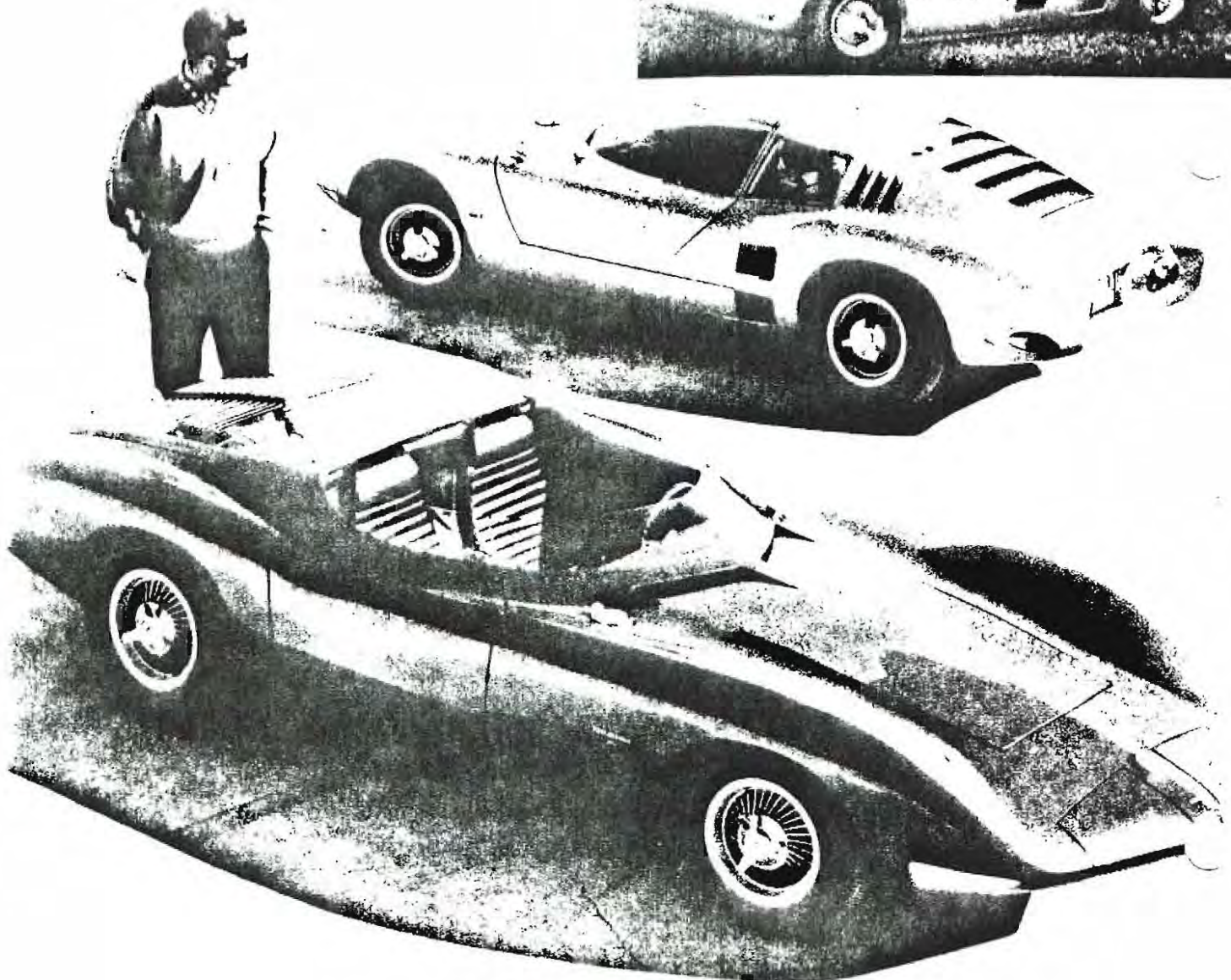
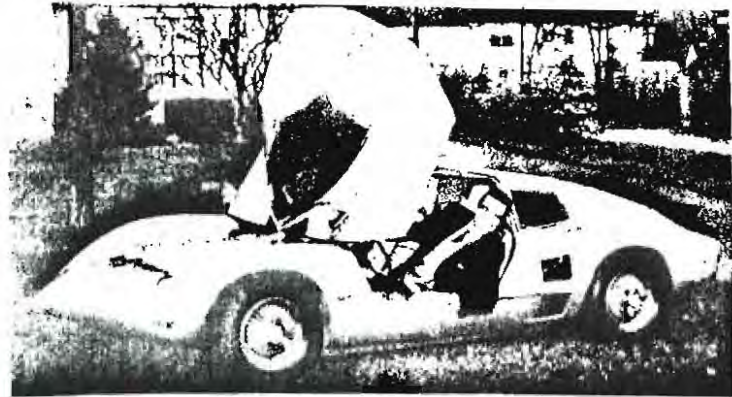
JUNE 21, 4pm at Oracle Heights Recreation Association

Bring your favorite dish, swimsuit and folding chair. We will be under the ramada at the south end of the pool.

TCA will provide the barbeque chicken and sodas; you may bring other drinks if you wish. We will eat about 5:30.

Cost: \$2.00 per person

Directions: From the intersection of Ina and La Cholla Blvd, go two blocks south to Omar Drive and turn left (east), then go about 200 feet and turn right into the pool parking lot.



Vairo 'n Spares

FOR SALE: '64 MONZA Coupe, Good running engine. 110 HP automatic transmission. Body needs work. Leave message at 327-4718.

FOR SALE: TUNE-UP PARTS for 1960 and early 1961. See the Mechandise Chairperson, Pete Moga at the next meeting.

FOR SALE: ESPECIALLY for the do-it-yourselfers: tune-up kits, distributor caps, wrapped fan belts, air filters & oil filters; also viton O-rings, trunk and engine lid weather strips; plus many other Corvair parts. Call Gordon Cauble @ 299-1122.

FOR SALE: '63 GREENBRIER, 110/4-speed, bolted flywheel, excellent battery, equipped for camping, 12-volt refrigerator, foam rubber bed, drawers, port-a-pottie, carpeted, radio w/ 8 track stereo. Call Alan Gray @ 795-2639.

FOR SALE: '61 LAKEWOOD, 110HP/Automatic, alternator, Bright Yellow paint, brown/tan velor/vinyl interior w/ cut pile carpet, 3-prog wire wheel covers, radials, good looking inside & out. Was 4-speed-have most of the parts to change it back. PLEASE MAKE OFFER! Call Van @ 743-9185 (home) or 799-4012 (office).

FOR SALE: '63 500, 2-door, 4-speed, needs tires and rear window, good body, engine renewed but has never been fully adjusted and run. \$550 (car in Marana) Call Linda Washburn, weekdays 7-3 @ 887-5515. Leave name and message.

FOR SALE: '66 MONZA 2-door, 110hp/4-speed, radials, regal red, nose cover, GOOD CONDITION. \$1000 or best offer. Call Dave Thompson @ 748-7105.



Call Dave Thompson 748-7105



Call Van Pershing 743-9185

TREASURER'S REPORT

Balance May 1, 1986.....\$842.89

Income

 Dues.....40.00

 Corvairsation ads.....45.00

 Raffle tickets.....24.00

 Merchandise sales.....47.50

 Aluminum cans.....27.22

Total Income.....\$183.72

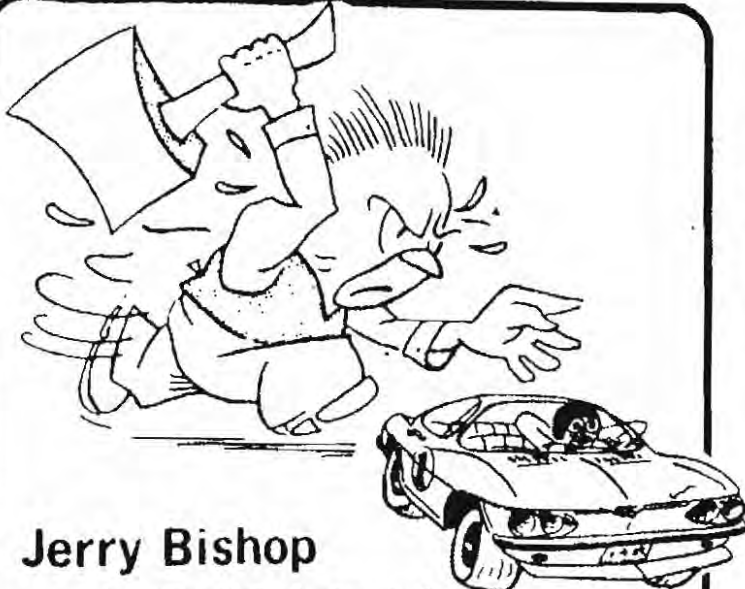
Expenses

 Corvairsation.....42.28

Total Expenses.....\$42.28

Balance June 1, 1986.....\$984.33

Alan Atwood



Jerry Bishop
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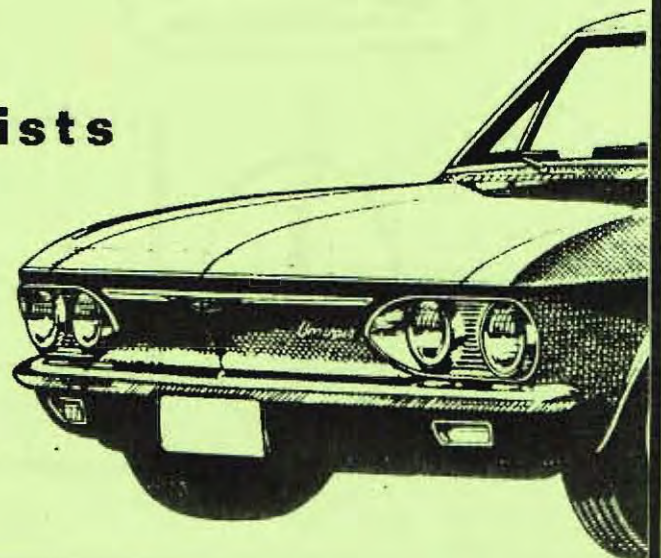
ENGINE RESEALING

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ENGINES REBUILT

* TOWING *



TUCSON CORVAIR ASSOCIATION REGULAR MONTHLY MEETING

FOURTH WEDNESDAY of each month.
Piccadilly Cafeteria, 6767 E. Broadway, Tucson

6:30 pm: Parking Lot Bull Session
7:00 pm: Dinner (Optional)
7:40 pm: Meeting Starts

COMING EVENTS

21 June: Swimming Party and Potluck, 4:00pm at the Oracle Heights Recreation Assn, TCA will provide BBQ chicken and sodas. We will eat about 5:30. For more details see inside this Corvairsation.

Video Night at the July TCA Meeting.

Two will be shown: one about the upcoming Corsa National Convention, the other is one called "From Here to There" which takes some bright red '60 Vairs and run them through their paces between Chicago and Panama City.

CORVAIRSATION EDITOR
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