

Continuation

TUCSON CORVAIR ASSOCIATION

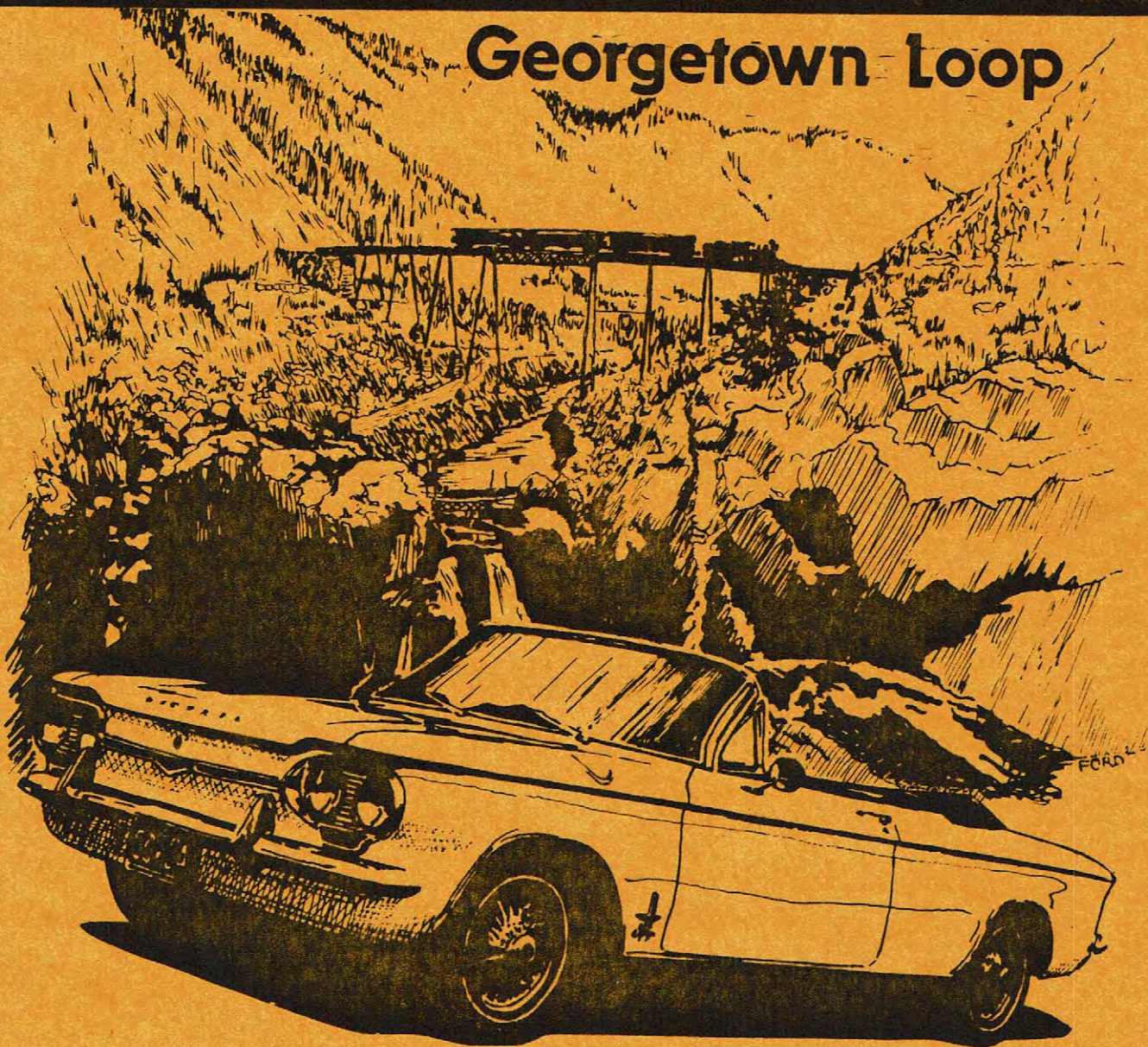
TUCSON, ARIZONA

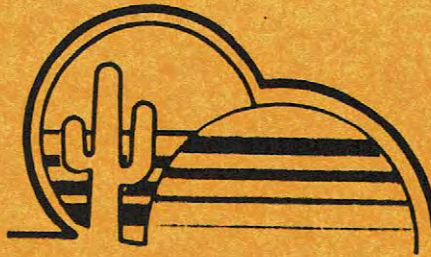
VOLUME 13

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Georgetown Loop





TUCSON CORVAIR ASSOCIATION

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. The Tucson Corvair association is a chartered member of the CORVAIR SOCIETY OF AMERICA (CORSA).

MONTHLY MEETINGS are held on the fourth Wednesday of each month except December. One technical/social event is planned for every 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 \$25 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 a TCA Members and \$1.00 per line to all 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 Corvairsation Editor. Articles are welcome for publication.

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BOARD OF DIRECTORS

Current TCA Officers, Don Robinson, Carole Sanford, and the Corvairsation Editor



NON-MEMBERS :

We would like to invite you to join the Tucson Corvair Association. We will send you three complimentary issues of the Corvairsation and welcome you to attend all of our activities. This is a great chance to get to know us. No matter what your Corvair interests are, you'll find lots of good folks with similar interests in the Tucson Corvair Association. If you decide to join us, the dues are only \$10 per year.

From the President.....

I hope everyone survived the holidays. If you're like me, you're glad things are slowly starting to get back to normal. Of course the memories of the holidays will linger for some time. For as long as the credit card charges remain unpaid.

It's nice to have new year to work with though. There is the hope that this year will be better than last year. One thing I don't do, however, is make new year's resolutions. They are impossible to keep. I once vowed that the Devin would be ready for the Casa de los Niño Car Show. Of 1986. This year some work will have to get done as the car is starting to take root at the body shop. I promise that if and when and work gets done it will be chronicled in the pages of the Corvairsation.

On Saturday, January 30th, we will resume our mid-month activities. This month we are going on a tour of the Pima Air Museum. Ed Sanford will be our tour guide and he should be a good one. He was really enthusiastic when I spoke with him on the phone regarding this event. Just hope we have good weather. More information can be found elsewhere in this Corvairsation.

In February will probably go on a tour of the R. W. Webb Winery. Still need to work out the details but I'll let you know with plenty of time when we'll be going. Remember that the Board is always open to suggestions for mid-month activities.

Don't forget our regular monthly meeting on the 27th. I want to see lots of bright smiling faces. See you there!!

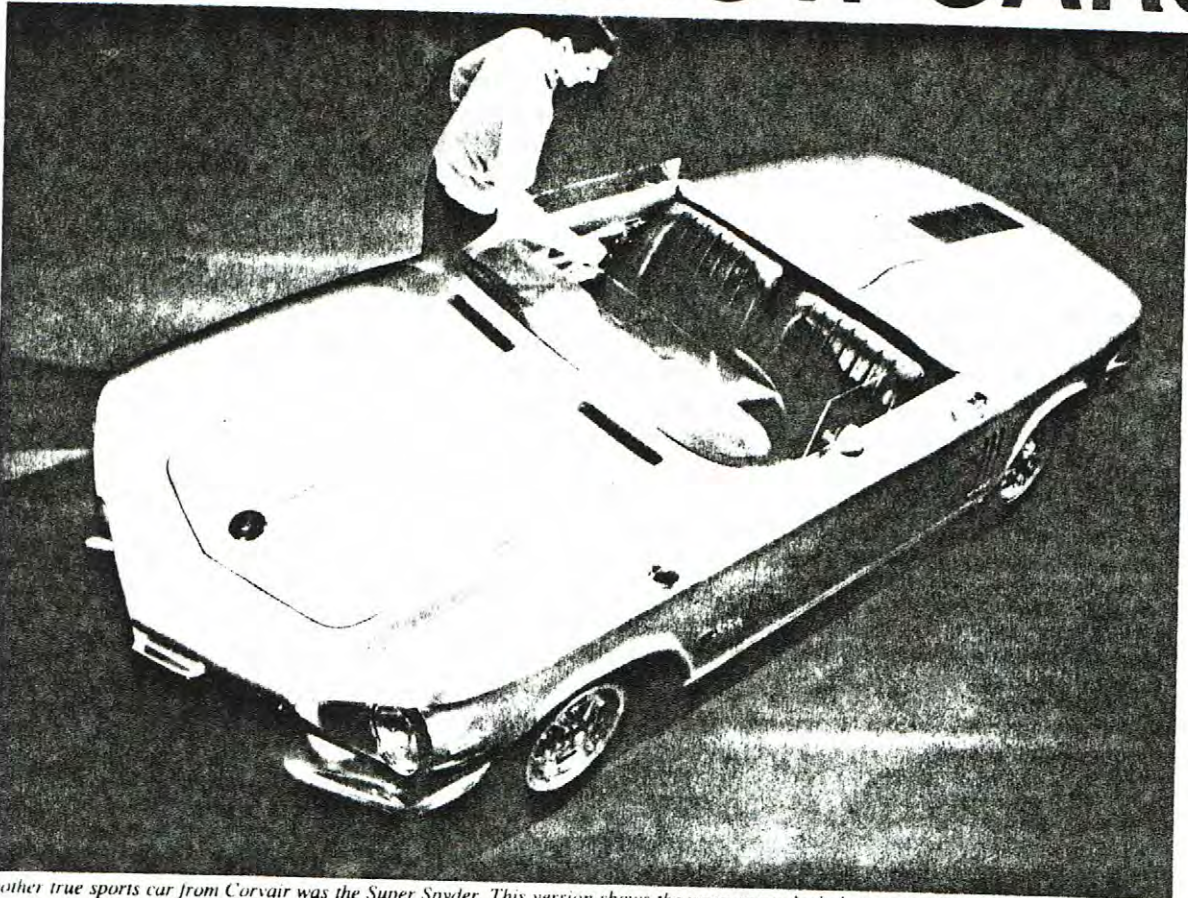
Al Rivas

Saturday, January 30, 1988

Pima Air Museum Tour

10:00am

CORVAIR SHOW CARS



Another true sports car from Corvair was the Super Spyder. This version shows the wrap-around windscreen for both the driver and passenger.

Did the factory Corvair show car influence future body styles?

by Bill Siuru

Corvair's Corvair was first introduced for 1960 as an economy car to compete with the imports, such as Volkswagen, which had successfully captured a respectable portion of the American market by the late 1950s. However, in the face of competition from the very conventional Ford Falcon, Chevrolet soon discovered that the very different Corvair was not the car for the job. At about the same time, car enthusiasts discovered that Chevrolet had a rather impressive sports car. The sporty Monza coupe appeared in mid-1960 and, by 1961, was outselling the plain-Jane Corvairs by a wide margin. Equipped with bucket seats and floor shift, the Monza proved to be a fun car to drive, which instantly made it a hit with the younger generation. In 1962, a convertible was added to the line-up, along with a new option called the Spyder. Could it be that the Corvair started the personal pony car craze and not the Mustang?

The Corvair engineers and designers had some great ideas for the marque that was establishing a unique niche in the U.S. auto market. Setting their imaginations to

work, they created some of the most innovative show cars ever seen at the time. Although these way-out vehicles were built as prototypes and never actually made it into production, many styling features would surface on a number of different Chevrolet models in years to come.

Let's look at three sets of these Corvair idea cars.

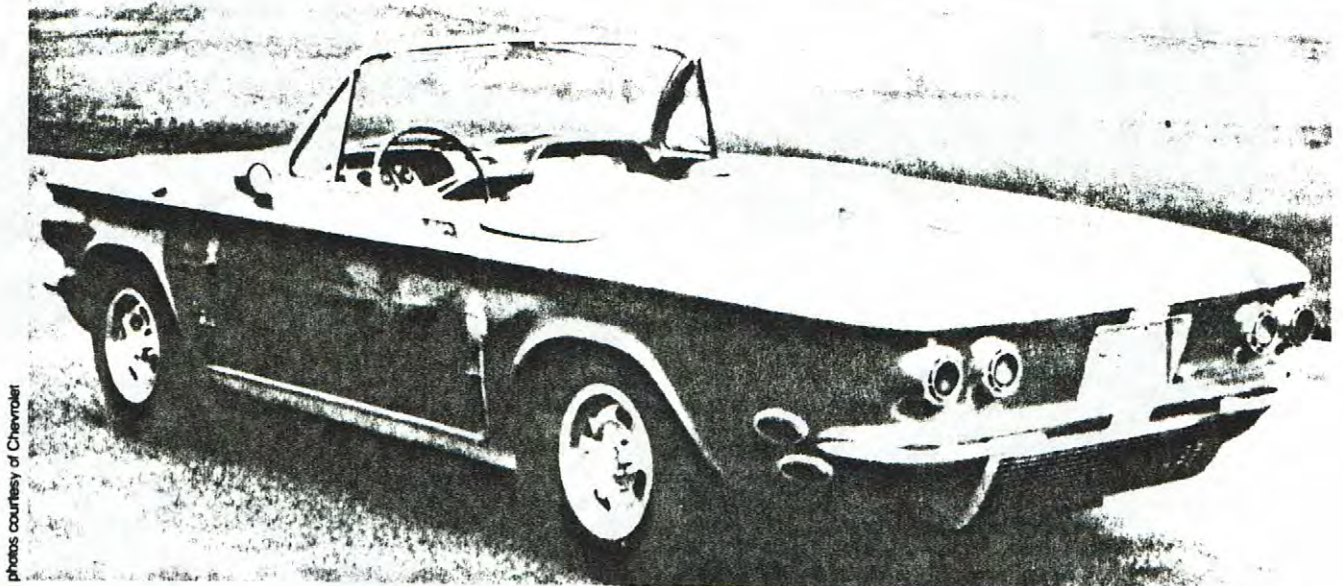
Sebring Spyder

At first glance, this one-off that first appeared in 1961 looks very much like the stock, original series Corvair Monza convertible, but with one very important difference: Chevy designers, under the direction of Bill Mitchell, chopped 15 inches from the Corvair to make a true two-seater sports car with a 93-inch wheelbase. Because the original Corvair body style was maintained, extensive sheetmetal work was required to make it fit the smaller package. In reality, two Sebring Spyderys were produced, and since they were designed for styling exercises, both saw several modifications to the original concept in the months to come. This also explains the

differences seen in the various photos taken of the cars.

The original Sebring Spyder is an open car that uses two individual curved racing-type windscreens. A fiberglass deck covers both the engine compartment and the luggage area behind the bucket seats. Molded into the deck are twin pods that start behind the seats and run almost the entire length of the deck, tapering to a peak near the trailing edge of the car. The fresh air louvers for the engine run down the center of this lift-off cover. A thin divider bar separates the driver and passenger compartments and allows the wide racing stripe to run continuously from stem to stern between the open cockpits. The chromed scoop in front of the rear wheels is a functional inlet for cooling air and the exhaust is ported through dual oblong openings just in front of the rear bumpers.

The second version of the Sebring Spyder is somewhat more conventional but still rides on a 93-inch wheelbase. The windshield is identical to the stock unit that would appear on the new convertible introduced in 1962. The center cockpit divider was removed, and the fiberglass rear



Photos courtesy of Chevrolet

This two-seater Sebring Spyder would have been a hit with the sports car crowd.

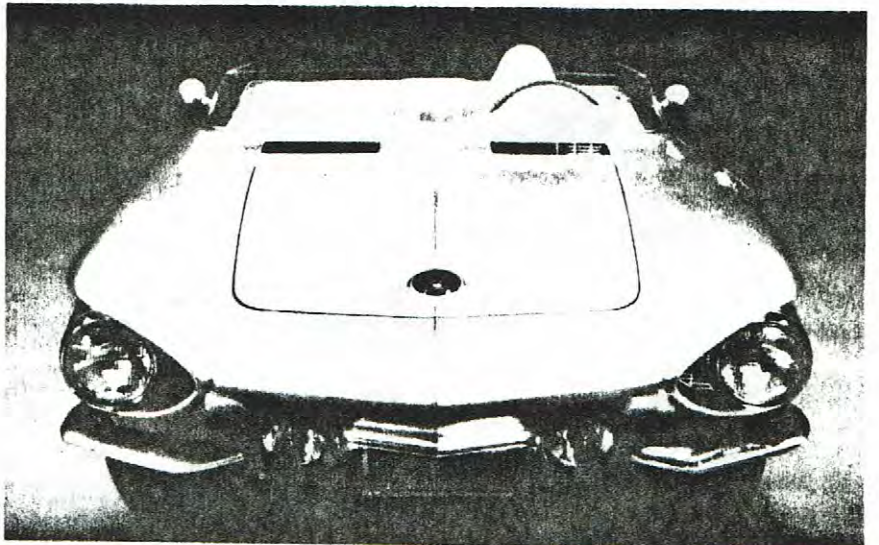
cover conceals only the rear compartment. The engine compartment cover is a slightly modified stock unit that includes a dual set of fresh air louvers. A styling change would later do away with the twin exhaust portals. The Sebring's sports car dashboard with its complete instrumentation would later find its way into production Monza Spyderys.

These Corvair show cars were more than designer exercises. The engineers worked on the mechanics, tuning them to the cars' sporting characteristics. For example, the optional Corvair heavy-duty suspension was installed as was a special front sway bar. Also, the rear wheels were given two degrees of negative camber for better handling. Zora Arkus-Duntov (Mr. Corvette) reworked the engine to enable it to achieve a 5,800 rpm redline. The total horsepower output was never disclosed, however.

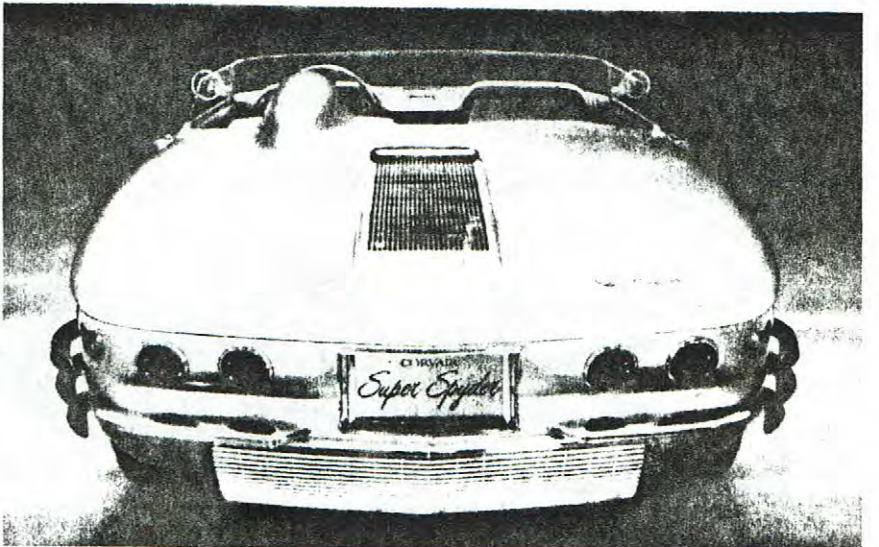
Super Spyder

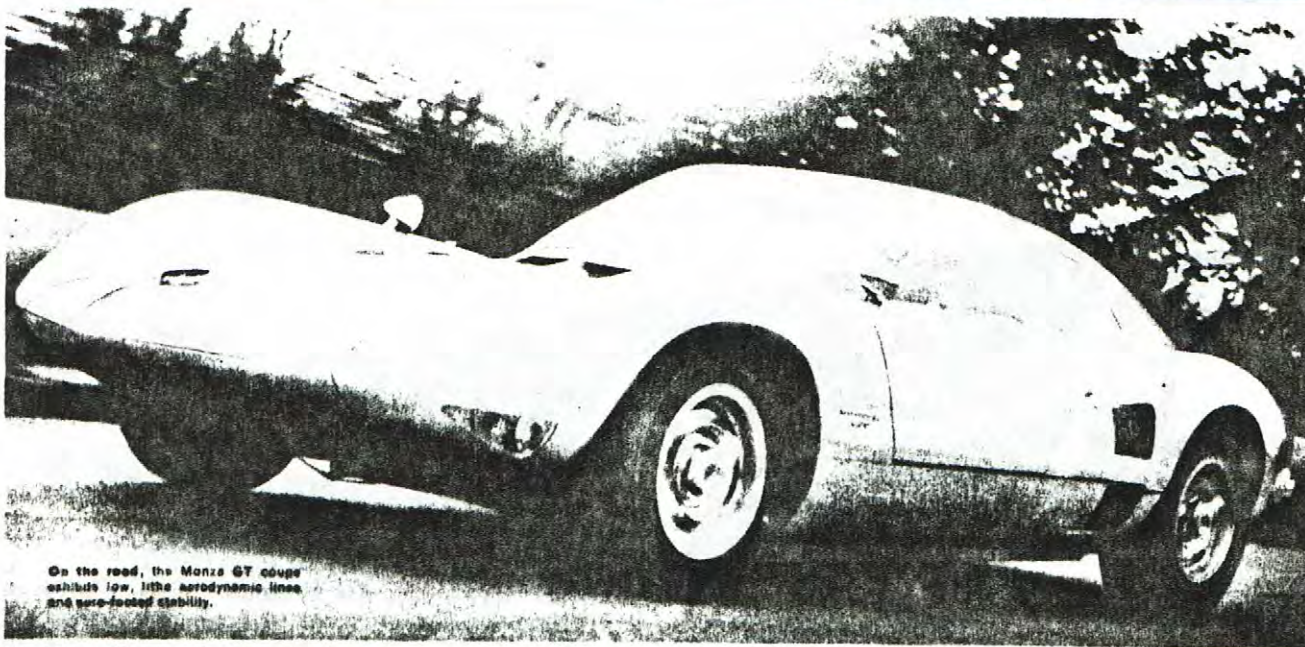
This show car was a continuation of the Sebring Spyder theme except it was designed for a lone occupant, the driver. When it first appeared, it had a single racing type windscreen and a fiberglass tonneau cover over the passenger compartment. Later, the windscreen was extended to protect a passenger as well. On both versions, only the driver had the padded headrest as part of the rear deck.

The Super Spyder retained the shortened wheelbase, but the overall length grew six inches to a total of 73-inches, making the SS seven inches shorter than the standard Corvair. As in the earlier Sebring Spyderys, the reduction in length was taken out between the door and rear wheel housing. Although the SS first appeared in 1962, the front and rear end styling gave a preview of the Corvair for 1965, although the single headlights on the SS would be replaced with quads on the 1965 production cars. The design also closely resembled the



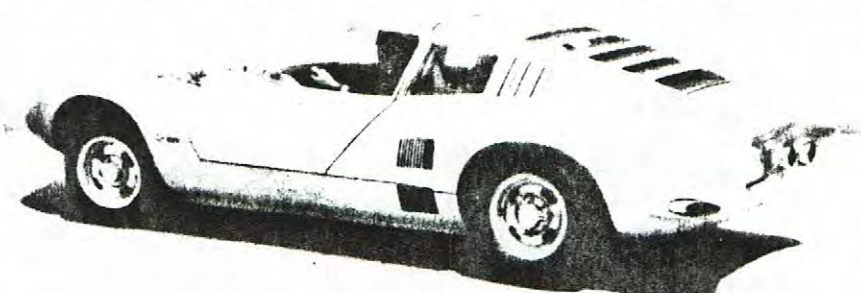
The front and rear end treatment of the Super Spyder hinted at the styling features that would appear on the second generation Corvairs



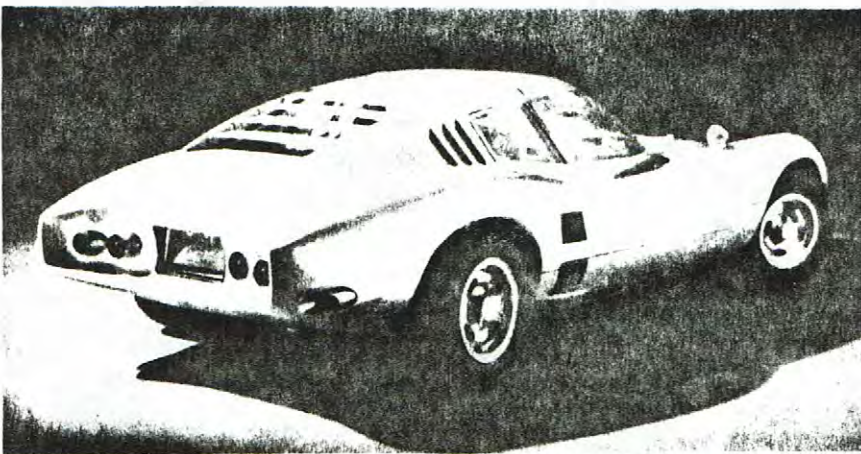


On the road, the Monza GT coupe exhibits low, lithe aerodynamic lines and zero-factored stability.

The Monza GT was a sleek machine. Square headlamps were hidden behind the clamshell doors at the very tip of the front end. The lines were clean and unobstructed by bumpers or grilles, typical of the era before the gaudy five mile-per-hour bumpers.



The fresh air vents in front of the rear wheels and the "Frenched" exhaust pipes were functional on the Monza GT.



The tail treatment hinted of the "Kamm" type rear end that would later appear on the 1968 Corvette.

experimental Shark and Stingray one-offs previously produced by Corvette engineers.

The rear deck was fiberglass as was much of the front end, including the trunk lid. The triple side vents were non-functional. Exhaust pipes were again ported through the rear quarter panel but were much longer than previous years, extending almost to the rear bumper.

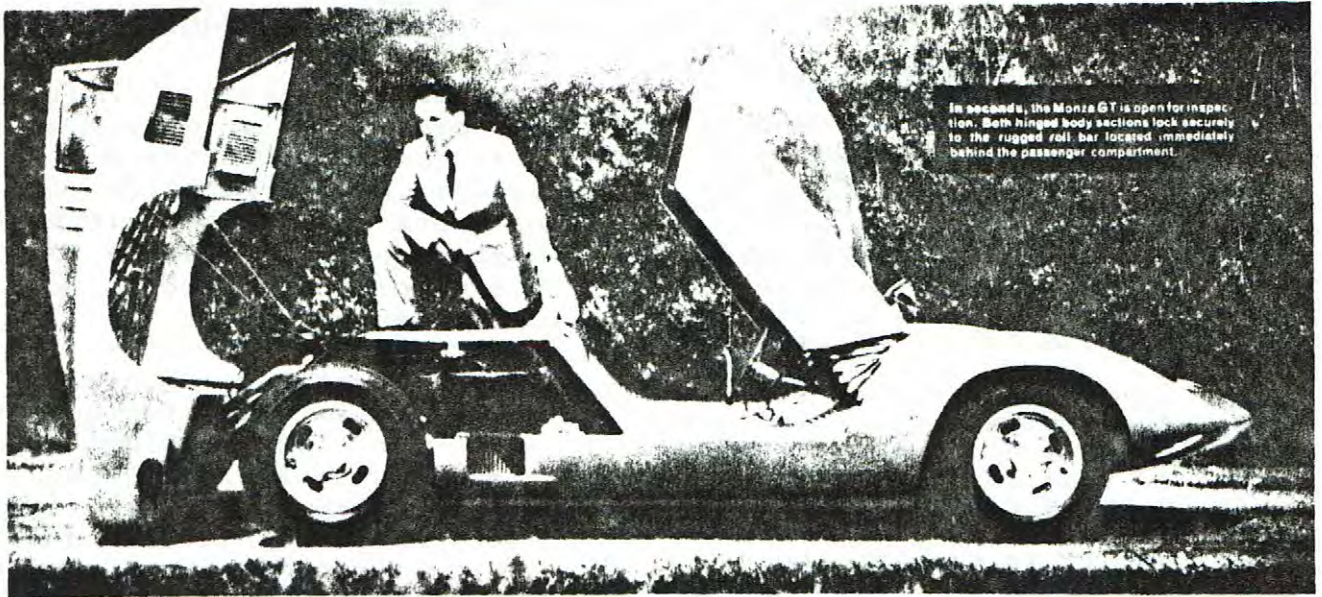
Drivetrain components were unmodified stock units. Power came from a 150-horsepower turbocharged engine coupled to a four-speed transaxle. Heavy-duty suspension and disc brakes were also incorporated into the design.

Monza GT and SS

By far the most interesting Corvair idea cars are the Monza GT and SS prototypes that were displayed at the 1963 New York International Auto Show. For starters, the bodies were made of plexiglass, giving the designer, Larry Shinoda, the opportunity to start with a clean slate.

Again, a bit of length was shaved off the wheelbase. The closed GT used a 92-inch wheelbase while the open SS had a wheelbase of only 88-inches, a full 20-inches shorter than a stock Corvair of the same vintage. The longer GT's engine position was forward of the rear axle line, thus approaching a mid-engine design while the SS had its engine located in typical Corvair fashion, behind the rear axle.

The GT's aerodynamic 42-inch high body was quite unique, especially the way it opened up. The entire rear section tilted rearward to allow access to the engine compartment, and the greenhouse canopy angled upward for entrance into the cockpit. Opening was completely mechanical, featuring nicely designed counterbalances with no hydraulics involved. Forward visibility was spectacular, but the one-



In seconds, the Monza GT is open for inspection. Both hinged body sections lock securely to the rugged roll bar located immediately behind the passenger compartment.

piece window/windshield design prevented the side windows from being opened. With the louvered rear window, rearward visibility was a bit more restrictive. The movable louvers, which could be shut tightly, were controlled by a lever on the center console. The side grilles were again fully functional providing engine cooling air. The side exhausts were also operational.

The SS roadster was more conventional with normally opening doors, trunk and engine compartment lid. The wrap-around plexiglass windscreen installed on the early version was only five-inches tall. Later photos show the car with a full size windshield.

Looking at both cars, you see a strong hint of the Corvette's later design. The side contours and front end treatment was similar to 1963 and later Corvettes. The concave rear end treatment would appear on 1968 Corvettes.

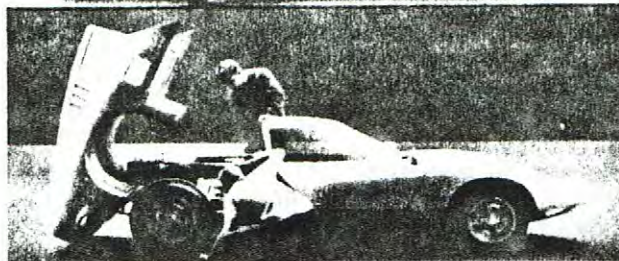
Again, the standard flat-six, air-cooled Corvair engine was used. The GT had twin carburetors, while the SS used four carburetors that got their air supply via the louvers in the rear deck. Since the seats in both cars were fixed, the foot pedals were adjusted hydraulically to accommodate different size drivers.

It is unfortunate that none of these Corvairs ever reached the production phase. They may have given Porsche some stiff competition.

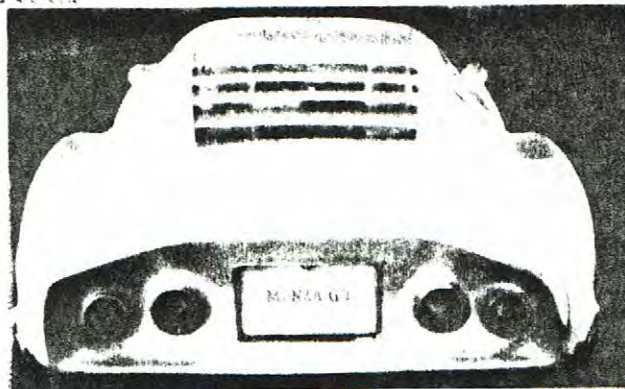
Rumor has it that Chevrolet almost put either the Monza GT or SS into production, but to keep up with the pony car competition they chose to design and produce the less sophisticated Camaro for head-to-head competition with Ford's Mustang, much to the dismay of Corvair enthusiasts. Europeans also recognized the merits of the Corvair. For example, famous "carrozzerias" like Pinnifarina and Bertone built some nice one-offs like the Speciale and Testudo around the Corvair mechanics, but these are stories for another day. CE



The Monza GT's unique engine compartment and cockpit in action.



The control for the rear louvers is located on the center console. When closed, the driver had to rely on the twin racing mirrors for rearward visibility.



RADIO SPEAKERS

by Les Huckins
CORSA West of L.A.

The electrical characteristic of speakers is impedance. The impedance of the speaker should be matched with the output impedance of the radio so that proper transference of energy can occur. Corvairs use 10 ohm speakers and most replacements are 4 and 8 ohms. They work, of course, but they lose a little quality and a little volume.

What you may not know is that lots of speakers survive in junk yards. Sun and moisture destroy a lot of them but many are waiting to be recycled. The main thing to be wary of is a warped cone, but it is easy to check. Just push in the center and make sure it doesn't make any rubbing sounds.

Many scarce types are common. For example, the 4" X 10" used as a rear seat speaker in earlies is very easy to find since it serves as the front speaker in late 60's and early 70's non-stereo Cadillacs. They are easy to spot too. The stereo units have a small perforated area on each end of the dash, while the mono units have one large oval in the center.

Many sad looking speakers can be saved. They dry out on the top, even to the point of turning brown, but if the underside still looks gray, they are useable. Tears and holes can be mended with electronic cement, which is clear and felexible and made for this purpose. The cone can be brought back with an aerosol can of clear lacquer. Keep spraying with thin coats until the color of the cone darkens.

Be sure to try the speaker before restoring it for use. Interestingly, as the cone regains stiffness from the lacquer, the quality increases dramatically. I truly think they sound better than N.O.S. (That's assuming anyone can remember what an N.O.S. sounded like!)

CLEANING ENGINE PARTS

by Jim Brossard
CORSA Northwest's VAIR-IETY

The job of cleaning Corvair parts at home is not an easy one. Cold tanks and hot tanks are not usually do-it-yourselfer hardware. The result is that the home mechanic has a real job on his hands when he wants to clean up his engine parts.

I was recently confronted with this problem and after some trial and error, I tried Tide. I put the parts in a pan, filled it with hot tap water until the parts were covered and added Tide until it stopped dissolving to make a saturated solution. This technique will clean many parts if allowed to stand for 12 to 24 hours. To speed up the process or for parts with heavy carbon deposits, place the pan on the stove (when the wife's away) at low heat. Two to four hours will clean pretty tough looking parts. If they don't come out clean enough, give them more time. Crusty aluminum pistons come out shining like a new dime, and there is no etching of the aluminum. Steel parts clean up nicely too.

Brushing the parts with an ordinary scrub brush and rinsing with clear hot water, then blowing them dry and oiling completes the job.

(Editor's Note: Many years ago when I was poorer, I couldn't afford carburetor cleaner, so I used the Tide method on the stove as described above to clean carburetor parts. It worked great. I'm not so sure that it doesn't work better than the carb cleaners I have been using lately.)

Vairo 'n Spares

FOR SALE: PARTS: '65 front suspension, 4-speed transmission and rear end, Mark Kenna 745-9209.

FOR SALE: PARTS: Kelmark conversion for '65 Corvair. Bellhousing, input shaft, shifter and subframe. Mark McKenna 745-9209.

FOR THE DO-IT-YOURSELFER: Mag ignition wires & long rotors, plus all regular ignition items. Wrapped fan belts, air & oil filters plus viton o-rings and oil cooler seals. Call Gordon Cauble 299-1122.

FOR SALE: '66 CORVAIR 500, 4-door, automatic, white, one owner, 50878 miles. \$800 firm. Call 887-3623.

FOR SALE: New and Good Used Parts. Late model NOS gas door guard, \$17.50; Excellent '63 Monza coupe front & rear seats, blue, \$120; NOS upper ball joints for FC, \$10 ea; Used windshields for early & late model cars, 1/2 price; New main bearing set, std, \$15; New rod bearing set, +.010, \$20; New crankshaft seal, front, \$5 ea; and many other new and good used parts. Call Gordon Cauble @ 299-1122.

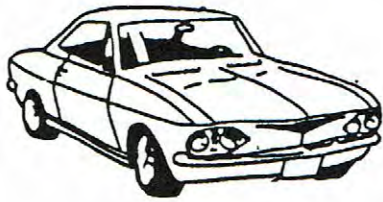
FOR SALE: '63 MONZA COUPE, factory air, 102HP, 4-speed w/ new clutch and new transmission, new battery, good tires, needs some interior & exterior work. Driven daily. Best offer. Call Paul Skinner at 296-4549 or 885-8104.

FOR SALE: '66 CORSA Convertible, no title, body rough, interior in good shape, no engine or drive train otherwise mostly all there. Sell parts or all for \$300. Call Van at 743-9185.

FOR SALE: '60 2d COUPE, automatic, radio, heater, green, recent brake job, 70,000 miles, engine rebuilt at 65,000. near new tires. Frank Warren, 1240 E. Moonridge Rd., Tucson 85718, 742-7199.

FOR SALE: '61 RAMPSIDE, 4-speed, 76K original miles. Original motor has \$1000 in paint and machine work, needs to be assembled. 2nd motor in truck. \$1,500. 294-8601 or 889-9901.

FOR SALE: '61 LAKEWOOD, 110/auto, bright yellow, wire wheel covers. Nice inside and out. Asking \$1,500. Call Van at 743-9185.



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TREASURER'S REPORT

Balance December 1, 1987.....\$1,376.45

Income

Christmas party checks...	439.59
Donation	15.00
Corvairisation ads.....	45.00
Total Income.....	\$499.59

Expenses

Corvairisation.....	22.00
Food Bank donation.....	115.00
Christmas party.....	640.31
Miscellaneous.....	4.40
Total Expenses.....	\$781.71

Balance January 1, 1988\$1,094.33

Mike Hayden

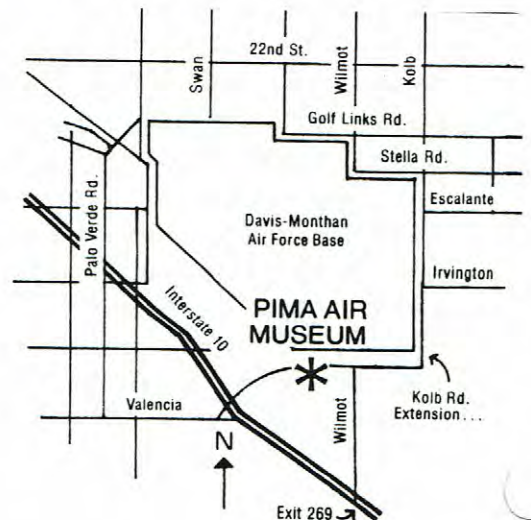
JANUARY MID-MONTH EVENT
TOUR OF THE PIMA AIR MUSEUM

JANUARY 30, 1988 FORM 10:00AM to ??

This event should be a lot of fun. The tour guide will be our own Ed Sanford. Admission is \$4.00 per person but groups of 20 or more pay \$3.00 per person. So let's have a BIG turnout!!

The museum is located at 6000 E. Valencia Road and shouldn't be too hard to find. Just in case, here's a map. They have a snack bar and a gift shop on the grounds.

Be sure you bring your camera!



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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

JANUARY MID-MONTH ACTIVITY:

January 30: PIMA AIR MUSEUM TOUR

Meet at 10:00am at the Museum

6000 E. Valencia

(see details inside)

Tucson Corvair Association
P.O. Box 50401
Tucson Arizona 85703



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