

# Corvairisation

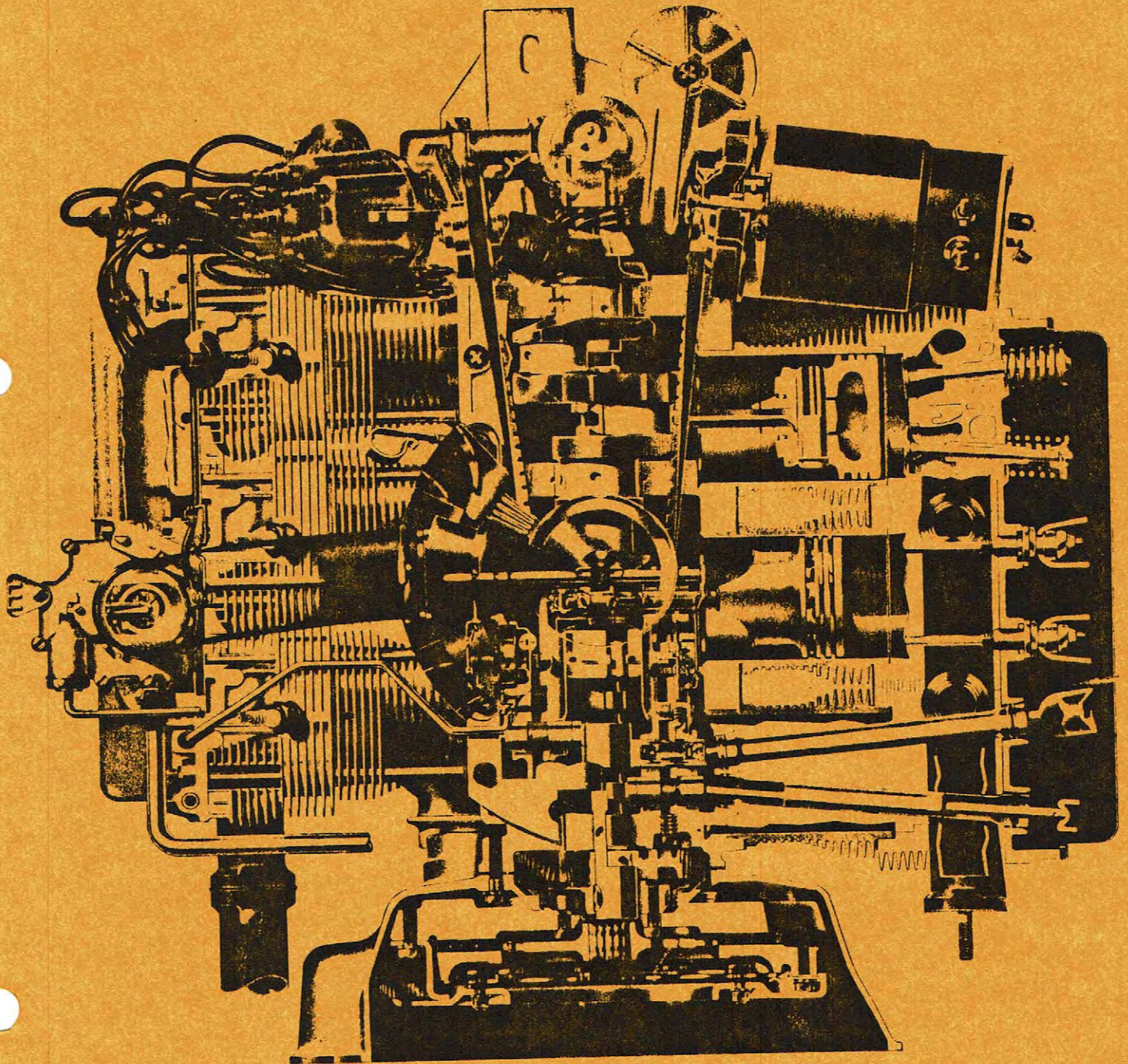
TUCSON CORVAIR ASSOCIATION

TUCSON, ARIZONA

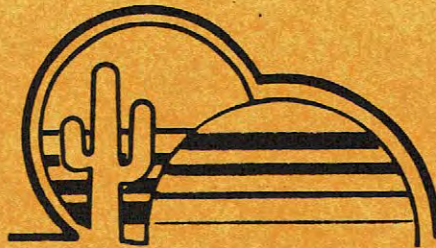
VOLUME 14

NUMBER 3

JUNE 1988







## 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.

**BUSINESS MAILING ADDRESS:** P.O. Box 50401, Tucson, Arizona 85703.

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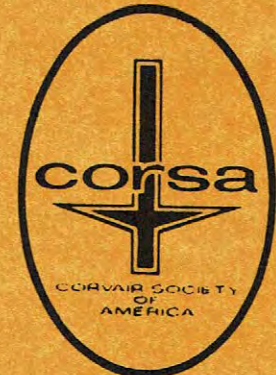
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#### **BOARD OF DIRECTORS**

Current TCA Officers, Al Rivas, Vic Howard 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.....

Summer is just around the corner (arriving June 20th), but you thought it was already here! June 26th there will be a tech session/tune-up session at my house from 10am til 2pm. We will have snacks and drinks and plenty of room in the carports for tweaking the Corvairs. Come and bring something from a Corvair to be identified. If you're not inclined to tinker, come by and chew the fat or check out the videos. I have a great rally tape! See the map for easy directions to find the house.

Our latest TCA roster indicates that we have eight fewer members than we had nine months ago. Sometimes this indicates a few people late in their dues payment. I hope that is all it is....your efforts in keeping your friends interested in TCA is appreciated. Keep up the good work.

Thanks again to Dave and Beverly Baker for hosting the May potluck. We all had a great time and enjoyed seeing Dave's projects.

Our buyer of paper and glass has gone away, so we will no longer collect paper and glass. We are still collecting aluminum cans so bring those to the meeting - bring a friend too!!

At the June meeting a representative of the Arizona Cancer Society will speak to us about our participating in the 1988 Cedric Dempsey Cancer Center Run. Sound strenuous? Story on the 22nd.

Don Robinson

CORVAIRS 5 PRESENT 28

The regular monthly meeting of the Tucson Corvair Association was called to order at 7:45 PM by President Don Robinson, on May 25, 1988, at the Picadilly Cafeteria, 6767 E. Broadway, Tucson, Arizona.

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

The Bakers were thanked for hosting the pop luck supper in May, a good time was had by all who attended.

A plaque was presented to Al Rivas by the TCA for his fine work as president.

Ellen Weisman was introduced as a guest, she had just purchased a '61 Corvair.

The mid-monthly activity for June will be a tech session at Don Robinson's house on June 26, 1988. Plan to bring a part or a problem, or both.

After the break, the drawings were held. License plate No.EDA 944 was called with no response, and Alan Atwood won. Other winners were, Dave Baker, Mack Post won 2, Mike Hayden, Ron and Ann Allen, Al Rivas, and Don Robinson.

Announcements were made, Frank Held is ill in the VA Hospital, and former president, Bob Gaye was married to Leslie and they run a shop.

An interesting tech session followed and Gordon Cauble announced that all 4 of Brian Lynch's Corvairs are for sale.

The meeting Adnourned at 8:45 PM.

Respectfully submitted,





TUNE-UP TECH SESSION

JUNE 26th

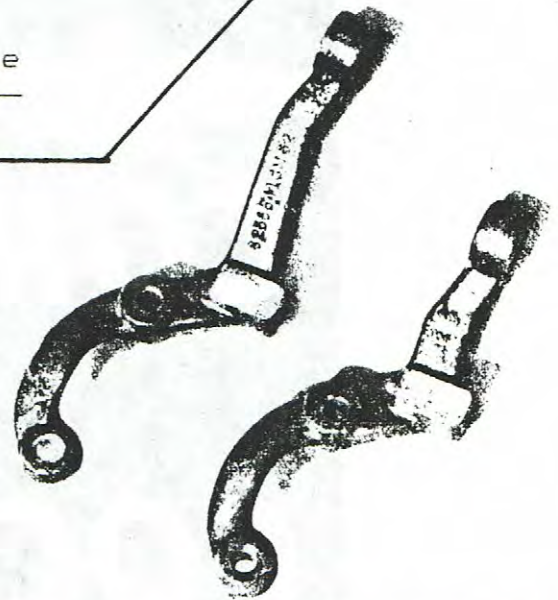
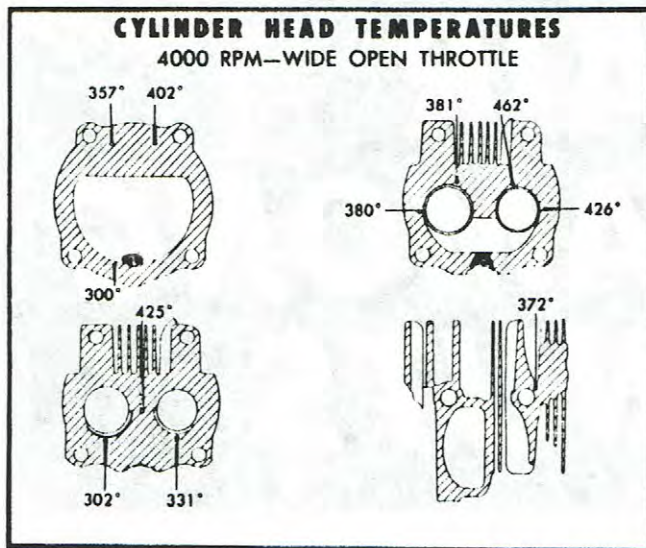
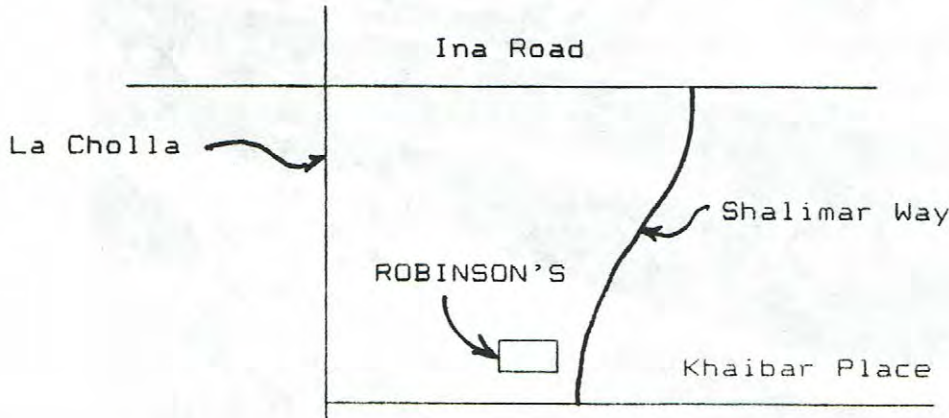
10:00 AM to 2:00 PM

at

ROBINSON'S

2044 W. SHALIMAR

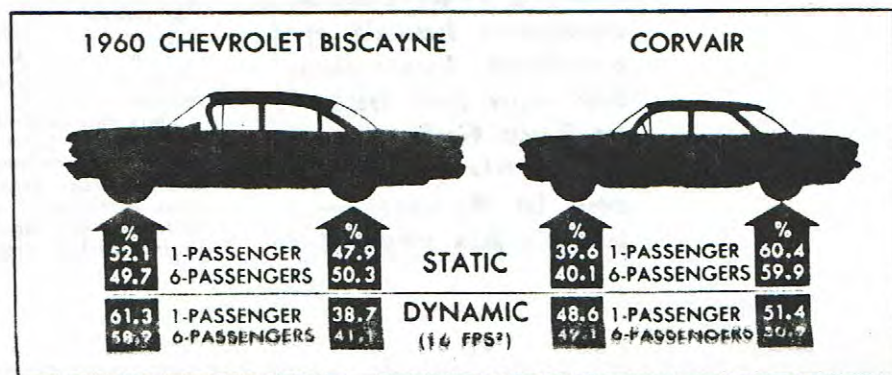
(One block south of Ina, One block east of La Cholla)



Steering arms are shortened to decrease number of turns from lock to lock. Stock arm is at left, Sprint shortened arm at right. Steering arm and duplicate idler arm must be shorter. Work is precision because of need to maintain proper turning radius.

Much research time went into air cooling aspect of Corvair. Thermocouples were used to measure working temperatures. Maximum heat spot is at outer edge of exhaust valve. Temperatures are compatible with liquid cooled engines.

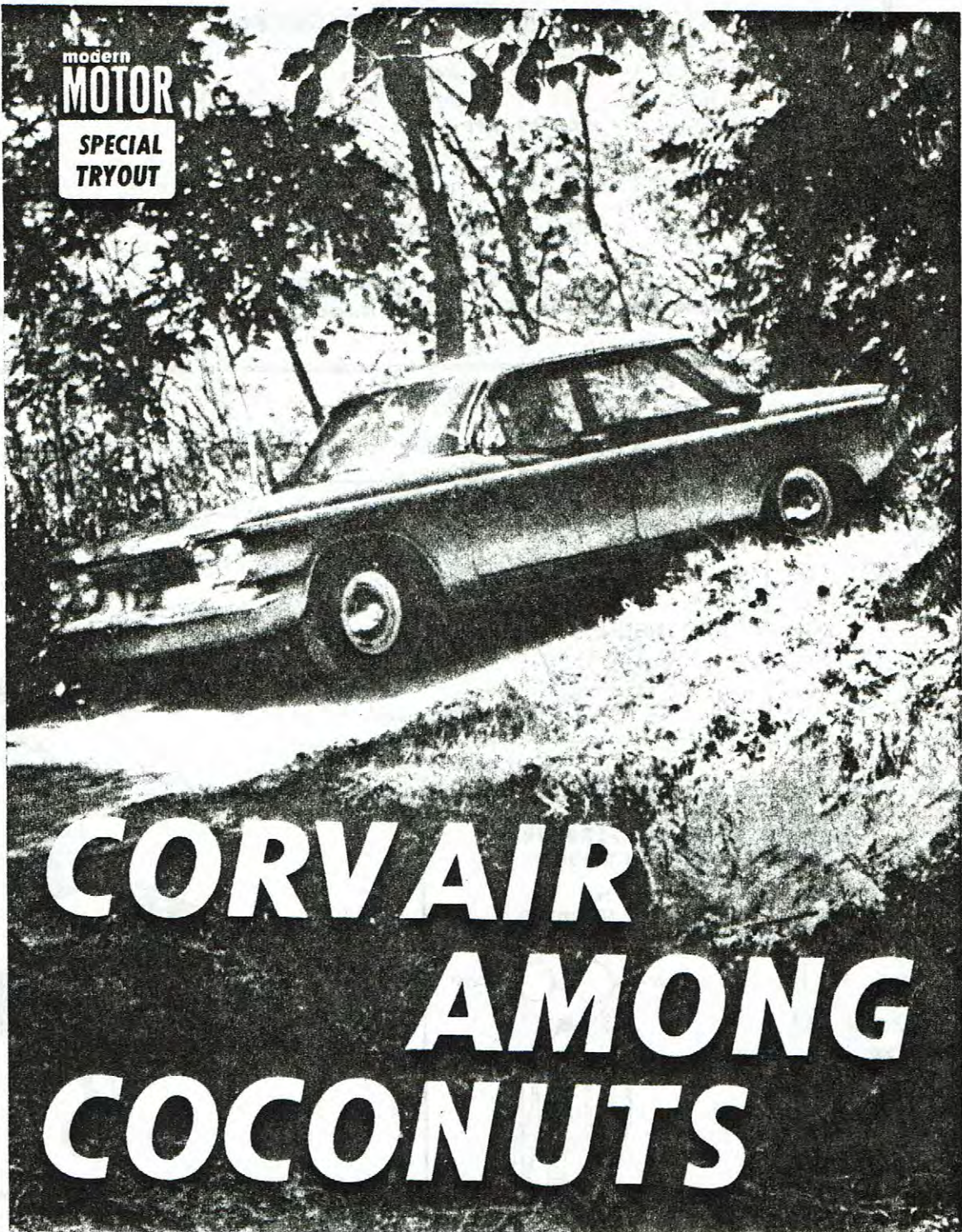
Comparison of Chevrolet standard car and Corvair, static and under braking conditions, with and without passengers shows desirable character of Corvair.





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# CORVAIR AMONG COCONUTS

***Chev's rear-engined compact hasn't yet reached Australia, but you can buy it in New Guinea. Steve Simpson drove one in Rabaul — here's his report***

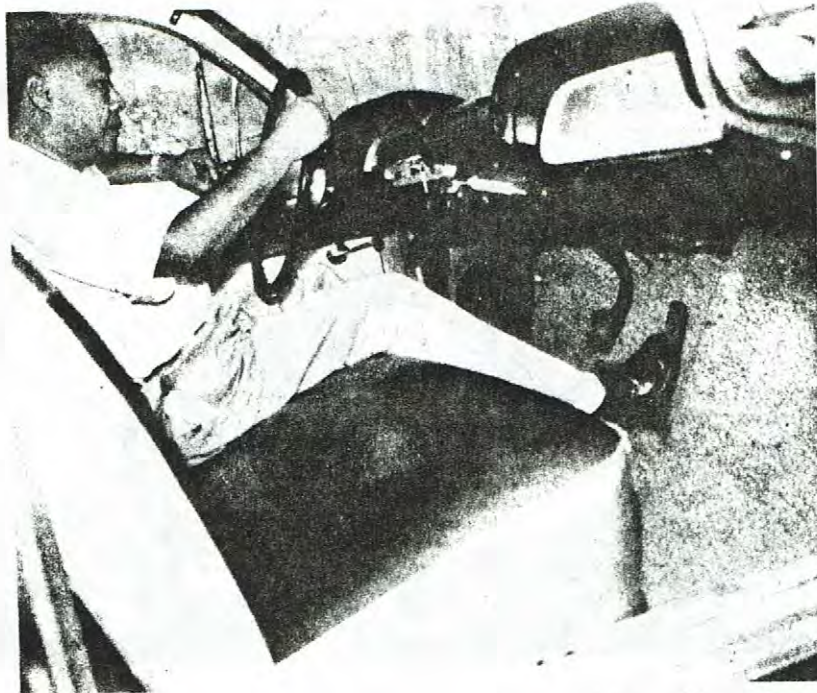
**S**UN-STEVED, volcano-encircled Rabaul, once the leaping-off point for Japanese forces intent on invading Australia, today provides an interesting cross-section of motordom.

Only two cars—Australia's Holden (£1300) and Japan's Datsun (£795)—are merchandised here with any kind of sales organisation; yet almost every make of motor vehicle under the sun can be bought locally or imported to order.

With its huge price advantage, the beautifully finished Datsun Bluebird is making a strong bid for the best-seller position — and it's rugged enough to deal with even the most primitive Territory road.

In the higher-price brackets the various Mercedes-Benz models, with savings ranging up to £1000-odd over current Australian prices, are probably the most-sought-after conveyances among the wealthier members of Rabaul's Chinese community.





**LOW** bodywork calls for low seating position; owner Bruno Chan adopts a comfortable lounging posture. Two wide benches seat six adults easily.

Upholstery, in two-tone plastic fabric, is extremely well tailored; seating is comfortable, dash layout plain but attractive; the general impression is one of neatness and simplicity. (Those who like plenty of instruments may find it TOO simple: all you get is a speedo and fuel gauge; warning lights do for the rest.)

The front "boot," while roomy enough, is marred by the fact that the spare is mounted flat on the floor right in the centre, so that luggage has to go on top of it; however, this fault is offset to some extent by a capacious luggage well inside the car, behind the rear seat — VW fashion.

The engine bay presents a strange sight: the flat-six, air-cooled 2.3-litre power unit is mounted very low and literally buried under its accessories. This arrangement may look odd, but it's eminently practical, since all "bits" are easily reached for servicing — except spark plugs, that is, which can't even be seen.

### Eager Performer

Bruno's Corvaire is an automatic — and, having just driven an automatic EK Holden for the first time, I was eager to compare the two transmissions.

The shift lever looks peculiar, being shaped rather like a cowl-vent handle and mounted under the dash to the driver's right (this is a left-hand-drive car). It offers two ranges — "L" for Low and "D" for Drive — plus Neutral, Park and Reverse; and the self-shifting which

**WHEEL** is plain, instruments reduced to minimum. Selector lever is obscured here; it's under the dash, to right of steering column.

### SPECIFICATIONS

**ENGINE:** Horizontally-opposed 6-cylinder, o.h.v. (air-cooled); bore 85.8mm., stroke 66mm., capacity 2295c.c.; compression ratio 8 to 1; maximum b.h.p., 80 gross at 4400 r.p.m. (65 net); maximum torque 128ft./lb. gross at 2300 r.p.m. (118 net); twin carburetors; mech. fuel pump, 12v. ignition.

**TRANSMISSION:** G.M. Powerglide 2-speed automatic with torque-converter.

**SUSPENSION:** Independent all round, by coil springs and tubular shockers; swing-axles at rear.

**STEERING:** Recirculating - ball type; 4.8 turns lock-to-lock, 39ft. 6in. turning circle.

**BRAKES:** Hydraulic; lining area 120.8 sq. in.

**WHEELS:** Pressed-steel discs, with 6.50 by 13in. tyres.

**DIMENSIONS:** Wheelbase 9ft. 0in.; track (front and rear) 4ft. 6in.; length 15ft., width 5ft. 7in., height 4ft. 3½in.; ground clearance 6½in.

**KERB WEIGHT:** 21cwt.  
**FUEL TANK:** 11.7 gallons.

follows your selecting "D" is just about the smoothest in the business.

The box upshifts at about 20 m.p.h. on a normal throttle, but will hold the low cog in until 60-65 m.p.h. when you're really trying. Slippage is minimal throughout both ranges, and the change, unlike the Holden's, is both indiscernible and instantaneous.

Why didn't G.M.H. plump for this box instead of the three-range Hydra-Matic? There are two possible answers:

(a) It may not have been readily adaptable to the Holden's conventional engine layout;

(b) Three cogs may have been deemed necessary to deal with the Holden's greater weight (22¼cwt. against 21cwt.).

On the road, the flat-six engine in the Corvaire's tail is unnoticeable. The car is silent, taut and well suspended at all speeds.

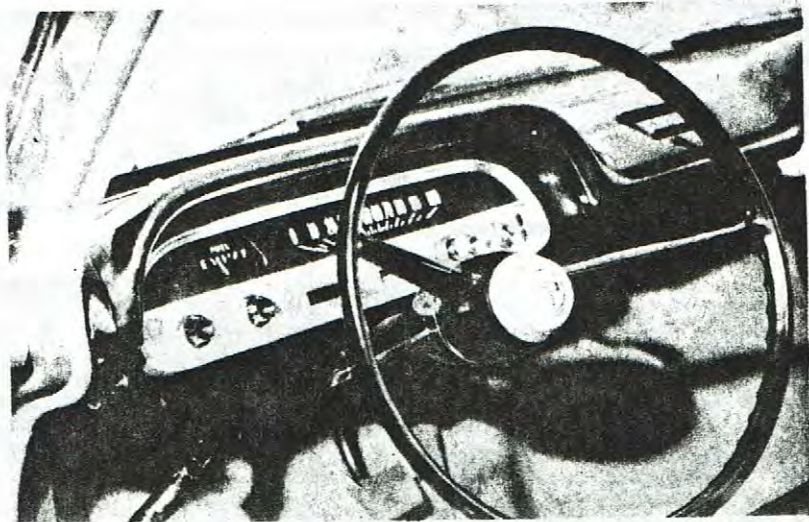
When idling, however, the oddly timed beat of the "pancake" sounds like a cross between a VW and a Tiger Moth — only much, much quieter.

Pep is there a-plenty: a prod of the accelerator at any speed below sixty fetches in Low range with no trace of jerk, and the revs mount rapidly, surging you forward. A trailing throttle, on the other hand, will hold the High range in mesh down to about 18 m.p.h., when the transmission slips down to Low so effortlessly that you hardly notice the change.

With such a brand-new vehicle (and on such dreadful roads) there was no opportunity to try for performance figures, but a flat-out top speed of about 85 m.p.h. is indicated, plus a Low-range peak speed of 63 m.p.h. or thereabout.

Braking is excellent, and I couldn't detect any fade after several punishing stops.

Road clearance seems adequate for all normal purposes, while the scads of power available make picking one's way over a plantation goat-track almost a pleasure. You simply sit in "D" range, idle the engine, and let the low-down torque do the rest.





A sprinkling of Chinese, however, tend towards Detroit-style chrome-ware; thus one sees the occasional Ford, Chev, Buick or Pontiac shimmering its way along the road.

And then, last month, there arrived a Chevrolet Corvair direct from U.S.A.—to be quickly bought (as something most unusual) by a Chinese businessman named Bruno Chan, who hails from Kavieng.

Knowing how hard it is to latch on to a Corvair in Australia, I quickly parleyed Bruno into lending me his new buggy for a tryout before it was shipped by barge across to New Ireland.

I found the Corvair smooth, roadable, handy and forceful, with several endearing qualities all its own. And I thought it more interesting to drive than either a Ford Falcon or an EK Holden—but this would be largely a matter of personal preference.

### Sleek, Low, Roomy

First thing that strikes you about the Corvair is its astonishingly low-slung appearance. And it IS low, standing only 4ft. 3½in. off the ground—almost 5in. lower than the Falcon and a whole 8in. lower than the Holden. Bruno Chan is anything but tall at 5ft. 5in., but he invited me to drive the car under his outstretched arm, and the roof-top didn't even brush it.

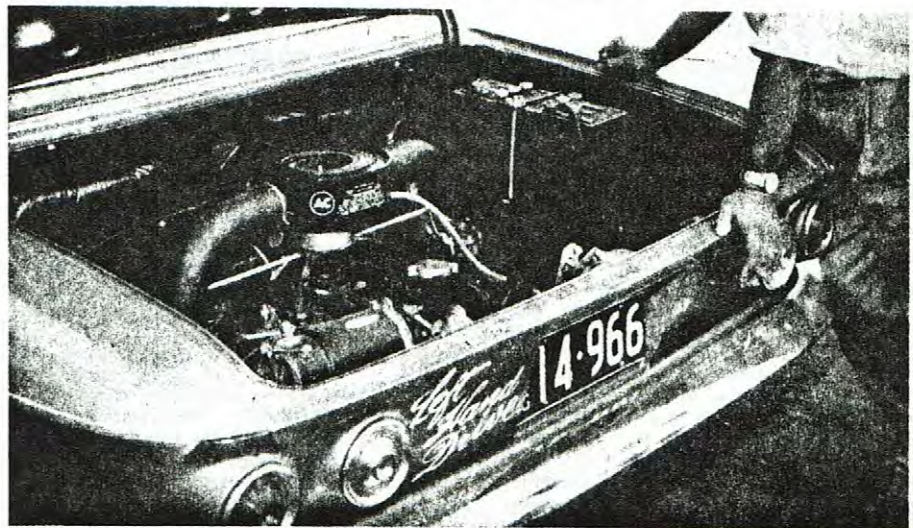
Seen alongside a Holden, the Corvair looks a much smaller car—about the size of a Simca or even a Renault Dauphine. But don't let this fool you.

All its dimensions except height are almost identical to the Holden's, and it seats six adults easily.

You step down and wiggle to enter it—yet, once inside, there is an amazing amount of hip, leg and head room; more headroom, in fact, than in many full-scale Yanks.



*BOOT replaces engine up front. Centrally mounted spare mars its roominess, but there's more luggage space behind the rear seat.*



*AIR-COOLED flat-six sits low in tail, with all accessories on top and easily accessible. Note "left-hand drive" sign near numberplate. BELOW: Corvair is 4ft. 3½in. high, looks tiny beside a Holden.*







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# Vairo 'n Spares

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**FOR SALE:** '69 MONZA COUPE, 110HP, automatic, 12" mag wheels, good tires, new fuel pump & tune-up. Good driver, very reliable. \$750. Don Robinson 297-1356. 5/88

**FOR SALE:** 1968 MONZA CONVERTIBLE OHP, 14" wheels, new radials & mag covers, AM/FM cassette, taneau cover, & bumper guards, rust free body in excellent condition, beautiful interior engine needs work-rod noise. Rare & outstanding car. Asking \$3500 for a \$5000 value but negotiable. Call Gordon Cauble 299-1122. 5/88

**FOR SALE:** '61 700 4-DOOR automatic, ready to go anywhere, rust free body w/ new paint, interior good, needs only headliner, excellent tires & new battery. A \$2500 value can be bought for \$1500 - negotiable. Call Gordon Cauble 299-1122. 5/88

**FOR SALE/TRADE:** '61 LAKEWOOD, 110/auto, bright yellow, wire wheel covers. Nice inside and out. Asking \$1,500 or trade for a 2-door Monza of similar value. Call Van at 743-9185. 4/88

**FOR SALE:** '61 RAMPSIDE w/ Factory Camper. Dbl bed, sink & water tanks, stove & LP tank, port-a-pottie, etc. Only rust is on rt rear quarter panel. Mechanically perfect. White, rebuilt engine, 4-speed, new steel belted radials, reupolstered, rebuilt front end. Drive it away. Retiring, must sell, moving upstate. Byron Lee Miller, 733 W. 2nd St, Mesa, AZ 85201 or call (602) 962-1401 for more info. 3/88

**FOR SALE:** '61 LOADSIDE Pickup no rust, repainted in '87. White, rebuilt engine, 4-speed, new steel belted radials, reupolstered, rebuilt front end. Drive it away. Retiring, must sell, moving upstate. Byron Lee Miller, 733 W. 2nd St, Mesa, AZ 85201 or call (602) 962-1401 for more info. 3/88

**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:** '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. \$1200 OBO. Call Paul Skinner at 296-4549 or 885-8104.

**FOR SALE:** New and Good Used Parts. Late model NOS gas door guard, \$17.50; Excellent '63 Monza coupe front & rear seats, blue, \$100; NOS upper ball joints for FC, \$10 ea; Used windshields for early & late model cars, ½ price; New main bearing set, std, \$15; New rod bearing set, +.010, \$20; New crankshaft seal, front, \$5 ea; '63 & '65 turbo distributors, \$20 ea; and many other new and good used parts. Call Gordon Cauble @ 299-1122.

**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:** '67 CONVERTIBLE, engine & transmission rebuilt, new front end, white w/ black interior, new top, AM/FM cassette, \$3500. 299-5988 or 623-9800. Ask for Larry.



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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

MAY MID-MONTH ACTIVITY:

June 26: TECH / TUNE-UP SESSION.

Don Robinson's Home, 2044 W. Shailmar Way  
Bring a Corvair item to identify!  
(Details & map inside)

June 26: CORVAIR SUMMER - A SWAP MEET. 7am to 3pm  
at Bill's Corvair Storage, 7945 Coldwater Canyon  
Blvd, North Hollywood, California  
IF YOU'RE IN L.A., STOP BY!

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