

Corvairisation

TUCSON CORVAIR ASSOCIATION
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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 (COSA).

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.

COSA MEMBERSHIP DUES are \$25 per year and include a subscription to the COSA Communicator, a monthly publication. See a TCA Officer for a membership application.

CLASSIFIED ADS are FREE to 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.

WHEELS & SPOKES

PRESIDENT

Dave Baker
7041 Arrowhead Drive
Tucson AZ 85715
(602) 296-1392

VICE PRESIDENT

Bob Thompson
9273 E. 39th Street
Tucson AZ 85730
(602) 296-7688

TREASURER

Vic Howard
6270 N. Camino Arturo
Tucson AZ 85718
(602) 742-1823

RECORDING SECRETARY

Marie Williamson
7302 E. 20th Street
Tucson AZ 85710
885-6548

BOARD MEMBER-AT-LARGE

Dave Thompson
3541 S. Elson Ave.
Tucson AZ 85730
(602) 748-7105

MEMBERSHIP CHAIRMAN

(Dues & Change of Address)
Vic Howard
6270 N. Camino Arturo
Tucson AZ 85718
(602) 742-1823

LIBRARIAN

Dave Baker
7041 Arrowhead Drive
Tucson AZ 85715
(602) 296-1392

CORVAIRSATION EDITOR

Van Pershing
4842 W Paseo de las Colinas
Tucson AZ 85745
(602) 743-9185

ASSISTANT EDITOR

Alan Atwood
4287 N Limerlost Place
Tucson AZ 85705
(602) 888-4433

BOARD OF DIRECTORS

Current TCA Officers: Don Robinson, Al Rivas 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

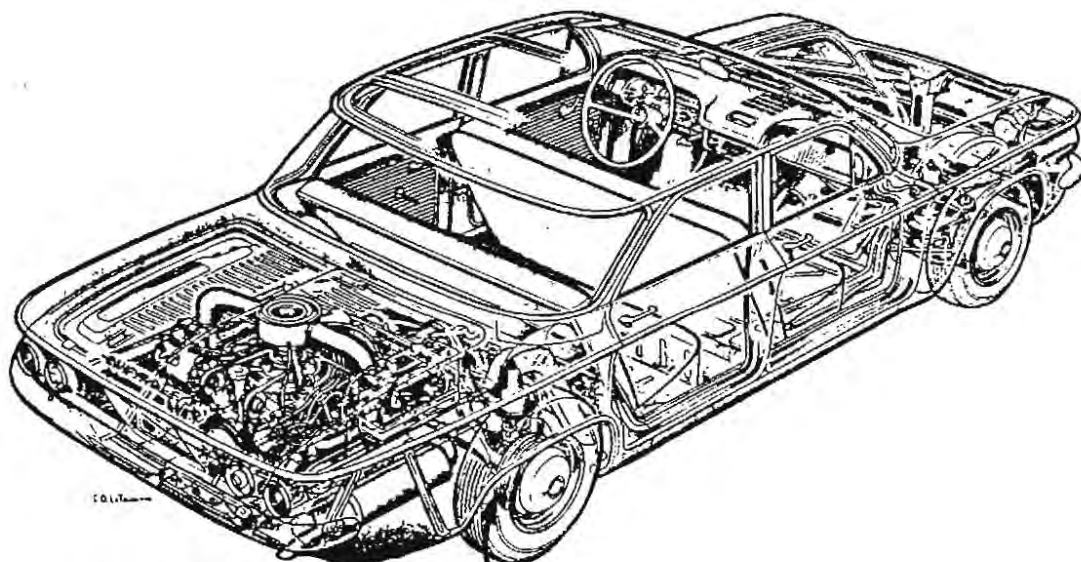
WOW, only eleven meetings to go and I can hand the gavel to my successor. The first meeting was so much fun, and if it keeps up, I may run for a second term and then a third and maybe a fourth term candidate just like Franklin D. Roosevelt. Anyway such dreaming. How much fun can one man have.

Speaking of just that, we have a great tech program for you at the 26th of April meeting. Our guest will be George Banghart, of George's Transmission. George's place of business is located on Hardy just East of Dodge and just North of Ft. Lowell. He and his son Paul are regular participants at Raven Raceway. They use automatic transmissions of course. We will have a disassembled power glide and George will show as how it works and how it all goes together. Don't forget to take notes so you won't forget. I plan to give a test.

Well we sure didn't get any volunteers for the proposed committees, but I'm sure you are all thinking about volunteering to help the club have a banner year. Check the March Corvairsation for the proposals.

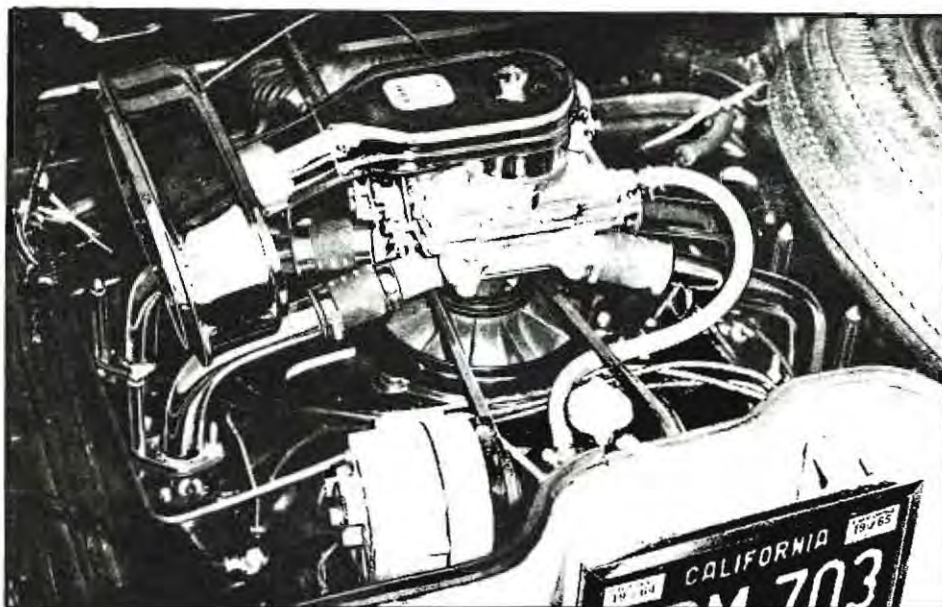
Don't forget our big event of the year may be bigger than the Christmas party. That is, the potluck and pool party at the Baker's house 7041 E. Arrowhead Dr., 5:30 May 27th. Come one Come all and whoop it up! Last year was a bash. It'll be bigger this year.

Dave Baker
The Brake Expert



BRAKE
DRUM!

BUGGIN' OUT



More Hair For The Corvair

BY STEVE COLLISON ■ Since its inception in 1960, Chevrolet has produced 1.7 million Corvairs. But because of the strong lobby by consumer-oriented Ralph Nader, and Chevy's

reluctance to buck this unfavorable publicity, despite the Corvair's inherently good design, production ceased on May 14, 1969. With a lifespan of just nine model years, the Corvair was accountable for a good percentage of Chevrolet's new car profits. In fact, by comparison, the prestigious Corvette is responsible for only 300,000 off-

springs during its 18-year tenure.

The Corvair was originally produced to stem the tide of foreign imports, a task that every domestic auto manufacturer has recently undertaken. Some say that if the car were reintroduced today, it might stand a better chance against that market. Some manufacturing "firsts" accomplished by Chevy engineers on the Corvair were the first modern rear-engine car, the first aluminum "flat six" powerplant, the first trans-axle with independent suspension and of course, the first American car with factory-installed front bucket seats.

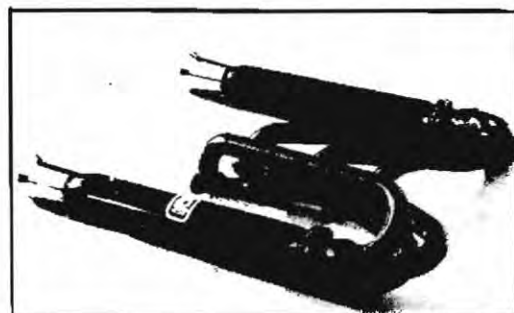
There are numerous clubs nationwide that are devoted to keeping the Corvair an active part of our four-wheel society. One such individual believer in its virtues is Sonny Balcaen, the president of IECO in Santa Monica, California. His company first emerged on the scene in late 1961 with a successful patent for Corvair ram manifolding. The idea was to place a large displacement carburetor on a small displacement engine (the 95 hp/145 c.i. Monza) so as not to overcarburete or flood. The manifold features isolated runners with 180-degree firing. From this beginning, IECO has developed a total line of engine and chassis components as well as expert technical assistance.

What Nader has killed, the off road craze has resurrected.

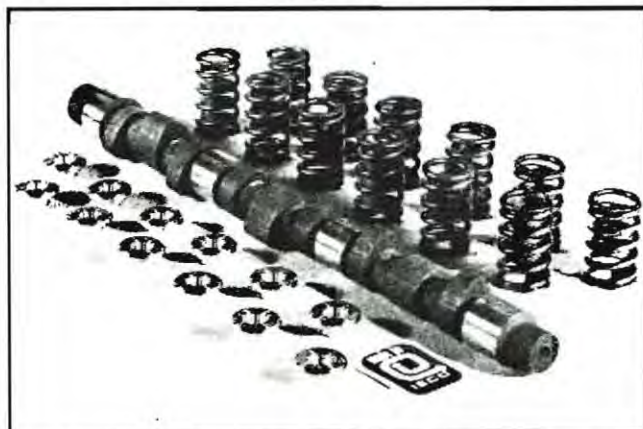
Because of the inflationary value of the Volkswagen engine, Balcaen advises on the use of the reliable and



If you wish to give your Corvair the rally image with handling to match, IECO has it.



Tuned headers and mufflers are a must for sedan.



IECO bumpsticks come in three flavors, from mild to wild. Included in cam kit are aluminum retainers and H-D springs.



Larger bore barrels (available up to 3 3/8 inches) feature forged aluminum TRW pistons that are hand-fitted and balanced.

inexpensive aluminum flat sixes. Although the prices for Corvair engines start at around \$80, he feels that the best bet for dune buggy material is the 140-hp/164 cubic-inch which can be had, complete, for \$250. This motor has large ports, excellent combustion chamber design and a beefy bottom end to further enhance performance. IECO will build an occasional motor for a customer but prefer to act in an advisory capacity. Nevertheless, they do know what makes the Corvair tick and are willing to share that knowledge. A stock 140-hp engine has a 3 7/16-inch bore and 2 15/16-inch stroke with a 9.0 to 1 compression ratio and produces 160 ft/lbs. of torque at 3600 rpm. This motor was available in 1965-69 and was OEM on the '65-66 Corsa. The first step toward increased performance requires the installation of one of three camshafts marketed by IECO. These cams range from .450-inches of valve lift and 282-degrees of duration to .480-inches and 310-degrees. The cylinders are overbored .060-inches (for 172 cubic inches of displacement) or fitted with larger barrel kits up to 3 9/16-inches yielding 176 cubic inches. With the change in bore size, forged pistons are installed with a flat top dome configuration retaining the stock compression ratio. The heads are then milled, blue-printed and cc'd. Milling boosts the compression up to the desired 10.0 to 1. Special valves and aluminum retainers are added along with IECO's nonbleed hydraulic lifters. There is a rumor that Corvette solid lifters will fit this application. However, because of the pliability and stretch of the aluminum block, the Corvette tappets should not be used. The hydraulic lifters are good for 7000 rpm as opposed to the stockers' 5800 rpm limit. Magnafluxing the crankshaft is the only precaution needed in an otherwise stock bottom end. Rounding out the lower portion of the motor is a large capacity, baffled oil pan. It is used in conjunction with IECO's high volume oil pump which decreases engine oil temperatures by 30 degrees.

The patented four tube ram induction manifold is fitted with either Carter's 485-cfm or Holley's 450-cfm four-barrel carburetors, which are good for a claimed 40% hp gain and 20 hp at the rear wheels with no other changes. The ignition benefits from a new coil and the Mallory/IECO distributor which utilizes a custom spark curve and fully mechanical advance to fire the NGK plugs through Packard wiring. A set of tuned extractors with 1 1/2-inch o.d. and a 2 1/4-inch collector help scavenge the exhaust.

The finished product is rated at a conservative 225-hp and will motivate any dune buggy or Corvair right along with the best of them.

REPRINTED



"A RACING DRIVER'S PERSONAL TRANSPORT..."

...a genuine *gran turismo* car." That's how *Car & Driver* described John Fitch's Corvair Monza SPRINT. Now you can convert your Monza with the very same components. Install them on your own Corvair, one at a time, have your dealer do it, or order a complete new SPRINT built to your specifications through many Chevrolet dealers.

The SPRINT is an amazing transformation. Zero to 60 in 12 seconds and over 110 mph, yet completely docile in traffic (the girls love it). A solid 145 HP makes a different car and the experts find the handling and fast ratio steering "a revelation". The flat comfortable ride is secure in corners and stable even in crosswinds.

Appearance? SPRINT stripes, padded top, stone guard, steering wheel and dual pipes set your SPRINT apart from anything on the road.

Find out now about putting GT Performance into the Practical Corvair, whether you own one, or plan to. Write now for the SPRINT data, road tests and catalogue.

John Fitch & Co., Box S, Lime Rock,
Lakeville, Conn.

SPRINT *Fitch*

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Douglass dual exhaust Trombones let your Corvair breathe. Efficiently designed to deliver 19% more power and to save up to 4 extra miles per gallon. The long Trombone plumbing develops a pleasantly deep tone totally unlike the typically harsh Corvair sound. Douglass Trombones (DS-568) come complete with all hardware, 2 matched fiber-glass or steel pack mufflers (specify!) and triple chrome plated 2 1/2 ft. full length tailpipes. Easy-to-follow instructions included for 15 minute installation with simple hand tools. No welding, cutting or cussing required. Fits all '60-'63 Corvair pass. cars. At your dealer or order direct. DS-568 49.95 postpaid

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☐ Ex. Hd. Broch. 25¢ \$49.95 ☐ Steel-pack Mufflers
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FT MAGAZINE

2 MAGNIFICANT MONZAS

General Motors Styling bridges the gap between dream and reality

AT LAST YEAR'S Elkhart Lake 500, the spectators were startled to see a metallic gray, rakishly beautiful and totally unfamiliar coupe, so low it could hide behind many roadsters, being driven around the track. After making two laps at a moderate speed the car was loaded into the General Motors van, from whence it had come, and thereupon, with no fanfare, disappeared.

A month later the coupe made its second appearance, this time at the *Los Angeles Times*' Riverside GP for sports cars. On this occasion, after being driven around the circuit, the car was placed on exhibit in a tent in the infield, along with the Corvair Super Spyder and the Corvette Shark.

Even though General Motors top brass—through its public relations department—was at this time requesting "no publicity" on the car (*Road & Track*, among others, was requested to please *not* do a story), the coupe continued to be shown: at Watkins Glen during the U.S. Grand Prix, Laguna Seca, the Art Center School in Los Angeles and other places. This contradictory situation went on until finally the announcement was forthcoming from GM that the

Monza GT, as the coupe was known, would be shown at the New York International Auto Show, along with a similarly styled roadster to be called the Monza SS.

The N.Y. show is over, but the furor and excitement caused by these two show cars is not, and won't be for a long time. Many of those who attended the show, ourselves included, thought the pair of Corvairs two of the most exciting vehicles in the Coliseum. The old adage—"You build it, we'll buy it"—was never more true.

It is a moot point as to which of the two cars excited more interest and probably boils down to whether the viewer prefers coupes or roadsters, more than to styling, practical or technical reasons.

Both cars are Corvair based, although the GT carries the engine ahead of the rear axle while the SS engine is located in the standard Corvair position behind the rear axle. Both are for two passengers only, with no pretense of being anything but 2-passenger cars.

The similarity in styling between the two cars is obvious and some components are duplicated: the 13-in. special mag-

16 ROAD & TRACK



TAKE THE TWIST OUT OF THOSE SWING AXLES

EMPI CAMBER COMPENSATOR®

Probably the best single suspension modification you can make on a Corvair, Volkswagen, Tempest, or other swing axle rear end is the addition of a Camber Compensator®.

The Camber Compensator® links both half axles into a fully integrated spring suspension system that keeps both wheels working when cornering or driving in gusty winds.

This specially designed heavy-duty transverse spring linkage shackles to the axles just behind the wheel hubs, with a center pivot point at the differential housing. The stabilizing effect of this simple modification is literally amazing. Cornering loads are shared by both wheels. The result is improved handling and road holding stability, particularly at speed.

Kits come complete with all fittings and hardware. \$19.95 and \$24.95.

EMPI TRACK-TRU SWAY BARS

These new anti-sway bars are second generation improvements over earlier models. They have been extensively tested at Riverside International Raceway and have an even higher degree of stability than their quite successful forebears. These new models are husky enough to withstand the rigors and extreme stresses of race competition.

The TRACK-TRU front bar will add considerably to the safety and driving ease of any Chevy II, Volkswagen or Corvair passenger car or truck. It will improve steering and reduce the effect of crosswinds.

TRACK-TRU bars are cad plated for rust protection. The installation is quite a calm affair, requiring no welding or cutting. The kit comes complete with everything you need except manpower. \$17.95 and \$19.95.

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EMPI TRACK-TRU front anti-sway bars.

- ☐ All Corvairs, Chevy IIs, and VW trucks and station wagons.....\$19.95
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OR ORDER DIRECT

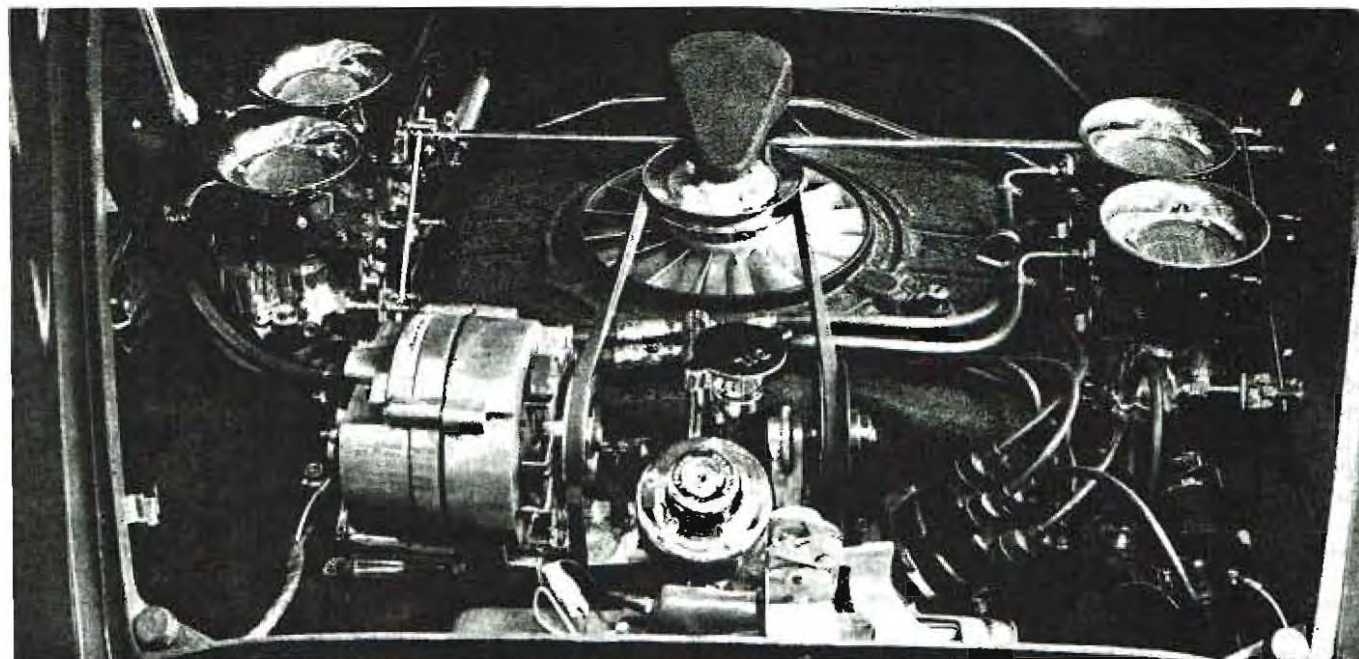
P. O. BOX 668, RIVERSIDE 3, CALIFORNIA



Entire rear section opens for engine work.



Cockpit entrance is gained by lifting canopy.



Four carburetors are used on the SS engine; two on the GT.

Forward visibility is excellent; rear view (and ventilation) can be increased by opening louvered section of top.



MAGNIFICENT MONZAS

nesium wheels, disc brakes on all four wheels, Corvair 4-speed all-synchromesh transmission, hydraulically operated clutch, and adjustable foot pedals (the seats do not move fore and aft to change the driving position).

The SS roadster is actually the more "standard" of the two cars—if the term can be used at all here—in view of its stock engine installation position and the fact that it has doors for each passenger, for the engine compartment at the rear and the shallow luggage compartment at the front. The GT coupe makes no pretext of having luggage space at the front, and the interior is reached by opening the entire cover of the driving compartment (including the windshield, top and "doors") which is hinged at the front, while the engine compartment is opened to view by the entire back swinging open from a pivot point just behind the rear wheels.

Headlights on both cars are the French Cibie rectangular-lens units, hidden behind clamshell doors; a styling gimmick that looks great when the doors are closed and the lights hidden from view, but with the doors open the sleek front end configuration is relegated to something out of "The Beast From 20,000 Fathoms." And, at their low level, these lights are illegal in most states. If the cars are ever destined for production, some other front lighting arrangement will have to be designed—a point we are sure hasn't escaped GM stylists.

The suspension, which is attached to tubular steel extensions of the chassis platform, is independent all around. But unlike the standard Corvair, it utilizes parallel A arms at both front and rear with torsion bars as the springing medium.

In creating the body design for the GT coupe, aerodynam-

ics played a genuine part in the ultimate configuration and follows the theories first laid down by Dr. Kamm: a small, clean shape, flowing from a small front, for good air penetration, to a sharply chopped off tail to reduce both overall length and the disturbed airflow at the back. The roadster version was a logical progression of this theme and retains both a clean shape and a family resemblance to its forerunner—the GT. Both cars have bodies of glass fiber reinforced plastic.

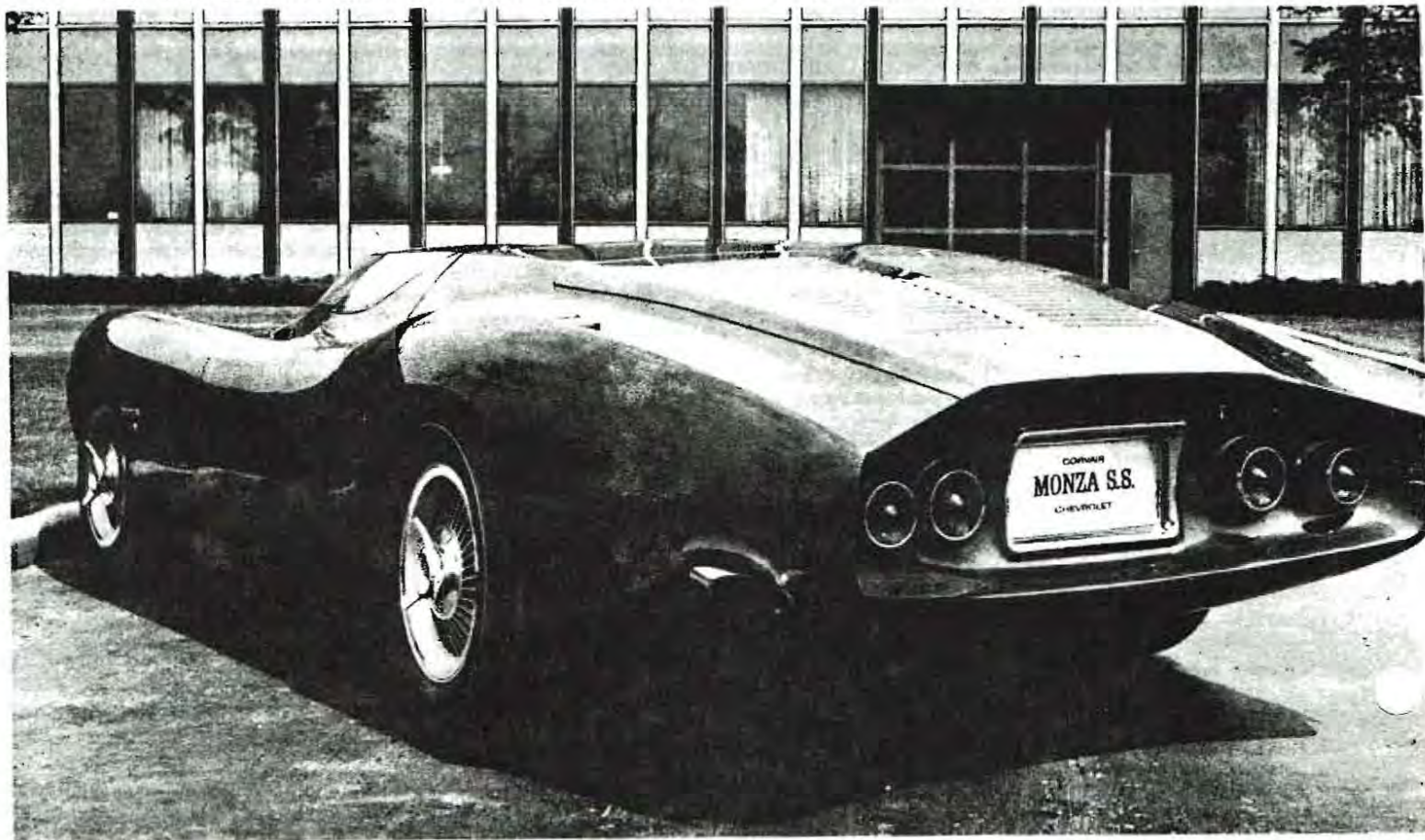
No production has been announced for either car and we think it is a pity. However, we can think of several currently produced sports cars that would probably suffer a loss in sales if either or both of them were to go into production.

Be that as it may, what started out in the GM styling studios as a pair of "show cars" may soon be seen on the road in a production version. We sincerely hope so, for selfish reasons; cars of this type probably won't increase GM's income (in fact they may even prove to be a loss) but the enthusiast market sorely needs a boost, and these are two cars that could do it.

GENERAL SPECIFICATIONS

	Monza GT	Monza SS	Corvair Monza
Wheelbase, in.....	92	88	108
Track (front & rear), in.....	53	53	54.5
Overall length, in.....	165	164.5	180
Overall height.....	42	30	51.5
Overall width.....	62	63.8	67
Front overhang, in.....	39	39	30.3
Rear overhang.....	34	37.5	41.7

High tail, in the current fashion of sports/racing cars, is used. Very much appreciated is lack of the Ferrari "ducktail."



Vairo 'n Spares

FOR SALE: '60 CORVAIR, 4-door, original owner, best offer. Call John Little (602) 795-2175. 1/89

FOR SALE: '61 LAKEWOOD, white, nice appearance, automatic, runs good daily. \$3,000 - will talk! C.G. Turner (602) 326-7203. 1/89

FOR SALE OR TRADE: 64 CORVAIR HP, complete, needs work and my Corvair sandrail frame for one or two good running dirt or enduro motorcycles, or make offer. Ben Meeks (602) 883-8890. 2/89

FOR SALE: '62 MONZA, 2-door, automatic, runs, ready for restoration, complete - some spares. \$850. Call Jeff (602) 790-9450. 1/89

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: New and Good Used Parts. New '65-69 front molded carpet, red, \$75; Late model NOS gas door guard. \$17.50; Used windshields for early & late model cars, 1/2 price; New main bearing set, std, \$15; New rod bearing set, +.010, \$20; '63 & '65 turbo distributors, \$40 ea; and many other new and good used parts. Call Gordon Cauble @ 299-1122.

FOR SALE: '65 MONZA CONVERTIBLE, 110/automatic, light blue w/ blue interior & white top, engine completely rebuilt & body ready to paint. New trim ready to mount. New top installed, new Clark's interior mounted-ready to install, new carpet. Car is driveable. Asking \$3250 OBO. Call Gordon Cauble 299-1122.

FOR SALE: '65 MONZA 2-DOOR, 4-speed. Rough but running. \$450 Del Light (602) 883-6794. 12/88

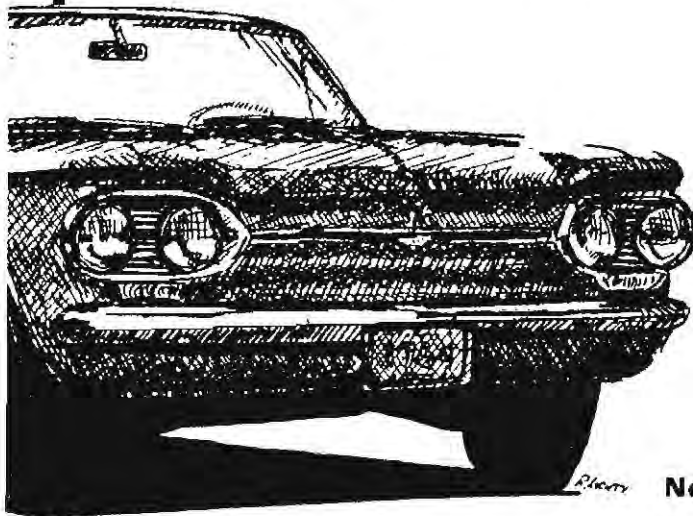
FOR SALE: '64 MONZA, 2-DOOR, Automatic transmission - not running - complete. Call Del Light (602) 883-6794. 12/88

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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

MID-MONTH ACTIVITY FOR MAY:

MAY 27: POTLUCK AND POOL PARTY - BIGGEST BNASH OF THE YEAR!!

5:30 PM at the BAKER's
7041 E. Arrowhead Drive

BE THERE FOR MORE FUN THAN YOU'VE EVER HAD IN
YOUR WHOLE LIFE !!!!!!!!!!!

April 26: Regular Monthly TCA Meeting

May 3: TCA Board Meeting 7:30 at JBs, Swan & Speedway

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



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