

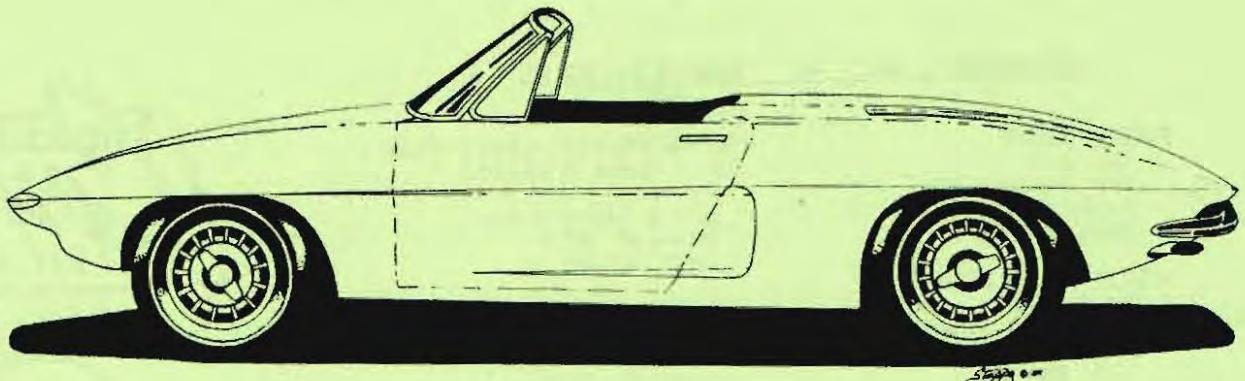
Corvairation

TUCSON CORVAIR ASSOCIATION TUCSON, ARIZONA

VOLUME 14

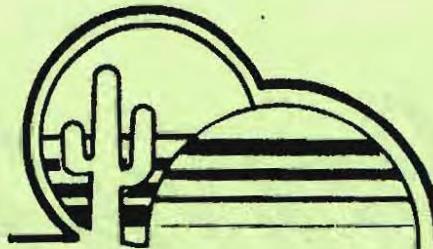
NUMBER 12

MARCH 1989



Did you ever wonder why Corvair
and Corvette both start with
"Corv"?

Maybe this is why!



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 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.

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

Margie Williamson
7302 E. 20th Street
Tucson AZ 85710

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.....

After a hard fought race, beating all odds and all contenders, from the primaries to the general election, I have the honor of becoming your illustrious president for 1989. So be it, gung ho and devil take the hindermost. It portends to be a great year for the Tucson Cor-cair Association.

Believe it or not, this is the first organization of this type that I have ever joined. After observing, and later participating in the activities of the club for over ten years, it has become very clear that we possess all the ingredients for a wonderful and fun organization. First, we have a common interest the Corvair automobile, and its uniqueness in the automotive world. Second, a goal, a cause, even a vendetta if you will, to show the world and the motoring public, that the Corvair is still ahead of its time and that Ralph Nader was WRONG, WRONG, WRONG, WRONG !!!!! Third, which is really first, is lots of members contributing lots of services, lots of information and lots of ideas.

To help implement the above, I have proposed the creation of a number of new committees, each having a chairman who will recruit his/her committee members. Each chairman would report on the activities of the committee at the monthly meeting and submit written reports for the Corvairsation when appropriate.

Some of the Committees, of course, are already in de facto operation other than elected officers.

Merchandise - Don Robinson
Aluminum cans - Don Robinson
Mailbox Distribution - Alan Atwood
Raffle and prizes - Bob Thompson
Membership - Vic Howard
Rosters - Ed Sanford
Corvairsation Editor - Van Pershing
Asst Corvairsation Editor - Alan Atwood
Mid-month Activities - Bob Thompson
Librarian - Dave and Beverly Baker

Please consider volunteering, and I will be phoning and asking at the monthly meeting, for members to chair the following activities:

Publicity - Some one to write articles for the Tucson media and otherwise promote the Corvair and our club. Publicity can only increase the value of our cars and improve our organization.

Advertising - Many of our members run businesses and services. Ask them and others to advertize in the Corvairsation.
Bill and collect.

Technical - Make the tech session of the monthly meeting an "in depth session" with demonstrations and/or inside or outside speakers. Write current and pertinent reports for the Corvairsation.

Car Shows - Keep track of where we can show off our cars.
Historian - Collect memorabilia for the library. Photos,
etc.

Christmas Party - It's never to early to start work on our big event of the year.

Exchequer Enhancement - Think up ways to enhance our Exchequer.

National and other Clubs Liason - we can improve our club by knowing what national and other clubs are doing.

Our mid-month activity for April will be a picnic at Picacho Peak State Park. Meet at McDonalds on West Ina Road, Saturday April 15th at 10:00 AM. The club will furnish soft drinks. Bob Thompson is in charge.

AND! The Gala affair of the year - the Pot Luck and pool party at the Bakers, Saturday May 27th. 5:30 PM. If you missed it last year, don't miss it this year.

Dave Baker
The Brake Expert

CORVAIRS 16 PRESENT 39

The regular meeting of the Tucson Corvair Association was called to order at 7:45 PM by President Don Robinson on February 22, 1989, at the Picadilly Cafeteria, 6767 E. Broadway, Tucson, Arizona.

The minutes of the last meeting were not printed in the Corvairsation this month.

Visitors were introduced, Dick Cannon, Pat Bender and Helen Wiseman.

The mid-month activity for March will be a tech session at Van Pershing's home on the 18th. A swap meet will be held in Phoenix on the 25th. Cecil Alex will be 80 years old on Sunday the 26th and the club was invited to come out to join him on that day for coffee and cake.

Election on the new officers was held and the following officers were voted in by acclamation:

President - Dave Baker
Vice-President - Bob Thompson
Secretary - Marie Williamson
Treasurer - Vic Howard
Member-at-Large - Dave Thompson

A card was passed around for signatures and greetings to be sent to Lucy Post who is ill.

After the break, the drawing was held. Bill Vaughan won the license plate gift with 49D. Other winners were Bob Thompson, Ernie Alloy, Dave Thompson and Jon Chastain. Gifts were provided by the TCA.

A tech session followed and for sale items announced.

The meeting adjourned at 8:45 PM.

Respectfully submitted,

Kirby

LUCY POST

It is with sadness that we report the passing of Lucy Post on Thursday, March 9, 1989. Funeral services were held on Monday, March 13th at the Broadway Christian Church. Lucy served as Recording Secretary of the Tucson Corvair Association for many years and was loved by all. We will miss her.

Valentine Economy Run

By Don Robinson

February 19th was a beautiful warm day and the balloons were taking off from Cortaro Farm and the Interstate. Corvairs were gasing up and taking off from Park Ave and the Interstate - it was the start of the Valentine Run to Bisbee: One hundred miles through a lot of history in Benson, St David and Tombstone to Bisbee.

We had a rest stop at the Tiger Market south of Benson and there realized for certain that the Bakers were not with us. We speculated that: (a) Dave had found a new secret passage to Bisbee, (b) Dave was aware of a bounty on his head in Tombstone, (c) they had stopped to smell the flowers in Benson, or (d) Corvairs are faster and more reliable than Buicks.

After the Tiger Mart we proceeded slowly as we met the Vision Quest wagon train.

Churches in St. David were well attended and the city was quiet.

On through Tombstone and up Mule Mountain into Bisbee. The weather was still perfect. Down the other side of Mule Mountain - great for coasting and several fuel-free miles.

The mountain mining city was bustling with tourists and sightseers everywhere. We saw several DeTomaso Panteras and concluded that club was on tour with their cars too!

We gased up at the bottom of the big hill and proceeded to the Copper Queen Hotel for lunch. The hotel was as gracious and charming as ever. After lunch everyone went off to their own pursuits.

What happened to the Bakers? Speculations (a) and (b) each contains some of the farts!

VALENTINE RALLY RESULTS - February 1989 - Distance 100 miles

| Car Owner/Driver | Car | Fuel Used Gals. | Mileage MPG |
|------------------|---------|--------------------|----------------|
| Williamson | Corvair | - | * |
| Alex | Corvair | 3.6 | 27.8 |
| Thompson, R | Corvair | 4.3 | 23.3 |
| Thompson, D | Corvair | 3.9 | 25.6 |
| Sanford | Corvair | 3.3 | 30.3 |
| Quarantino | Corvair | - | * |
| Leamon | Corvair | - | * |
| Robinson | Corvair | 3.0 | 33.3 |
| Baker | Buick | - | DNF |



Wrecking out over
100 Corvairs!

Ben & Son Auto & Truck Salvage
(formerly Jerry Bishop's)
4260 E. Illinois
Tucson, Arizona 85714
748-1444

Camper Boots
Furniture Custom Interiors
Landau Tops

Convertible Tops
Tonneau Covers
Boat Covers

Hernandez Upholstery
Ramon & Mercy Leon

5970 S. Masterson - Suite 14 250 W. Missouri
Tucson, AZ 85706 Tucson, AZ 85714
889-7704 889-4122



Vehicles
Office Equipment
Mfg. Equipment
Communication Equipment

R. L. (BOB) THOMPSON
Broker

It's The Leased We Can Do For You

9273 E. 39th St.
Tucson, AZ. 85730

Phone (602) 296-7688

TREASURER'S REPORT

Balance December 31, 1988.....\$467.85

Income

| | |
|-------------------------|----------|
| Dues..... | 130.00 |
| Corvairisation ads..... | 29.50 |
| Raffle tickets..... | 74.25 |
| Merchandise sales..... | 138.50 |
| Aluminum cans..... | 67.54 |
| Miscellaneous..... | 2.50 |
| Total Income..... | \$442.29 |

Expenses

| | |
|---------------------|----------|
| Corvairisation..... | 67.80 |
| Raffle prizes..... | 68.60 |
| P.O. Box rent..... | 39.00 |
| Total Expenses..... | \$175.10 |

Adjustments

Less:

- Two NSF charges
for Christmas
Party checks..... 25.00
- Unlocatable
difference in
treasury books..... 20.00

| | |
|------------------------|---------|
| Total Adjustments..... | \$45.00 |
|------------------------|---------|

Balance March 1, 1989.....\$690.04

Vic Howard



CORVETTE...mid-engine?

What is so critical about where the engine sits?

By Paul Van Valkenburgh

□ So you want a mid-engine Corvette? You think Chevrolet ought to produce a mid-engine Corvette and you'll do anything to buy one. When you get together with other 'Vette owners, that's all you talk about—whether and when. Your name is at the top of the list at your nearest Chevy dealer...you'll hock the china or sell your firstborn...you have petitioned G.M. and you buy every enthusiast magazine that even hints of the car. Won't it be great to have the *very first* one? Climb down into it—pick up your chick—and cruise through town to where the gang hangs out its collective tongue.

Why? What is *so bloody critical* about where the engine sits? In a race car it's rather important, but not for the same reasons it would be important in a street-driven sports car. In the first place, it allows the rear weight distribution to be raised to the optimum—say perhaps to 60-65 percent—for maximum cornering and acceleration. That's the *big* reason, but it also allows the driver to sit lower without a driveline to compete with or a big hunk to see over, and it gets all that radiant heat into the air behind him. Many people claim that it also helps handling by lowering the polar moment of inertia (placing all the heavy masses close to the center of gravity), but in fact, current mid-engine race cars react faster than a driver can anyhow, so that effect is questionable.

Now what does that mean to the

boulevardier? Probably 99 percent of all Corvette drivers have never taken a high-speed corner at the limit, nor do they know where the limit is, or what the car does at that point. Moving the engine to the rear might raise the maximum speed in a corner by two or three percent. But what does that mean in everyday use? Will it take you to the grocery store, or even the next town any faster? Sure, the licensed road-racers want it, they *need* it, they *have* to have it, but when they buy it, the classes will be arranged so that it is still only evenly competitive with other cars. And the few percent of all the Corvette owners in the world who race is not a very great number.

Recently a mid-engine Firebird was built by an independent West Coast race car engineer, Paul Lamar, under the watchful eye of Pontiac. The engine was merely moved into the back seat area, reversed, and driven through a Toronado automatic to the live rear axle. Everything else was unchanged, except for spring and anti-roll bar tuning, and the seats were moved a few inches forward. And you cannot tell the difference! The center of gravity was moved nearly a foot to the rear, and even on the skidpad, the increase in cornering power was almost indistinguishable.

The greatest value of mid-engine cars seems to be status, that's all. "I want a mid-engine Corvette because that's how race cars are built."

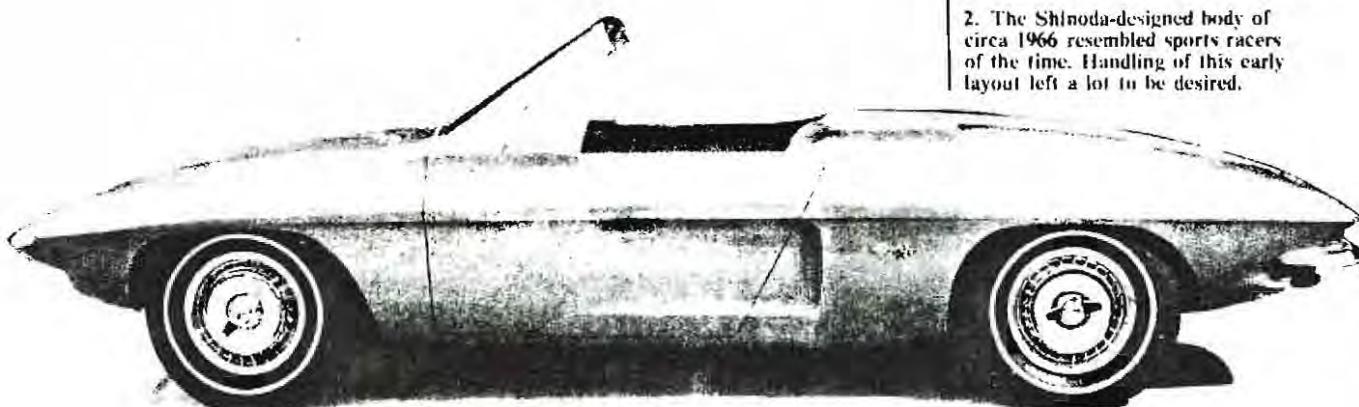
However, General Motors has a habit

of profiting by producing what people want. If enough people want rear steering and left-front-wheel drive, GM will try to give it to them. And because of all the outside interest in relocating engines, they have spent a considerable number of years investigating the situation. Not only do they have a great deal of experience—good and very bad—with all those six-cylinder rear-engine production cars and mid-engine prototypes, but they have built a number of V-8 powered test cars as well. At this writing, there have been at least 4½ cars built by Chevrolet with a V-8 engine located elsewhere than up front. (Cars that could be put into production, that is.) There are a lot of other funny car layouts running about the house there, but not as production prototypes.

The very earliest plot to put together a mid-engine Corvette began in 1959, under the prodding of Duntov, and with the enthusiasm of Ed Cole and Bill Mitchell. The three of them were strongly influenced by its potential performance and by experience with the new Corvair. Mitchell even went so far as to design a number of full-size clay styling bucks, with various styling innovations and cooling air inlet locations, to fit Duntov's layouts. However, you have to realize that this was 1959, and no one really knew all the answers, or even some of the problems with rear-engine cars in high performance. At that time no one had ever put a heavy V-8 engine in the back of an

1. This rear-engine Corvette mockup was built in several examples by Chevy's engineering department as far back as 1959 at Duntov's request.

2. The Shindoda-designed body of circa 1966 resembled sports racers of the time. Handling of this early layout left a lot to be desired.



American production car. It wasn't until early 1971 that Bill Sadler built the first rear-engine Chevy road-racer, and proved that it really would work in competition. And so, because of a lack of experience, it was decided not to try such a radical step. To rush the car into production would have meant phenomenal development costs, and the production quantities on Corvette would not justify that. But Dunlop went ahead with experimentation as best he could with a limited time budget, and put together the CERV-1. That was his mid-engine single-seater that probably produced more publicity, and knowledge of Corvette independent rear suspensions, than it did the production application of a relocated engine. So the first proposal for the mid-engine Corvette hardly even went to the halfway point.

Then Frank Winchell came along. As director of Chevrolet Research and Development, he was responsible for the mid- and rear-engine Corvair Monza GT show cars, and due to problems with production Corvair handling, he was starting to research vehicle dynamics. One of his earliest projects was the construction of a practical (economical for production) combination of Corvette and Corvair.

As were most of Chevrolet's serious studies for production vehicles, it was "cobbled-up" out of an existing chassis, and then covered up as well as possible with custom sheetmetal to make it as inconspicuous as possible. If you lived

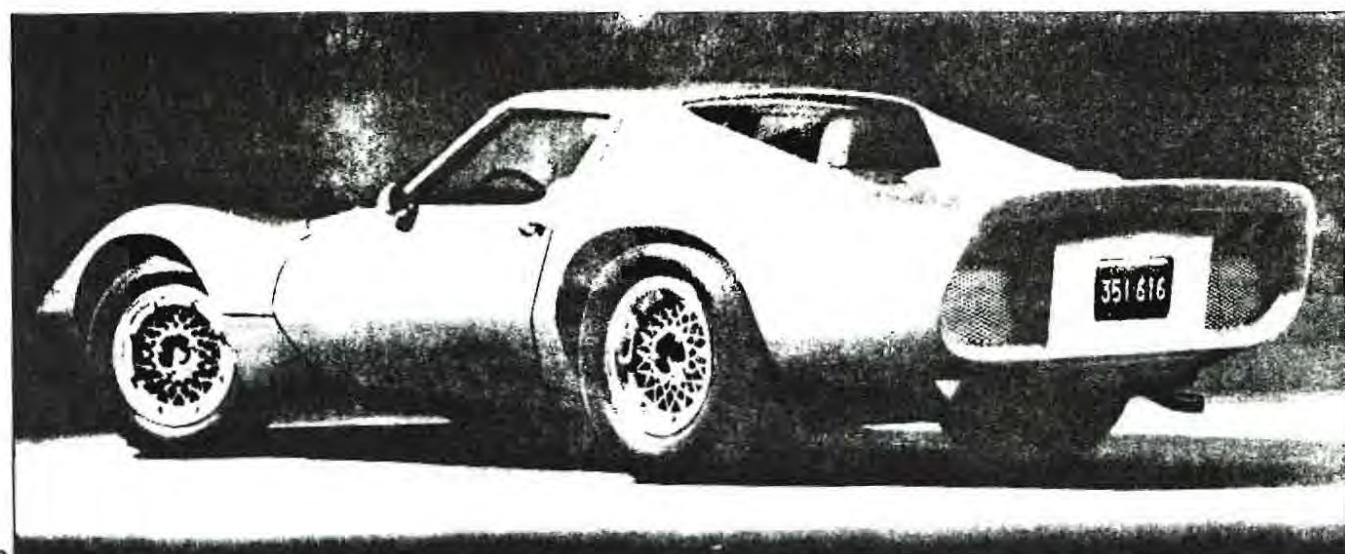
in Detroit in 1963, you may have seen the first rear-engine Corvette prototype being driven on the street, and you never would have known it. It was a fairly common-looking '65 Corvair Monza—from the rear wheels forward. But seeing it parked next to another Monza would have illustrated just how uncommonly long the rear end was. To locate the 327 Chevrolet V-8 mounted on the back of the transaxle, meant stretching the rear deck over eight inches. It wouldn't have had to be so long, though, if the radiator weren't mounted in the extreme rear. Another giveaway, then, was the louvered rear fenders, above and rearward of the wheel opening, which ducted air to the radiator. Also, the lid was humped to clear the carburetor and fan. Who would have ever guessed? The test engineers thoroughly enjoyed shocking unsuspecting sports car drivers at stoplights, even though hampered by the two-speed powerglide transmission. Not even the sound was a giveaway, because with the odd, cramped muffling system, the car sounded strangely more like a Greyhound than a V-8.

It did have development problems, though. As you might expect, cooling was marginal because of the radiator location, because of the inefficiency of the side louvers, and because there was no air circulation through the cramped engine compartment. And, although it felt satisfactory in normal street use due to the radical rear weight bias—over 70 percent on the rear wheels—it

did not have good handling characteristics at the limit, to say the least. On the other hand, the fact that it was limited in tire size because of the stock wheels and wheel openings, meant that it was not entirely without redeeming production potential. There was still hope that with wide, 15-inch wheels and tires, at least on the rear, it would be possible to overcome the "tail-wags-dog" tendency.

At that point, we come to a nebulous political question of responsibility overlap. Dunlop was the head of all Corvette design, but his budget and facilities were limited when it came to research and development. But Winchell had a very broad responsibility to produce engineering knowledge, more or less any way he saw fit, in almost any area he could justify. So he began building the first actual prototype rear-engine Corvette, based on experience with the rear-engine V-8 Corvair and various other mid-engine sports cars that had been around the department for analysis.

The driveline was basically the same, with a 327 V-8 hung out the back, driving through a modified Pontiac Tempest transaxle. To reduce tail length, however, and to try and regain a better front/rear balance, the radiator was moved back up front. With this layout, the driver was positioned in a familiar location—immediately in front of the rear wheels—and had a reasonably large amount of "crush space" ahead. The greatest advantage, however, was



CORVETTE . . . MID-ENGINE?

that it allowed the absolute minimum wheelbase, and packed all the components into a very small overall package. The engine used up the rear overhang, radiator and ducting used up the front overhang, and the passengers had everything between the axles. With the driver in the standard position, he could be moved outboard without the front wheelwells encroaching on foot room, which made room for a huge backbone chassis down the center of the car.

One of the biggest problems in production sports cars is where to put the frame. When you take advantage of a rear engine by lowering the seats, entry becomes a real problem. It simply is not acceptable to have to climb over huge rocker panels as on a race car. So the designer, Larry Nies, separated the seats with a combination square box frame and fuel container. This arrangement allowed the door to actually open down the bottom of the rocker panel right up to the edge of the seat. When the door was open, you could practically fall out on the ground, a few inches below.

Since all the components except the engine were tightly bunched inside the tires, Larry Shinoda, the stylist responsible for most of Chevrolet's advanced bodies of that era, had almost a free hand as to where to put the body lines. It's not surprising that the resultant shape looked very much like a coupe version of some of the fastest sports/race cars of 1966, specifically the Chaparral. The resemblance was further heightened by the first non-race appearance of the Chaparral take-apart cast alloy spoke wheels. But all in all it had to be one of the most well-

balanced designs ever produced by Shinoda or Nies or Winchell, from the standpoint of appearance or driver-packaging.

Because of the bustle-engine, however, it was not particularly well balanced in the handling department. A bunch of room had been allowed for the biggest rear tires available, to work out the anticipated terminal oversteer problems, but the answer didn't come that easily. When it was discovered just how severe the problem was, all approaches were attacked to find a cure. The car could be set up to handle properly on a skid pad in steady-state cornering, but the transient, or dynamic response was nearly uncontrollable at the limit. At one stage, a test driver was trying high speed "lane changes," whipping back and forth across a two-lane test track, and the car got one step ahead of the driver's corrections. Although the guard rails were slightly more than a car length apart, the car was even more uncontrollable traveling sideways, and the beautiful color-matched urethane humpers were put to a durability test, necessitating the replacement of their fiberglass body panel support structures.

While the body was being repaired, work continued on oversteer. The computer was consulted for suggestions, and changes were made in the rear geometry, front geometry, springs, anti-roll bars, and wheels and tires; even to the extreme of 10-inch wide racing tires on the rear. It was felt that if a different tire width front-to-rear were the answer, that a single spare could be used if they all had the same diameter.

But there were other problems. For example, the practice of ducting hot radiator air out on top of the nose was

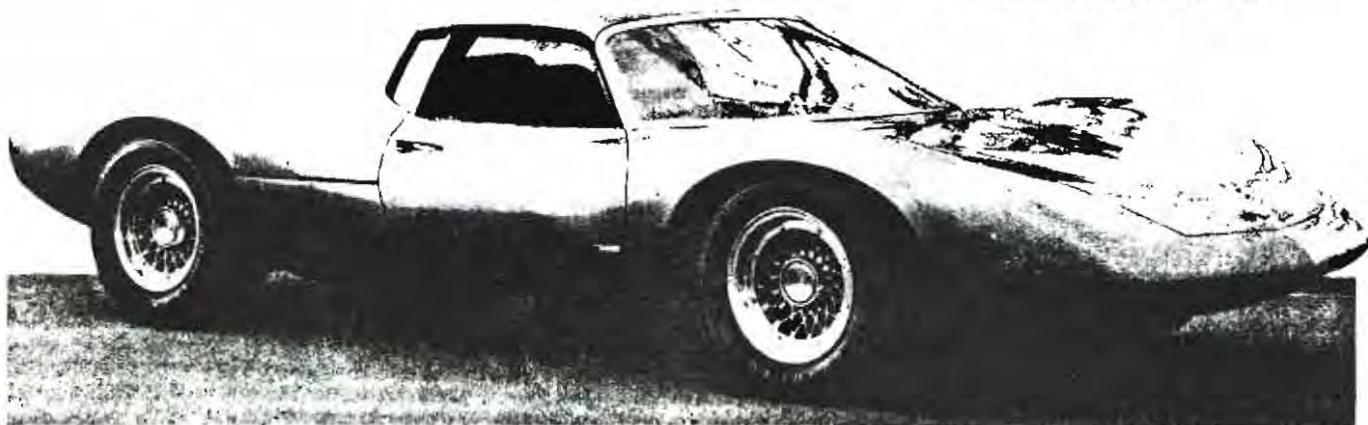
necessary to reduce aerodynamic lift at speed, just as on a race car—and it added that racy image. However, on a production sports car, there appeared the difficulty of then keeping the hot air out of the passenger compartment. With the roof panels removed, or even with the windows rolled down, there was no way to keep the passengers cool on a warm day. And of course, as with any first one-off design, there were many pieces, including the frame, that were either too heavy or not rigid enough.

At any rate, it was simply a research program, and it was certainly producing experience in solving vehicle dynamics problems. Nies had the car running in early '66, and he spent most of that year developing it. As a show car, it could have stolen some of the impact Ford produced in the showing of their mid-engine Mach 2 in early '67, but Winchell was having problems enough with lawsuits concerning rear-engine cars that oversteered. And so one of the most exciting Corvette prototypes was quietly put to rest without ever being seen in public.

By late '66, Nies and Winchell had started looking at a Toronado driveline to produce an economical mid-engine layout, but when they saw the Mach 2, they decided to rush through a one-up version using a more conventional driveline. The same basic two-speed automatic was used, but the bigger engine—now the weight of a 427 could be tolerated—was placed ahead of it. Since a new bellhousing/differential casting had to be made anyhow, to fit the automatic, the engine was reversed in the chassis to obtain the absolute maximum passenger space. Everything that was previously driven at the front of the block was then at the rear, out of

1. The XP-880 or "Astro II" show car of 1968 used Toronado driveline components. Somehow, this one does not come across as the answer.

2. Now, this one begins to look like a real exotic mid-engine GT car. The XP-882 could very likely be produced and have a real exotic mid-engine GT car price as well.



the way of the driver's back and the frame, which split from a backbone to a wishbone to go around the engine. It also moved the water pump and outlets closer to the radiator, which had been moved back to the tail. Experiments (by the author) performed on a GT-40, which Chevrolet happened to have around, had proved the efficiency of that location, providing the ducts were properly designed and located, and it eliminated the undesirable driver heating that existed on the previous car.

Many other items were carried over from the earlier design. The body was basically very similar, except for the missing front radiator ducts and the smoothly tapered tail which no longer had to cover an entire engine. The doors still opened deeply into the rocker panels because of the same type of backbone structure, but because the driver had to be moved forward, he was also moved inward to get the pedals around the front wheelwells. The Chaparral-type wheels were also carried over; although (because the handling had been improved considerably), the same size was used front and rear. To save development time, many of the suspension components from the rear-engine car were used on the mid-engine design, such as rear knuckles and axles, but many different stamped sheet-steel control arms were being experimented with to determine the optimum strength/weight/cost. The frame was also similar, not only in shape, but in the fact that it was made up of simple light-gauge sheet steel stampings spot-welded together, in the interests of production economy.

Although its weight had risen over 400 pounds from the previous Corvette prototype (which was under 2700 pounds dry) due to the larger engine

and chassis, the handling had improved greatly. By going from 70 per cent rear weight down to 60 per cent, and taking advantage of all the suspension lessons learned, the car was almost bug-free from the beginning. And fortunately so, because it left the shops almost as soon as it was running, and immediately began a world-wide tour as the Astro II, the first mid-engine Corvette to be publicly acknowledged.

But that wasn't good enough yet. As the car progressed, it was constantly being cost-analyzed, and the driveline was still not satisfactory, because it was only a weak two-speed automatic. Even before Astro II left, design studies were under way on the *fifth* back-engine layout, a *transverse* position, utilizing the existing Corvette sprung differential and the existing Toronado Turbo-hydro mounted under the forward head. With this setup, the only new driveline component needed was a right-angle drive off the output shaft of the transmission, going rearward under the engine to the differential.

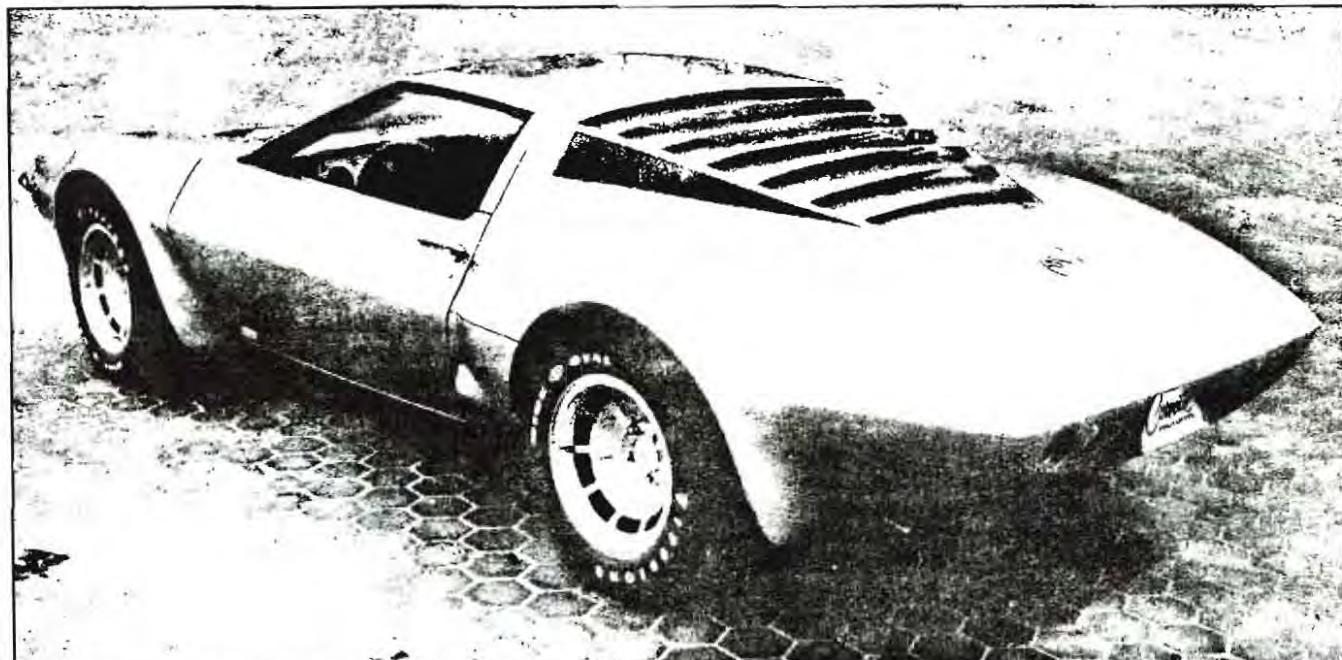
This cut driveline costs, but other considerations such as safety requirements upped the costs in other areas. The backbone frame was given up to a full perimeter steel cage which provides more impact protection, and also eliminates the possibility of removable roof panels. At the same time, the radiator was once again moved back to the front to try still another ducting arrangement—out past the front wheels.

All in all, however, the latest mid-engine Corvette turned out to be more of a publicity gimmick than a true prototype or research vehicle. The handling capabilities are proven, just about every possible layout has been explored, each one has been costed out for production, and the public demand

is well known. But no one—not even John DeLorean—knows whether you will ever be able to buy one.

And why not? Well, let's review the difficulties in going to a rearward V-8. Cost is definitely a major consideration. The base price of the car could be as much as \$1000 more. And there are a lot of engineering difficulties that could raise the cost that much again. What is the best compromise for driver packaging versus component location? Is it necessary to offer both an automatic and a standard transmission? Which radiator location and engine position has the fewer drawbacks? How do you stop all the noise in 10 inches between the engine and the driver's head? Where is it best to put the structure among all those tightly packed items? How can you keep such a limited-production car up to date on all the Federal emission and safety standards, especially the front impact requirement? And then there is the unspoken question of quality. Whenever even a minor design change is attempted, unanticipated or undiscovered problems always crop up after production begins, making perhaps the first few hundred thousand vehicles a little chancy. "REMEMBER THE CORVAIR!" Why take chances? General Motors has problems enough at the moment. They have also completely evaluated the mid-engine Miura, GT-40, and Mangusta and found them unsuitable for street at unacceptable prices, so why compete with that?

And what is there to be gained? Better weight distribution for an infinitesimal gain in cornering. Less heat radiation from the engine. A lower seat with better visibility. And whatever your personal motives might be.

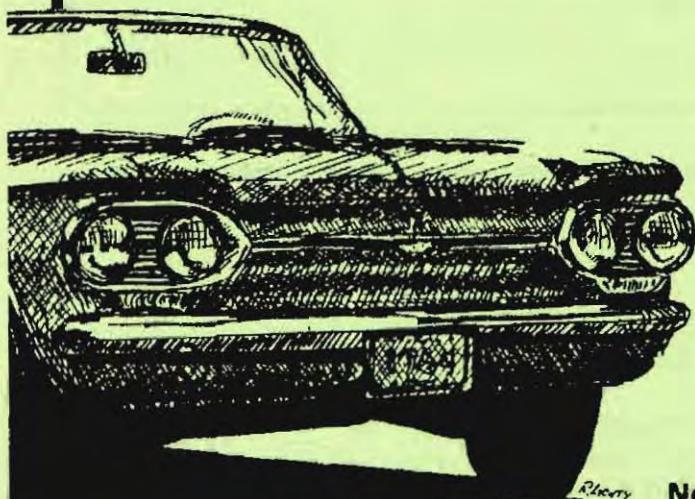


CUNNINGHAM'S

CORVAIR AUTOMOTIVE

747-7113

1033 N. Sonoita, Tucson
Between Craycroft & Wilmot



Barry Cunningham - Larry Dandridge

Corvair Specialists

foreign & domestic cars too

8 am - 5pm Mon - Fri

no appointment necessary

Saturdays by appointment

New & Used Parts

Tune-Ups

Engine Resealing

Towing

Detailed

FUN STUFF SALES

SPECIALIZING IN TRUCKS, SPORTS CARS
RV'S & MOTORCYCLES

(602) 293-6668

631 E. PRINCE

TUCSON, AZ 85705

RICHARD & PEGGY
AUFMUTH
PROPRIETORS

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 APRIL

April 15: Piccacho Peak Picnic

- Meet at McDonald's on Ina and Thornydale at 10:00am
- Depart at 10:30am
- The Cholla ramada at Piccacho Peak State Park has been reserved for our use.
- The Club will provide soft drinks
- Bob Thompson - Event Chairman - 296-7688

March 22: Regular Monthly TCA Meeting

March 29: TCA Board Meeting 7:30 at JBs, Swan & Speedway

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



FIRST CLASS MAIL

