

Corvairation

TUCSON CORVAIR ASSOCIATION TUCSON, ARIZONA

Volume 16 Number 3

June 1990



CORPHIBIAN

A great article from the December 1981 CORSA Communique

TUCSON CORVAIR ASSOCIATION

CORVAIRSATION is a monthly publication of the **TUCSON CORVAIR ASSOCIATION**, which is dedicated to the preservation of the Corvaire model of the Chevrolet Motor Division. The Tucson Corvaire 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.

CHANGE OF ADDRESS: Send any change of address or phone number to the Membership Chairman. Don not send changes to the Editor.

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 Corvaire Editor. Articles are welcome for publication.

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Fellow Corvair Fan(atic)s,

Well, here goes, again. Another month gone. The mid-month activity for this month got lost in the shuffle someplace. I will try to not let that happen again. CORSA is looking for volunteers to judge at the National Convention. If there is anyone out there in TCA who has judged in the past or who would like to judge, please see me for an application.

I would like to express my "Thanks" to Verne Cauble for volunteering to be our Recording Secretary. And, while I'm at it, "Thanks" to Esther Alex for coordinating and calling everyone for last month's mid-month activity. One of these days in the not too distant future, there will be a "pool warming" at the Allen Hacienda. I guess that blows the new paint job for Ron's 4-R car - - "Ron's Rowdy Red Racer."

Respectfully,


Ron Allen, TCA President

MINUTES

The regular monthly meeting of the Tucson Corvair Association was called to order at 7:40 pm by President Ron Allen on May 23, 1990 at the Picadilly Cafeteria, 6767 E. Broadway, Tucson, Arizona.

The minutes of the previous meeting were ammended to show President Ron Allen, and 14 Corvairs and 30 people present.

Vic Howard gave the Treasurer's Report on current TCA finances. Van Pershing made a persuasive plea for someone to fill the position of Recording Secretary, & Verne Cauble volunteered to assume the role.

PRESENT 38 Old Business: There was some discussion regarding locations for the 1990 Xmas party, a mid-month activity for June, and the recent wine tasting party. New Business: The upcoming National Convention was discussed.

CORVAIRS 13 After the break Bill Leslie, Allen Elvick, Ed Sanford, Ron Allen and Al Crispin volunteered to bring raffle prizes in June. There were two license plate drawings and six raffle drawings to make up for the drawings not held in April. Raffle prizes were won by Alan Atwood, Larry Dandridge, Jerry Lewis, Bill Vaughn, Ed Sanford & Gloria Gray.

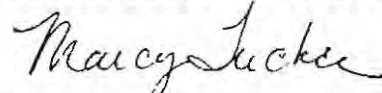
Gordon Cauble brought in several volumes of Corsa Communiques & Corvairsations dating back to the late 70's and early 80's, as a donation to the library.

Several tech items were discussed, Gordon Cauble discussed several for sale items, and gave an update on two of our advertisers, Ben & Son & Fun Stuff.

Larry Dandridge is now Service Manager & Corvair Specialist at K & J Auto & Truck Repair. Need assistance? See Larry.

The meeting was adjourned at 8:40 pm.

Respectfully Submitted,


Marcy Tucker



CORPHIBIAN

The amphibious Corvair

By Brad Westervelt

Richard Hulten...a man with a dream that was nearly fulfilled!

Since the mid-1950's, Richard Hulten had been considering building an amphibious craft of some sort. He had tried many different ideas but none were really right. When the Corvair came out on the market, he made some sketches but finally dismissed the idea as being somewhat impractical.

Enter the Corvair 95...the Loadside model to be precise...and Richard thought he had found the answer. Indeed, he even went to the local Chevrolet dealership and had them put a 95 up on their hoist so he could make a quick feasibility study and perhaps get his project underway.

He purchased a 95 in April 1961 and immediately began modification in a rented garage in Pontiac, Michigan. The nine construction photos with this article show nearly all the chassis modifications done to the original vehicle.

Photo 1 shows the mounted center panel running halfway into the wheelwells and up the sides of the mid-section of the truck body. All the panels are fiberglass and are secured to the

chassis with well-nuts (self-sealing screws).

At the extreme left of Photo 2, you can see the form for the forward fiberglass section which is shown mounted in Photos 3 and 4. Note the access covers and the location of the seams.

Photo 5 shows why Mr. Hulten thought the Corvair 95 was so perfect for conversion. The unibody construction and independent suspension allowed him to simply unbolt the units, bolt on the fiberglass sections and then fit

the suspension back in place.

By careful calculations, Richard decided that the chassis needed to be extended 18 inches beyond the engine for balance in the water. With the additional weight from the prop housings, pulleys and additional transmission, the front-to-rear weight ratio is nearly identical to the stock vehicle. A casting was taken and a male section was made from the original mold. The fiberglass section has no additional support other than its



own structure. Photos 7 and 8 show this rear section mounted in place.

Photo 9 shows the full bottom of the craft with the engine cover (the final panel added) in place. Note how the rear section was modified from Photo 7 by the addition of props and tunnels. A lot of the design work on the Corphibian was done during construction. Remember, this vehicle was to be the prototype mock-up for production consideration. Much of this design was ad-lib in anticipation of future refinements. However, this was not to be.

Many companies were contacted but no serious offers were made by any of them to do the conversions. Chevrolet was interested but they encouraged Richard to find someone else to do the conversions as they could not afford to add it to their existing lines. Had this come to be, the Corphibian would have been marketed through the GM Silver Book, the truck accessory and modification catalog that is published annually. (Check your local library for copies. The 1960-65 editions feature many Corvair and Greenbrier conversions).

Drive to the props is accomplished as follows: The crankshaft was extended off the pulley, a timing chain drove a simple reverse, neutral and forward transmission which in turn drives two belts that go to the right and left to a countershaft and then down to the prop housings. The prop housings are lower units off Johnson outboards.

Steering the craft in the water is done by twin electric-motor-driven rudders. A dual-ignition harness was rigged to enable the operator to start and stop the engine from the aft position. Since this is only a prototype, the conversion to facilitate access to the cab via a rear door (as seen in the copy of the brochure) was never completed.

Engine heat is exhausted through ducting which runs to the grills that can be seen on rear shots of the vehicle. Bouyancy of the water-borne craft is superb. If the "hull" were to be filled with flotation foam as planned, the Corphibian would be unsinkable even when totally awash.

Today the Corphibian is still in excellent shape.

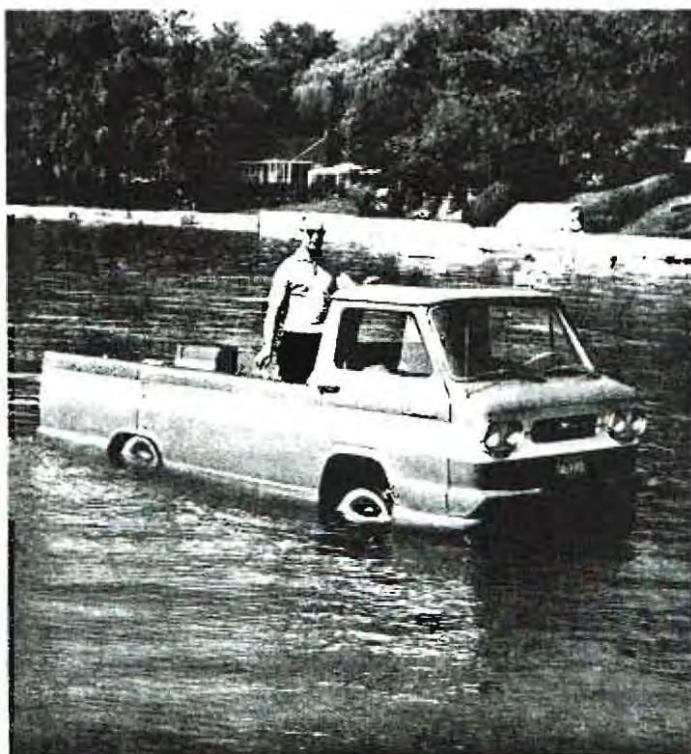


It is an "original" 1961 Loadside with original tires, interior, paint and other options. It has less than 1000 (that's right, one thousand!) miles on the odometer! It is garaged at Richard's home in Rochester, Michigan, a few miles east of Pontiac. This is one one-of-a-kind that won't be going to the crusher soon...as GM did with the AGL and a few other experimental vehicles.

Unfortunately, the Corphibian never got the exposure it justly deserved. *Popular Science* was going to do a cover story on the Corphibian and sent out a photographic crew in the fall of 1962. They wanted a nice action shot out on the water. As fate would have it, that morning the engine warning light came on and smoke poured out. Lifting the cover revealed that oil had been thrown all over the engine compartment. It was found that the oil pressure switch had cracked and all the oil had been pumped out. A replacement switch couldn't be found in time and the magazine postponed the article...indefinitely to this day.

Regardless, Richard and his family still enjoyed the Corphibian. He fondly recalls a summer weekend in 1963 at a nearby lake. The appearance of the Corphibian is deceptive to someone unfamiliar with what a normal Corvair truck looks like. When they got to the lake, the boat launching ramp was backed up with cars and trailers. He and his family simply drove up, got out of the cab and, to the shock of those around, pushed their truck into the water and hopped on, ...and darned if they didn't just motor away into the lake!

Corphibian



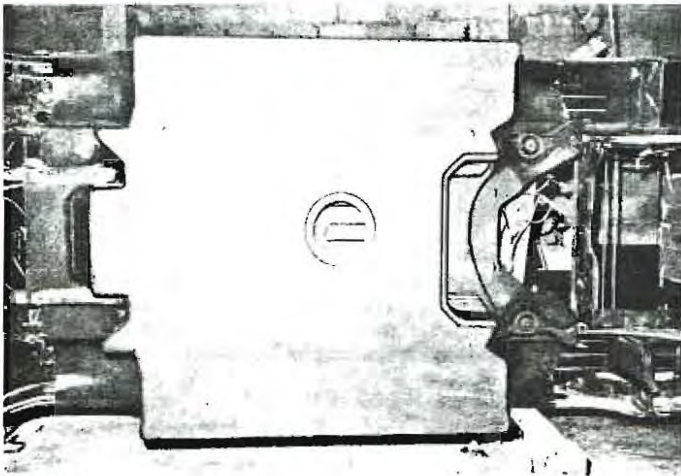


Photo #1

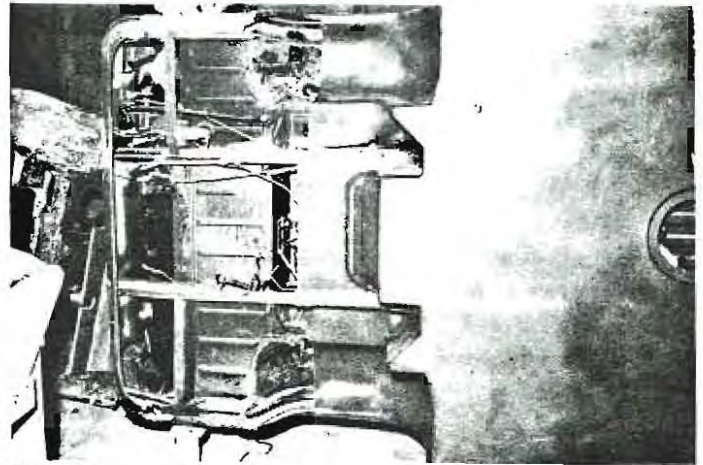


Photo #2

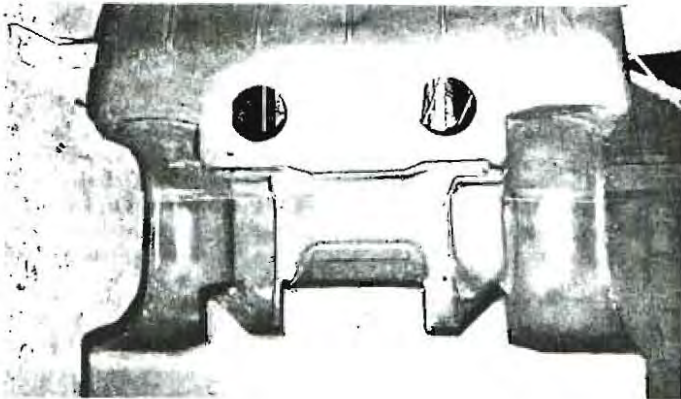


Photo #3

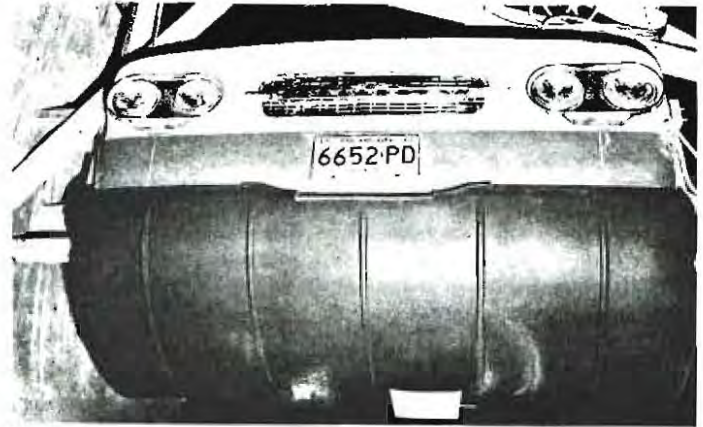


Photo #4

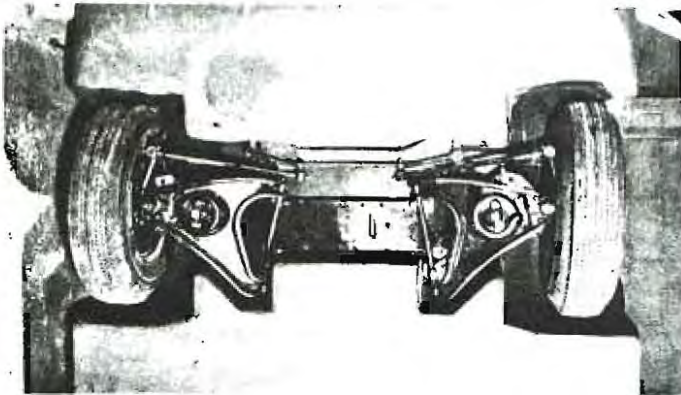


Photo #5

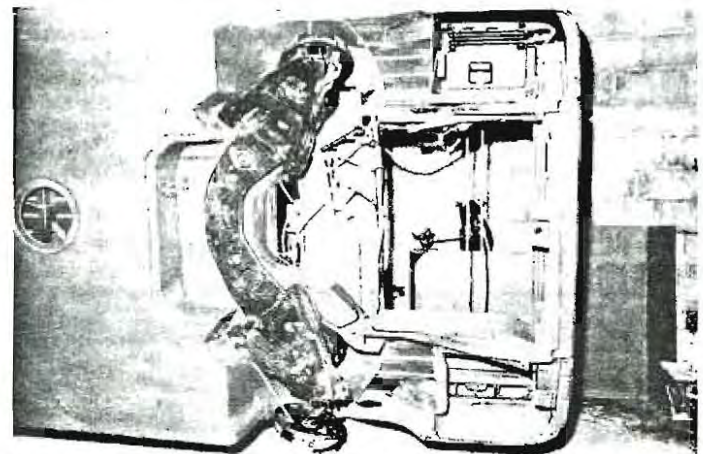


Photo #6

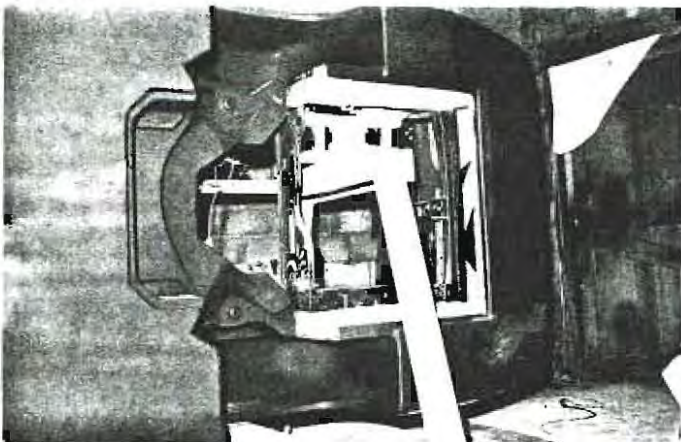


Photo #7

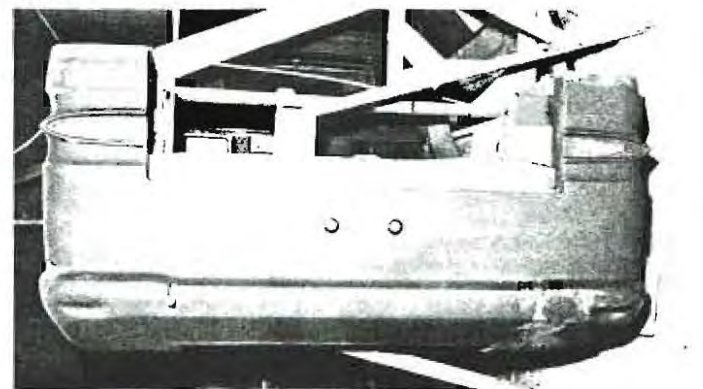


Photo #8

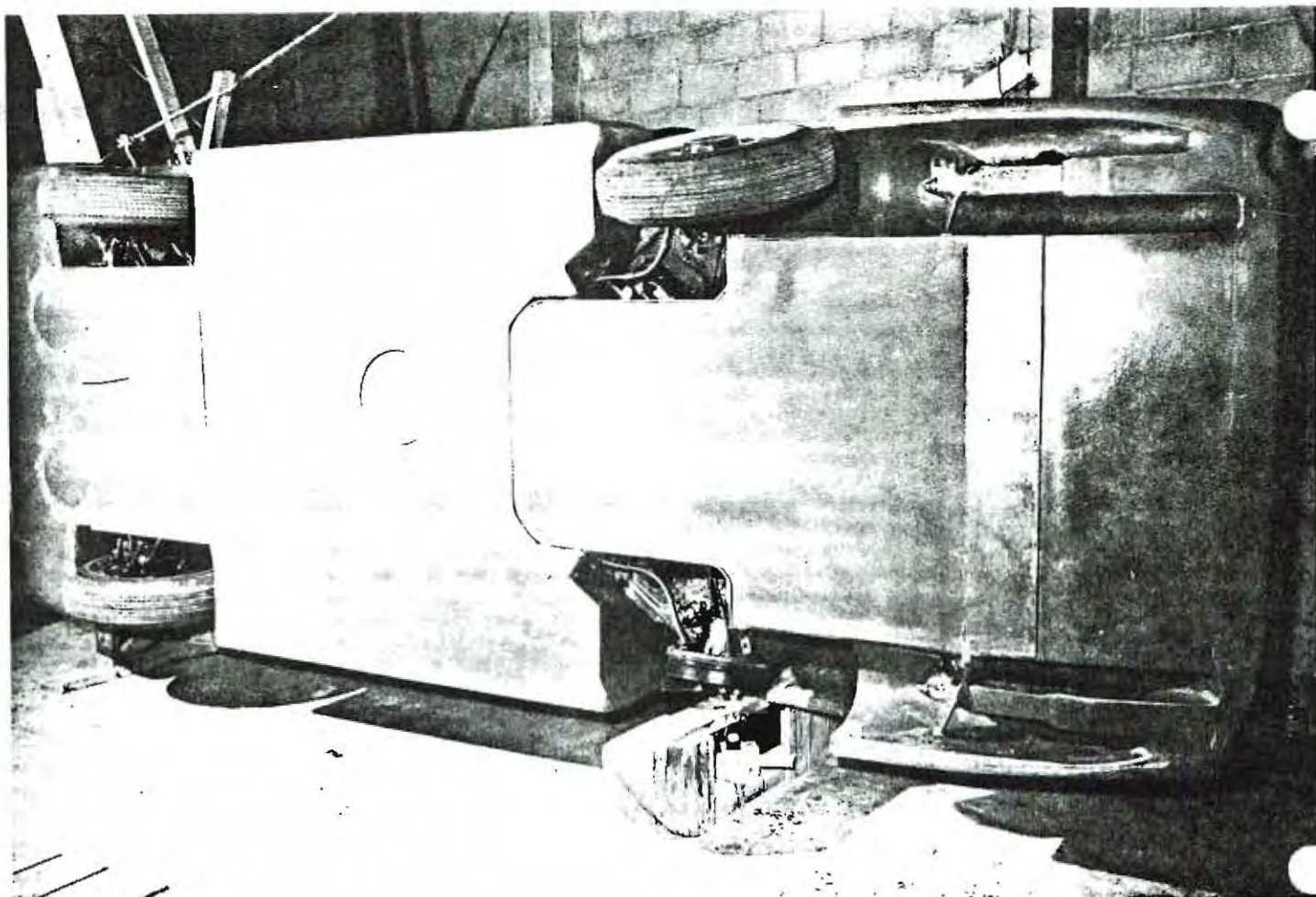


Photo #9

CORPHIBIAN AN EXCITING NEW DIMENSION IN MOTORING



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This is Corphibian's basic model . . . ideal for fishing, hunting, swimming, boat diving or just cruising around the lake. It's easy to drive . . . easy to park. It's compact, lightweight and thrifty on gas. Corphibian is at home on land or lake . . . truly the ultimate vehicle.



Family Size Sedan Cabin

Roomy five passenger model in a family design! Corphibian is the perfect vacation vehicle with room for mother, dad, two children. Corphibian is a safe, seaworthy, reliable family member.

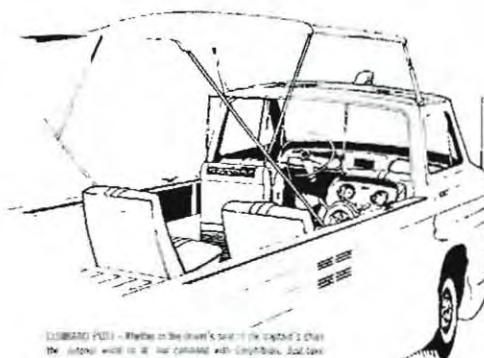


Sportsman's Convertible Top

Optional duck-bill and other rugged vinyl covered fabric top make Corphibian the perfect boat cover. All the fun without the expense . . . no electrical complications or maintenance. When the fishing season's over, there's no storage problem with Corphibian.



Always ready to go over highways or waterway! Corphibian is a rugged all purpose vehicle, lightweight and seaworthy. On a lake or a river it's a sportsman's dream!

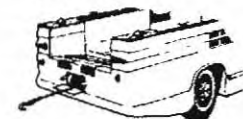


Dashboard (P20) - Whether on the driver's seat or the captain's chair the dashboard will be at your command with Corphibian. Just take the wheel and follow your imagination!



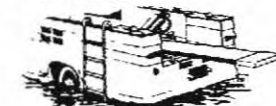
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For the true outdoorsman a dream come true. This optional off-the-ground tent camper makes your Corphibian a rolling motel.



WINCH

Optional equipment includes an under-the-tailgate winch which makes Corphibian a rugged utility vehicle almost at once.



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Diving board and boarding ladder, available as optional extras, give the Corphibian unique versatility for waterports.

Vairs 'n Spares

FOR SALE: '64 GREENBRIER, automatic, not running, \$500, '61 RAMPSIDE, runs, \$1000. Call Robert Segl, Casa Grande, 1-836-6390 6/90

FOR SALE: '60 700, 4-DOOR, straight body, all original parts, some parts rechromed, needs interior and paint. \$650 OBO. Don Schmitt 745-5581. 6/90

FOR SALE: '65 500 2-DOOR, 110/4-speed, daily driver, minor dents, asking \$1500. negotiable. Call Mark at 622-3482. 6/90

FOR SALE: '61 LAKEWOOD, automatic, reconditioned, \$1250. Call Del Light. 883-6794 3/90

FOR SALE: '65 CORVAIR COUPE, 110 engine, 2nd owner, 50K original miles, needs small amount of body work. Engine needs minor rebuilding. Interior needs replaced. New brakes. Asking best offer. Must sell. T.K. Estes, wk:795-8242, hm:885-1339. 3/90

FOR SALE: '64 MONZA, 2 door, automatic. Not running - complete. Call Del Light, 883-6794. 3/90

FOR SALE: '65 MONZA, 2 door, 4-speed. Rough but running. \$450. Dell Light 883-6794. 3/90

FOR SALE: Complete 140HP engine, \$400. '64 95HP engine, \$300. Call Gordon Cauble (602)299-1122 2/90

FOR SALE: '61 LAKEWOOD, 110/automatic. Good condition all around. \$1050. Van Pershing. 743-9185. 2/90

FOR SALE: '64 MONZA convertible, complete with new Clark's set covers. Needs complete restoration. Call Larry Dandridge at 750-1515. 2/90

FOR SALE: '65 MONZA, 2 door, 110/4-speed, map pockets, clock, 80% restored white interior, needs clutch and some wiring. Many extra parts. All new rear panel molding & fuzzies, spare 110 motor (not running), custom steel wheels, (stock wheels and hub caps available). Call Doug Dyke 883-2239. 2/90

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PARTING: '66 Corvair, 2d, no motor.

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FOR SALE: New Items Rebuilt flywheel for early or late, bolted and balanced, \$85, Good FC axles with packed bearings, \$80 ea. Call Gordon Cauble at 299-1122

FOR SALE: NEW and GOOD USED PARTS. '65 Corsa wiring harnesses - main & engine compartment, new gas door guard, \$20; used early windshield w/ weather strip, \$60; re-coned Corvair speakers, early \$15, late \$19; Other new and good used parts. Call Gordon Cauble 299-1122. 6/89

FOR THE DO-IT-YOURELFERS: 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: '65 MONZA CONVERTIBLE, 110/automatic, light blue w/ blue interior & white top, engine completely rebuilt & body ready to paint. New top installed. Good tires. Car is driveable. Asking \$2500. Call Gordon Cauble 299-1122. 6/89

FOR SALE: '62 MONZA 2d, AT, restore or use as parts car, 145 engine runs, all chrome, no rust \$350 OBO. Call Jeff, 790-9450 12/89.

FOR SALE: Set of headers w/ mufflers and chrome tail pipes, \$50; Jerry Lewis 746-3485 2/90

TREASURE'S REPORT

Balance April 1, 1990\$1157.59

Income:

Dues.....\$ 20.00
Raffle tickets.....\$ 42.00
Merchandise.....\$ 47.00
Aluminum cans.....\$ 24.98
Advertising.....\$ 60.00

Total Income..... \$193.98

Expenses:

Raffle prizes.....\$ 22.44
Postage\$ 40.00
Name tags\$ 8.56

Total Expenses.....\$ 71.00

Balance June 1, 1990\$1280.57

Vic Howard



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TUCSON CORVAIR ASSOCIATION REGULAR MONTHLY MEETING

FOURTH WEDNESDAY of each month

(except December)

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

31 July - 4 Aug: National CORSA Convention, Ontario, California

Wednesday, Jun 27: Regular Monthly TCA Meeting

Wednesday, Jul 11: TCA Board Meeting 7:30 at JBs, Swan & Speedway

Tucson Corvair Association
P.O. Box 50401
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