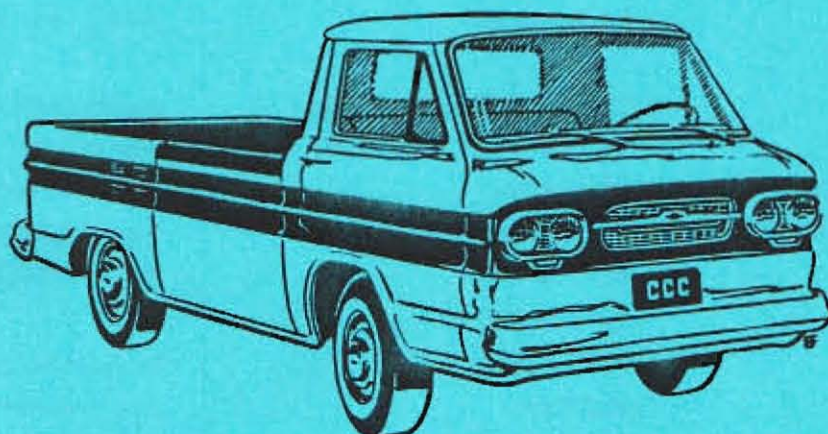


Corvairisation

TUCSON CORVAIR ASSOCIATION TUCSON, ARIZONA

Volume 16 Number 11

February 1991



**Election of 1991 Officers
at the February Meeting**

February 27

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.

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 Corvairsation Editor. Articles are welcome for publication.

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

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BOARD OF DIRECTORS

Current TCA Officer
Corvairsation Editor
Don Robinson
Dave Baker

Fellow Corvair-natics,

Well folks, this last year has passed on into history. And what a year it has been, what with all the happenings in Europe and the Middle East. I really don't know where the time has gone.

The election/nomination committee has found a slate of candidates to replace your current officers. I would like to see all members attend the February meeting for the election of the new officers. I want to thank ALL who assisted me for a "JOB WELL DONE."

Again, I want to take this opportunity to thank all of you for sticking with your association, in spite of me. I have been privileged to serve all of you. There were some rough spots, but I think all came through with few scratches.

"AND WE THANK YOU FOR YOUR SUPPORT"

Respectfully,



Ron Allen,
Future Past President

1966 Monza two door, completely restored.
new paint, inside and out.
new rug and headliner.
seats recovered.
rechromed bumpers
new brakes.
new trim at rear and new emblems.
new lid rubber weatherstrip.
new engine lid insulation.
rebuilt engine with less than 400 miles.

My cost is over \$3700 but I will sell for \$2700.

ERNIE 818-339-9662

shocks SHOCKS shocks

Bill Leslie is currently putting a van together and in his search for shock absorbers call the Monroe 800 number and was given the following information:

	Front	Rear
Early Cars	2553 or 2167	2126
Lakewoods	2553 or 5938	same as front
Late Cars	2067 or 2068	2126 or 5818

A "2" prefix designates Monroe-matic shock

A "5" prefix designates a Gas-Matic shock

The late frontshocks do not come with the rubber stop bushing that came on the cars originally.

Bill says the Monroe person he talked to said that they listed the Lakewood shocks as being a different number and that the front were the same as the rears.

	Front	Rear
All FC	5938 or 34741*	Same as front

A "34" prefix designate Gas Magnum truck shock.

- * The bottom mounting holes on the shock must be changed from round hole to open slots and the clearance hole in the bottom of the lower A-frame must be opened up slightly with a file. Bill says it about a 15 minute operation on each A-frame. Monroe lists it a "slight modification".

We don't know for sure how accurate the Monroe information is on the cars. You know how information from parts catalogs on Corvairs can be sometimes. The Forward Control information is okay. Bill has proven that. So watch for the sales and take advantage of the good prices even if your local Pep-Boy/Checker/Auto Zone doesn't list your favorite car!

MONTHLY MEETING OF THE TUCSON CORVAIR ASSOCIATION

The regular monthly meeting of the Tucson Corvair Association was called to order at 7:35 p.m. by President RON ALLEN at the Picadilly Cafeteria on Wednesday, January 24, 1991.

The President commented on the success of the Christmas Party held in December at the Smugglers Inn, and also reported that the Club came through with a sizable contribution of food to the Community Food Bank, and that the Food Bank was very appreciative of our generosity.

There was no printed secretary's minutes in the Corvairsation because of the party in December, but the treasurer reported a balance of \$1223.02. She also reported that the food bill at the party came to \$555.41, and that the Club paid tax and gratuity amounting to \$68.00.

President announced that the Board meeting for the month would be held January 30 at J B's Restaurant, Swan and Speedway.

DON ROBINSON was called forward to receive the Bryan Lynch Award for 1990, for his many valuable contributions as a member of TCA.

Nominating Comm.Chmn.ED SANFORD spoke to the club, presenting an urgent request for volunteers to serve in the office of President and Vice President. Elections are held in February.

There were 10 Corvairs in the parking lot, and Don Robinson won the license plate drawing.

A total of \$35 was collected for the raffle, and the two winners were:

BOB EGGERS

JOHN HEISCH

The following members volunteered to bring raffle prizes for February:

CECIL ALEX

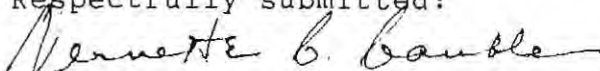
GORDON CAUBLE

JOHN HEISCH

AL CRISPIN

Meeting adjourned at 8:35p.m. There were 37 people present.

Respectfully submitted:



Verne Cauble

March Mid-Month Activity

TSD Rally

Sunday, March 17, 1991

Join us for a really fun rally on St. Patrick's Day. This is an easy-to-follow route and will take less than two hours. Bring your Corvair if you can, but other cars may participate too. We end the day at a moderately priced restaurant where we can meet for dinner.

First car will start at 3:01 pm. So you can meet your other Sunday obligations too. All cars need to be at the starting location by 2:45 pm to obtain and read general instructions. The starting point is at J.B.'s Restaurant, 695 E. Grant. That's the J.B.'s just west of 1st Ave. on the north side of the street.

- Bring:**
1. One or more navigators
 2. Watch or clock.
 3. Simple calculator
 4. Pen or pencil.

Questions? 297-1356

See you there!! No Kiddin'!!

The Rallymaster

Escape Road

1965 Corvair Corsa: Another time, another place...

By Joe Kress

Don Waddell knew the road and the car. It was obvious he was enjoying both. The road was Angeles Crest Highway, a snaky ribbon of asphalt that winds up and over the mountains rimming Los Angeles. The car was a '65 Chevrolet Corvair Corsa coupe, Waddell's daily driver, and as we sped up the mountains the rap of its exhaust echoed contentedly off the canyon walls.

I was more than a little surprised by how capably the little hardtop scrambled around the hairpins and sweepers in our rush to the summit. As president of the Corvair Society of America (CORSA) and a regular autocross competitor, Waddell is more than familiar with the ways to hustle a Corvair through a corner. But the car had an equal role here, I knew, because I was driving Waddell's second Corsa, a turbocharged convertible. I had no trouble keeping the '66 drop-top glued to the coupe's tail.

The power, the sport-oriented road feel, even the still-contemporary style of these Series II Corvairs is easily overlooked. That part should come as no surprise; it's the Corvair's legacy.

Introduced in October of '59 as a six-passenger economy car, the pancake-six powered Chevy was just too different for the tastes of mainstream America. In 1960, cheap gas and big engines were the rule. More was better. The Corvair represented "less." Austere in the extreme, the air-cooled, rear-engined, boxy-looking car was out of step with its era.

After an unpromising debut, the Corvair's emphasis was shifted away from its austere beginnings. It became what it had really been from the start, an economical sports car. Bucket seats, wire-wheel hubcaps, full instrumentation and sport trim marked a first effort in that direction, the Monza Club Coupe of late 1960. To fill this newly sought niche the original 140cu in engine grew first to a 145, then a 164cu incher. A turbocharger was offered in '62, giving a solid 150bhp to the Turbo Coupe and Spyder Convertible. By 1964 the Series I Corvair, still priced under \$2500, was a competent sports sedan, better still when outfitted with power, handling and cosmetic pieces from the aftermarket—most notably from racer John Fitch, who offered a line of spring kits



A brace of Corvair Corsas; in the foreground a '65 coupe, behind it a '66 turbocharged drop-top

and, for a modest sum, complete cars.

Soon thereafter GM unveiled some Corvair improvements of its own. The '65 Corvair was all new. It was as striking and revolutionary as the first version had been five years earlier, but much more attractive. Bill Mitchell, Chuck Jordan and Irv Rybicki—the cream of General Motors' styling staff—had created nothing less than a *bona fide* stunner.

Along with the fresh look came improved mechanicals. The greatest change brought by the engineering department was a true independent-rear suspension. This four-link trailing-arm system was a much needed replacement for the old swing axle. Quicker steering, bigger brakes (swept area increased by a third) and even more horsepower turned the top-line Corvairs, now called Corsas, into real drivers' cars. The standard Corsa engine, like the one powering the silver coupe shown here, came topped with a quartet of single-throat Rochester carburetors. It was good for 140bhp. The turbo version, 180.

The new look and redesigned underpinnings gave the 1965 Corvair a blip on the corporate sales chart, but it wasn't to last. A propensity toward oversteer in the earlier models had led to the book *Unsafe at Any Speed*, written by a hitherto unknown Ralph Nader. Nader took square aim at the Series I Corvair's primitive swing-arm rear suspension, which he asserted was prone to "tuck under" in hard cornering, a phenomenon that resulted in some cases in rollover accidents. (General Motors

bean counters had vetoed the anti-roll bar that would have prevented the problem because it would have cost a reputed \$15 per car.) As Brock Yates wrote in his *The Decline and Fall of the American Automobile Industry*, "Suddenly the nation's courts were overflowing with litigants charging that they had been grievously wounded by their Corvairs. GM won the two major lawsuits involving the Corvair, and a subsequent report by the Department of Transportation exonerated the car for its alleged treacherous handling. But the damage was done."

The combination of the bad press from the earlier model and the public's fascination with a new low-priced Ford—the Mustang—was too much for the Corvair to overcome. While sales totaled almost 240,000 for model year '65, sales for the 1966 Corvair, which was a better piece yet (stronger transmission, wider wheels and tires, even an integral chin spoiler) fell to 103,000. By 1967, when Chevrolet countered the Mustang not with an improved Corvair but the Camaro, it was clear the model was doomed. (It remained in the lineup until '69).

In retrospect, it seems that the Corvair Corsa of '65 and '66, elegant in both look and design, was perhaps the best lightweight sport sedan for the money. As Yates put it, "Ironically the Corvair improved in direct proportion to its failure in the marketplace." But it was also an answer to a question America just wasn't asking 20-odd years ago. **AW**

"WALKING" SUSPENSION

One of the most intriguing—and rewarding—features of Chevrolet's revolutionary Corvair is its superbly smooth, supple ride. The reason for it lies in a suspension system unique among U.S.-built compact cars: independent suspension at all four wheels.

Here's how it works: each wheel on a Corvair rests on its own deep coil spring, which absorbs road shocks independently of the other wheels. Say, for example, that you're cruising along a choppy dirt road and your left rear tire suddenly sinks into a rut. In any other U.S. compact car, the *right* rear wheel would react as violently as the left to that jolt—which is only natural, since both rear wheels are locked together on a single axle. But in a Corvair, the wheels are divorced from each other, so you virtually "walk" over the ruts.

You can see what this means to your ride. You travel as smoothly in a Corvair as you would in a much heavier car—but you don't have the extra weight to haul around. Actually, though, the only way you can really appreciate Corvair's



exhilarating smoothness is to experience it (you couldn't do better than a rough, winding back country road for the test).

This "walking" suspension helps keep your Corvair glued firmly on the pavement for extra traction and control on slippery roads. What's more, those resilient coil springs won't squeak, which means a quieter ride. And Corvair's independent suspension cushions the car's overall weight for a soft, comfortable way of going.

This 4-wheel independent suspension is, of course, a tremendously important advance in the design of compact cars. A five-minute turn at the wheel will show you just how important. The man to see is your Chevrolet dealer—and there's no better time than now... Chevrolet Division of General Motors, Detroit 2, Michigan.

Technically speaking, Corvair is probably the most fascinating car to come down the U.S. pike in the past 49 years. Here are some of the engineering advances you'll find: an air-cooled "pancake" six engine, mounted in the rear... unit-body construction... an amazing Unipack combining engine and transmission in one compact package.

corvair
BY CHEVROLET

Vairs 'n Spares

FOR SALE: '64 MONZA, 4 door, 110/auto. Nice interior, new tires; could stand a paint job. \$1,300. Call Larry Dandridge at (602) 750-1515. 2/91

FOR SALE: '64 CONVERTIBLE BODY, no dents; no rust; servicable interior parts; transmission had differential installed; no engine. \$500. Call Larry Dandridge at (602) 750-1515. 2/91

FOR SALE: 140 HP HEADS, 1 set fly cut and valve seats ground, no valves. \$115 each. One only with valves. \$130. Call D. Marshall at 883-1421 mornings or evening, or Del Light at 883-6794. 2/91

FOR SALE: CORVAIR PARTS. Large outdoor lots full of good Corvaire parts. Will sell or part. Call Barry Cunningham at (602) 747-9028. 2/91

FOR SALE: PARTING OUT 7 Corvairs (1 convertible). No titles. Call Mike Garrison in Sahuarita at 1-602-648-2610. P.O. Box 603, Sahuarita, AZ 85629. 2-91

FOR SALE: '63 GREENBRIER, automatic, freshly sealed engine, new brakes, new tires & battery; carbs rebuilt; good mechanically. Asking \$1,500. Call Lewis Bailey (602) 744-9307. 1/91

FOR SALE: '61 LAKEWOOD, automatic, reconditioned. \$1250. Call Del Light (602) 882-6794. 12/90

FOR SALE: '64 MONZA, 2-door, automatic, not running but complete. \$350. Call Del Light (602) 883-6794. 12/90

FOR SALE: '65 MONZA, 2-door, 4-speed, rough but strong engine. Running. Call Del Light, (602) 883-6794. 12/90

FOR SALE: '61 MONZA 900, 4-door/automatic. All original and near perfect inside and out. Original air conditioning upgraded with modern low-load compressor. No rust ever. Drive it anywhere. The best example of this model to be found. Asking \$3,600. Call Don Davis (602) 296-9811 11/90

FOR SALE: 1965 CORVAIR was just reconfigured less than 200 miles ago from a Corsa 180 hp Turbo (sad story of what happen to my pride and joy Varoom - a story too long to relate) to 110hp. Has TB-30 Otto cam with fail-safe gear, .060 over TRW forged pistons, viton seals, Mallory dual-point distributor, Mallory C/D ignition, Stewart-Warner oil pressure gage, Stromberg 2-barrel, '66 Saginaw 4-speed, positraction - 3.55, telescopic steering wheel. Also new white headliner - rest of interior is black, new white paint job - famous diamond glass, new turn signal switch. Asking price includes two 14 in rear mag wheels - on has the skin, all parts removed - 140

heads by Bill Coyle, water injection, rebuilt turbo - so buyer can return engine to 180hp turbo configuration. Needs oversize valve guides. Meets Old Cars Price Guide grade 3 requirements. Get all of this for only \$2585. Call Fred Zimmerman any time at 887-6805. 10/90

FOR SALE: SPYDER COUPE, '64, white w/ white seats and red interior trim. Rust free body and new tires. A one owner car that can be driven anywhere. \$3,500 OBO. Call Gordon Cauble (602) 299-1122. 9/90

FOR SALE: '64 MONZA COUPE, 110/automatic, new interior w/ headrests on front buckets, new dark red exterior. A very sharp car; drive anywhere. Asking \$3,500 OBO. Contact Gordon CAUBLE (602) 299-1122. 9/90

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

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PARTING: '66 Corvaire, 2d, no motor. SELLING '63 van motor, 47K miles. Misc Corvaire parts. Call Ted Christianson 887-9449 1/90

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 Corvaire 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



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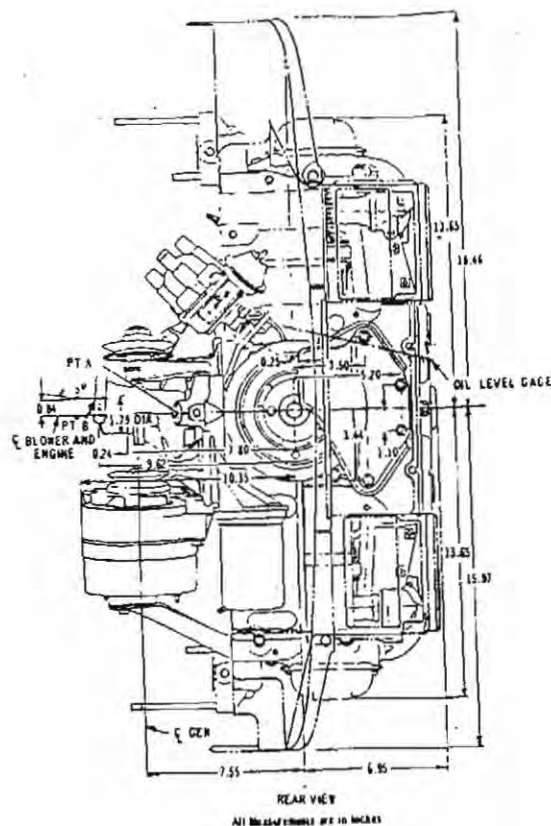
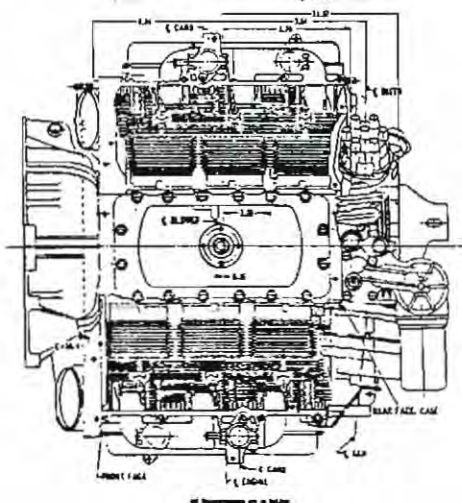
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TUCSON CORVAIR ASSOCIATION REGULAR MONTHLY MEETING

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

March 17: TSD Rally Meet at J.B.'s Restaurant on 1st and Grant
no later than 2:45pm. See details inside.

Wednesday, Feb 27: Regular Monthly TCA Meeting

Wednesday, Mar - 6: TCA Board Meeting 7:30 at JB's, Swan & Speedway

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



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