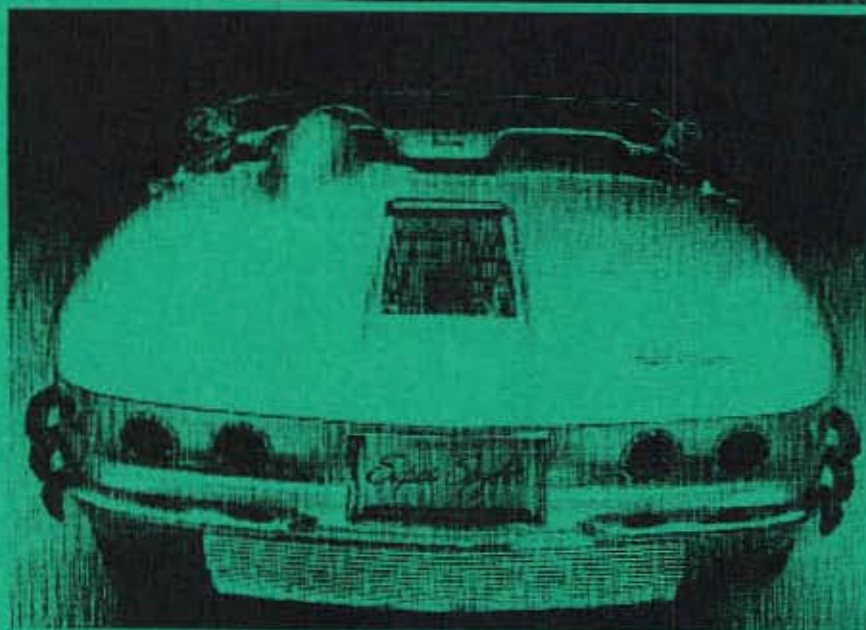
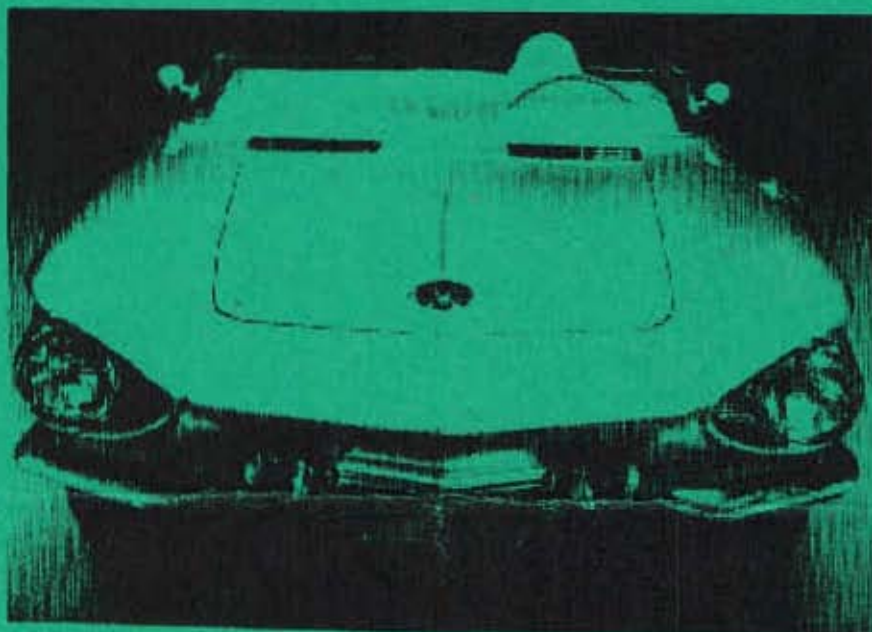


Corvairisation

Tucson Corvair Association
Volume 22, Number 10

Tucson, Arizona
November 1997



TUCSON CORVAIR ASSOCIATION

EST. 1975

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 of General Motors. The Tucson Corvair Association is a chartered member of the Corvair Society of America (COSA \ 857).

MONTHLY MEETINGS are held on the fourth Wednesday of each month except December. One technical/social event is planned for each month with the exception of July and August.

MEMBERSHIP DUES: Initial dues \$22.00 per year for Fa. and \$ 15.00 for singles , (includes name tag) renewable \$ 18.00 and \$ 15.00 and payable to the TUCSON CORVAIR ASSOCIATION through the Membership Chairperson.

CHANGE OF ADDRESS: Report any change of address or phone number to the Membership Chairperson. Do not report such changes to the Editor.

COSA MEMBERSHIP DUES are \$28 per year and include a subscription to the COSA Communique, a monthly publication. COSA membership is not require for membership in TCA but is highly recommended. See any TCA officer for information.

CLASSIFIED ADS are free to members and \$2.50 per 4-line ad to all others.

DEADLINE for all materials submitted for publication in the Corvairsation is the 1st for that month's issue. Mail or deliver all materials to the Editor.

BUSINESS MAILING ADDRESS: 4072 E. 22nd St. #197, Tucson, Arizona 85711

BOARD OF DIRECTORS

WHEELS AND SPOKES

PRESIDENT

Don Henn
4812 N. Avenida Largo
Tucson AZ 85745
520-743-3346

BOARD MEMBER-AT-LARGE

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5950 N. Camino Arizpe
Tucson AZ 85718
520-299-1122

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520-747-4842

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520-747-4842

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Ann Henn
4812 N. Avenida Largo
Tucson AZ 85745
520-743-3346

ASSISTANT EDITOR

Van Pershing
4842W.Paseo de las Colinas
Tucson, Az. 85745
520-743-9185

TREASURER

Allen Elvick
4210 S.Preston
Tucson AZ 85746
520-883-4337

CORVAIRSATION EDITOR

Lynn Bloom
4072 E. 22nd St.*197
Tucson AZ 85711
520-747-4842

LIBRARAIN

Dave Baker
6110 E. 5th St. *127
Tucson AZ 85711
520-747-0840

RECORDING SECRETARY

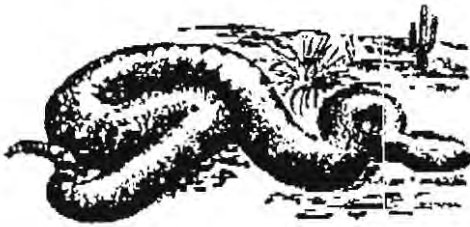
Herb Berkman
210 S. Daybright Pl.
Tucson AZ 85748
520-751-9500

PREVIOUS PRESIDENTS

Lynn Bloom
520-747-4842
Ron J. Bloom
520-747-4842

MERCHANDISE CHAIRMAN

Don Robinson
2044 W. Shalimar Way
Tucson Az 85704
520-297-1356



Don & Ann Henn
4812 N. Avenida Largo
Tucson, AZ 85745
Phone # 520-743-3346
Fax # 520-743-3261

"Presidents Word"

The election of Officers for the coming year is in place, as the nominating committee has been announced, it consist's of Ron Bloom, Allen Elvick & Herb Berkman.

As you know we need new leaders with new idea's to propagate and advance the TCA, so your input is needed on this subject.

The Xmas party has been canceled at the Mexico City Restaurant.

Instead, Gordon Cauble has graciously offered to head-up the Xmas Party dinner, to be held at the Officer's Club on the D-M Base.

His expertise should make this event a great party.

We had a good time at the Casa De La Ninos Car Show as the TCA had Eleven Corvair's show up., Also we acquired a new member, Bill McCoy.

The November meeting will be held on the 19th.

NOVEMBER TREASURERS REPORT 97

BEGINNING CASH ON HAND.....816.84

INCOME: (ACCOUNTS RECEIVABLE)

Ads.....	00.00
Badges/Pins.....	00.00
Raffle Tickets.....	16.00
Can Money.....	0.00
Chistown Mall Car Show.....	150.00
Fund Raising Raffle.....	31.00
Parts.....	00.00
Subtotal.....	197.00

Dues:

Don Robinson.....	15.00
Bill & Liz McCoy.....	22.00
Bill & Kelly Heindel.....	20.00
Total Dues.....	57.00

TOTAL INCOME: (ACCOUNTS RECEIVABLE).....254.00

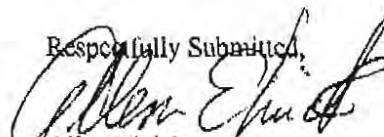
EXPENSES: (ACCOUNTS PAYABLE)

Badges.....	00.00
Parts.....	00.00
Stamps.....	00.00
Total.....	00.00

TOTAL EXPENSES: (ACCOUNTS PAYABLE).....00.00**ENDING BALANCE: (CASH ON HAND).....1070.84**

Ending balance does not reflect cost for the fund raising items and tickets.

Respectfully Submitted,


Allen Elvick

TUCSON CORVAIR ASSOCIATION

The meeting was called to order on **October 22** at 7:10:58 PM, by President **Don Henn**. No guests in attendance.

Treasurer (Allen Elvick) - Started the month with \$745.16. Income = \$160.53, expenses = \$88.85. ending Balance = \$816.84. \$27 was received from raffle ticket sales.

Membership (Ann Henn) - Everyone is up to date. We have one new member prospect in Mr. Vince Fry. Don't forget, the new dues structure goes into effect on **January 1**. Everybody's dues will be pro-rated to the first of the year at the rate of \$1.25/month. Thenceforth all memberships will be based on the calendar year.

Library (Dave Baker) - Dave will be publishing the library inventory next month. He has URLs for about 30 Corvair websites. Call Dave to get these or you could e-mail him if he'd just let us know his e-mail address.

Merchandise (Don Robinson) - Nothing new.

Corvairsation (Lynn Bloom) - Inputs for November should be in earlier than the usual 10th because this month's meeting is scheduled one week earlier than usual to avoid the Thanksgiving weekend.

Cars for Sale (Larry Dandridge) - 63 Convertible, 4-spd. New top, '64 95 hp engine. \$1500 OBO. Correction to last month's listing: Price should have been \$1000, not \$100. Sorry.

Activities (Lynn Bloom) -

October 25 - Casa De La Ninos car show. We will be meeting as usual at the El Con mall EARLY on Saturday morning and driving into the park together. Thirteen cars have been committed to be present including two from Cactus Corvair in Phoenix.

November 8 & 9: - GWFBS&SM at Palm Springs. Berkman, Bloom and Henns are going, maybe some others. Registration forms are everywhere. Don't forget to take raffle tickets with you.

December 13 - ??th Annual **Christmas Party** at a NEW LOCATION: **Davis-Monthan Officers Club**.
January 24 - Road Trip to tour the **Boyce Thompson Arboretum**.

February 28 - Saturday evening at the **TRIPLE C Chuckwagon** dinner and western music show.

March 20, 1998 - Friday night, 7:00 PM, **Gaslight Theatre** to see the "Cisco Kid". See **Allen Elvick** to reserve tickets. \$10.70/person.

April ?? - A day at the **White Stallion Ranch**. Details will be forthcoming.

Old Business - The club raffle will be held on **November 19** at the club meeting. More raffle tickets for the night vision glasses are available for consignment to members for sale. You're all encouraged to take them to events such as car shows, Palm Springs, etc. and get them out there. **Important Reminder:** The November meeting will be on the 19th which is one week earlier than usual due to the Thanksgiving holiday.

New Business - A nominating committee for next years slate of officers was appointed consisting of **Ron Bloom, Allen Elvick** and **Herb Berkman**. If you've been wondering where to sign up, see one of these guys today and beat the rush.

Prizes - Meeting raffle prizes were one by **Ann Henn** (dry-wash cloth) **Larry Dandridge** (Fire Extinguisher) and **Lynn Bloom** (ditto). There were three Corvairs in the parking lot and Larry D. also won the license plate drawing. On the hook next for raffle prizes are: **Gordon Cauble, Allen Elvick, Herb Berkman, and Barry Cunningham**.

J.O.E. - This time there really was no joke in spite of **Dave Baker's** insistence that he did tell one in September.

Program - There wasn't any, but **Herb** will make every effort to present his slide show entitled "**The Life and Times of the Red Baron**" at the November meeting (if he can find his notes). Don't miss it!

Meeting adjourned sometime around 8:something PM

Respectfully submitted,

Herb Berkman, Secretary (e-mail at hjberkmn@flash.net)

Meeting of the Executive Board was called to order in the banquet room (such as it is) of the Mexico City Restaurant at 7:28 PM on October 30 by President Henn. Members present: Lynne Bloom, Ron Bloom, Don Henn, Ann Henn, Allen Elvick, Herb Berkman, Gordon Cauble.

Meeting Plans

November - Raffle Night. Drawing for the night vision glasses! Also, Herb plans to present his 45 minute talk and slide show on the life of the Red Baron (If he can find the script, which is lost somewhere in his office). *This may be the best meeting in a long time - don't miss it!* **Also -this meeting is on November 19 - one week earlier than usual!!!!**

Notice - All members who are holding tickets or money for the raffle must turn them before the meeting starts!!!

December - No meeting. Christmas party will be the only club get together in December.

January - Open so far

Activities

See the minutes of the regular club meeting for the activity list. However, the date of the White stallion Ranch may have to change so as not to conflict with the annual Picacho Peak joint picnic with Cactus Corvair Club which is always in April.

Change to Christmas party: Gordon Cauble made a proposal to have the party at the **Davis-Monthan Officer's Club**. The board reviewed the arrangements and approved the plan. Gordon has been authorized to make the arrangements. The schedule for the evening will consist of a social hour from 1800 to 1900 hours (6:00 - 7:00 PM) and Dinner at 1900 hours. We will have a separate room and there will be a bar available with drinks at quite reasonable prices. Dinner will cost \$15/person and will consist of Cornish Game Hen, salad, vegetable, rolls, coffee and desert. Even at this low price (for a banquet dinner) we will have enough to obtain a reasonably nice door prize. There will be a gift exchange of a slightly different flavor than in the past, but probably more fun!. Everyone is expected to bring a reasonably priced gift (gag gifts are okay), not too cheap, but not more than about \$10. **Deadline for reservations is Tuesday, December 9. Allen Elvick (883-4337) is in charge of reservations and collecting money.**

Meeting Place

There has been quite a bit of dissatisfaction expressed with the current meeting place. Service is inconsistent, the food is acceptable (if you like the same thing all the time) but it ends up being somewhat expensive on a regular basis. Also, the room is rather drab and isolated. We are entertaining ideas for a change of venue. Members inputs are solicited for a more reasonably priced, centrally located restaurant with a more varied menu, a lighted parking lot, nice atmosphere and a separate room we can use once a month. Call if you have any ideas.

Newsletter

We still desperately need a new editor!!!!!! Members are encouraged to submit Corvair (or not) related articles by the 10th of the month.

Membership

The change to all January renewals will be effective on January 1, 1998. All members will have dues prorated at the rate of \$1.25/month to bring them forward to January. Members joining in mid-year will be charged first tonic dues at the same monthly rate.

The secretary had to leave the meeting before it was over as Mrs. Secretary was waiting at the airport for him to pick her up. We don't know what time the meeting adjourned. So there.

Respectfully submitted,
Herb Berkman, Secretary
hjberkmn@flash.net

CHEVY STYLELINES by Pat Chappell

There is a band of enthusiasts whose eyes light up at the mere mention of the word "Corvair." There is a segment of the population that immediately thinks of Ralph Nader's consumer-protection crusade, as he pronounced these cars "hazardous to our health." Volumes have been written about the Corvair, during its brief 10 years, and after its demise. Some consider it a failure, others saw it as a savior. The truth lies somewhere in between. One thing is certain: It definitely was *not* a forgotten GM vehicle!

A couple of its predecessors were just that - forgotten. Take the '23 "copper-cooled" Chevrolet for instance. Work on that air-cooled engine started in 1918, but only 759 were produced by mid-May 1923. Serious problems arose: Pre-ignition at moderate speeds, and loss of compression and power when the engine was hot. The order went out to stop production, destroy those on the assembly line, and buy back and scrap the rest. A mere two remain in museums today.

A quarter of a century later, another antecedent to the Corvair - this one a small, compact, prototype 2,200-lb. four-door sedan, was under consideration shortly after World War II. It was considered GM's light car, and was named "Cadet." The project of engineer Earle Steele MacPherson, the Cadet was to ward off a possible postwar depression as Chevrolet's first new compact car. Several things generated its demise: it would be too expensive to produce in a limited market; there was no depression; and conventional, postwar Chevys were selling like hot cakes. Management was not particularly enamored with the project. (Interestingly, four months after the May 15, 1947 scrapping of the Chevrolet Cadet, MacPherson was hired by Ford Motor Co., where - a decade later - he would incorporate many of the Cadet's excellent engineering features into the Ford Falcon.)

Which brings us up to 1960, and Chevrolet's Corvair. It was without a doubt, one of the division's most controversial cars. By the late-'50s, there appeared to be quite an interest in economy imports like Germany's Volkswagen and France's Renault. In reply, American Motors produced its compact '58 American. Studebaker followed the trend with its '59 Lark. By 1960, Chevrolet answered with the Corvair, Ford introduced its Falcon, and Plymouth released the Valiant.

The first Corvair was unveiled in Chevrolet dealerships on Oct. 2, 1959. The last one rolled off the assembly line on May 14, 1969. In its short decade of life, 1.7 million were produced. The vehicle was loved or hated, praised or maligned; studied religiously or completely dismissed; driven with skill and passion or outrageously whipped and abused.

The brain child of Chevy's chief engineer Edward N. Cole, the Corvair seemed unconventional, compared to offerings from Ford and Plymouth. The first Corvair's rear-mounted air-cooled "pancake six" engine developed 80 hp, and 95 hp was optional. For the size and design of the 108-in.-wheelbase car, the over 350-lb.-rear-mounted engine was heavy. This factor, combined with rear swing axles and a lack of anti-sway bars, contributed to some handling difficulties, but nothing near the accusations about the early Corvairs raised in a singularly damaging chapter of Nader's book, *Unsafe at any Speed*.

Today, a loyal following of Corvair aficionados have gathered together to celebrate the history and preservation of this interesting segment of Chevrolet production. The organization CORSA (Corvair Society of America), focuses on the unique qualities of all Corvairs, be it the first-generation 1960-'64s or the second-generation 1965-'69s. Models including sedans, convertibles, station wagons, vans and trucks, are honored.

CORSA, founded in 1969 by Richard M. Langworth, (one of the first and foremost advocates of postwar collector cars) is not focused mainly on reasons for the demise of the Corvair like Nader, Chevrolet management, the Mustang, or the times. It is simply a group formed to honor the Corvair, and all it stands for; to host yearly international conventions; to oversee over 130 chapters throughout the United States, as well as Canada, France and Switzerland, to coordinate its 5,500 enthusiastic members and to publish a monthly magazine called *Corsa Communique*.

(For more information about The Corvair Society of America, please contact CORSA, Inc., P.O. Box 607, Lemont IL 60439-0607.)

Sizing Wheels and Tires.

One of the things that many people do to make their Corvairs faster or more unique is to install different wheels and tires, a task that can be very frustrating if you just try to put on whatever seems to fit. This article originally appeared as a four month series in the Hot Air Mail and is an attempt to help Corvair enthusiasts properly fit non stock wheels and tires, whether new or used. Thanks to the members of the Northern Virginia Corvair Club for their input in writing this article.

For Street Prepared autocross use, I highly suggest you acquire a set of "R" tires if you're planning on running more than one or two events per year. The reasons are:

1 - Regular autocrossing (say 10 events) will completely wear out your street tires. It is cheaper to run real tires than to "save money" by trying to get away with a single set of tires. Sometimes you can get closeouts of the previous year's tires, or buy a set used if you're on a tight budget.

2 - R-compound tires have so much more adhesion than even high performance "normal" tires that tuning the chassis and learning to drive on anything else is, to a degree, a waste of time. The car rolls more, the bushings deflect differently, and the tires break away differently.

Wheels:

Let's start with a description of the various dimensions that are used to measure a wheel:

Diameter - Vertical dimension of the wheel, measured where the tire's bead seats. All Corvair cars came with 13" wheels as stock.

Width - The distance between the inner lips of the rim, where the tire beads seat. Both early and late Corvairs used 5 1/2" wide wheels, but I have heard that 60's wheels were only 5" wide.

Lug Pattern - This is the number of lugs used to hold the wheel on, and the diameter of a circle drawn through the center of the lug holes in the wheel. Earlies use 4 lugs on a 4 1/2" circle (4 x 4 1/2"), lates are 5 lugs on a 4 3/4" circle (5 x 4 3/4"). A list of possible donors is near the bottom of this page, if you're looking for info on swapping wheels for another type of car, I also have a fairly complete list of wheel lug patterns.

Backspacing - The distance from the inside of the rim to the point where the wheel contacts the brake drum. All 5 1/2" wide wheels have a backspacing of 3 7/8".

Center Hole Diameter - The hole in the center of the wheel that the hub fits through. All are 2 7/8".

How big?

Since the standard lug pattern for RWD Chevis from the 50's to the present is 5 x 4 3/4", lots of different wheels will fit on a late model. The pattern for earlies is uncommon among U.S. makers, but is common on Mazdas, Nissans, and Toyotas. 14" or even 15" diameter wheels will fit on all Corvairs, but the width on earlies can't exceed about 6" because of two points of interference. On the front, the end of the steering arm comes close to the sidewall, and on the rear, the upper shock mounting point is close to the sidewall. Fitting quick steering arms may help the clearance problem up front, while some careful trimming may increase clearance in the rear.

Lates can handle up to 7" wide wheels in the front, with up to 8" (!) wide in the rear with the correct backspacing. Even wider will fit in certain sizes, but you will need to alter the backspacing to move the wheel out somewhat (less backspace), and perhaps roll the inside edge of the fenders. You should also check the protruding threads on the rear suspension's toe control links for clearance. It is legal in E/SP to fit any wheel/tire combo along with any fender mods to make big tires fit.

When fitting new wheels the rim should remain centered in and out relative to the hub as close to stock as possible (yes, tires sticking way out from the fenders are a bad thing), which can be determined by measuring the backspacing. This dimension is probably the most important, for the following reasons: if the tire is not centered the wheel bearings will wear prematurely because they are not loaded evenly, the tires may hit the inside or outside of the fender or other components, and the car may tend to dart around when you hit a bump.

That said, a late model Corvair has a bit more clearance on the outside of the tire than the inside, so slightly less than optimal backspace is usually best for maximum width wheels. When sizing a wider wheel, add half of the additional width to the stock backspacing to arrive at the backspacing for the new wheel. If you want to stuff really huge wheels and tires under your 'Vair, it's best to jack the car up, remove the springs so that the suspension can be moved throughout its range, then bolt on a set of stock wheels and tires and measure the actual clearance available. The center hole diameter is fairly common to many cars, but should be checked because this helps

support the wheel on the hub, and of course if the hole is too small, the wheel won't go on the car. If the hole is too large, it's not especially critical, it does not appear to compromise the strength (in other words, yes, the lugs are strong enough to hold the car up).

You want the tires to do what?

Now let's look at the tires that go on the wheels. I use and recommend only radial tires, so that's what this information covers. If you want to use bias-ply tires, you're on your own, because I know nothing about them. The size radial closest to stock is 175/R13, but unless you have a factory stock show car, you may wish to use a larger size. Most major tire manufacturers make several different types of tires, so to decide which of these types and in what size it helps to realistically decide how much money you want to spend and what kind of use you'll put them to. Answering the following questions usually helps:

How well do you want the car to ride?
How much do you drive your Corvair?
Is stock appearance important?
Is all-weather ability important?
Do you drive quickly?
Do you want more cornering grip?

These dimensions will affect your decision in various ways, so keep the following in mind:

Width - a wider tire will generate somewhat more grip but is more likely to hydroplane, and may hit various parts of the car if the wheel size is not optimum. Also, if you want tires wider than 205mm, you must get wider wheels.

Profile - a lower profile tire has more grip, but the ride will be rougher.

Speed rating - generally unnecessary on U.S. roads, but this is an indication of a high quality tire.

Wheel diameter - if it isn't 13", you will need non stock wheels.

Examples:

To wrap up, here are a few examples of wheel and tire combinations:

1. Our first example is a late convertible Corsa that is basically stock and rarely driven in bad weather. The driver is willing to trade a little ride quality for more grip, but wants to keep stock wheels. A good quality summer radial, size P205/70 R13, will offer a noticeable increase in grip with only a slight loss of ride quality, and will cost \$75 - \$100 per tire.

2. Here we have an early coupe that is used for daily transportation. The owner has decided to give the car a different look by putting on 14" x 6" aluminum wheels from a '70 - '78 Datsun Z, and wants an increase in grip while keeping an all-weather capability. One of the all-weather high performance tires will fit the requirements, in size P185/70 HR14. A P195/70 HR14 may fit, but will be snug enough on a stock car that it would be best to mount one and check the clearance before buying a whole set. Cost for both wheels and tires will be around \$1000 total.
3. The last example are tires for my own car, a Street Prepared late model coupe. I have two sets of tires for the car, a set of real street tires, and a set of DOT legal autocross tires.

Street: My street setup are P205/60 VR14 tires on 14" x 6" Chevy steel wheels on the front, and P245/60 VR14 tires on 14" x 7" Chevy steel wheels rear. Backspace is pretty close, 3 5/8" (ideal would be 4 3/8") front, 4" (optimum 4 7/8") rear. With these, any road imperfections are noticeable, but the ride isn't harsh, and the increase in grip is quite large. This front tire size gave me an accurate speedometer too. Really good high performance tires start at about \$125 apiece and go up from there.

Autocross: The autocross setup is a set of 15" x 6 1/2" SenDel mags with 5 1/4" backspacing, with 225/50-15 BFG Comp T/A R-1 road race tires. These fit very nicely, with no interference. In fact, they are backspaced a bit too much, the ideal would be about 4 5/8".

Another commonly used wheel is the 15x7 from the '82-'92 Camaro & Firebirds with a 225/50-15 tire on a late model. These are a very tight fit due to the backspacing being too small, and thus may require rolling the fender lips. Also beware that the donor cars used a metric lug nut which cannot be used on a Corvair. The optional 16x8 inch Camaro IROC wheel can also be made to fit, Bruce Schug wrote this note about fitting the wheels and correct lugnuts.

Tire pressure:

Finally, you can improve the responsiveness and handling by raising the tire pressure up to about 25 front, 35 psi rear for street use. Autocross use is a bit trickier, as the construction of the tire has an effect on the amount of pressure in the tire. In short, there are two types of "Street" tire:

The first is what most people mean when they say street tire, that is a tire designed to give a reasonable service life (~40k miles), good all weather performance, and perhaps a sporting amount of grip.

The BF Goodrich Comp T/A HR4, Goodyear Eagle Aquatread, etc. fall into this category. These tires have a relatively soft sidewall, which gives them a nice ride, but they unfortunately allow the tire, under hard cornering, to try to roll under the rim, meaning you're now cornering on the sidewall instead of the tread. Bad plan.

The proper solution is to get a set of competition tires (see below) which don't do this. But if you're just trying out the sport, there is a band aid fix - more air. The additional pressure will stiffen the sidewall, which will help the handling, up to the point where the contact patch is so much smaller that the tire slips anyway. Generally, 5 to 10 psi works well, but you may need to increase the front and rear tires different amounts to make the car well-balanced.

Here's a procedure, from a post by Mike Lukacs to the autocross list (Team.Net):

The classic method of determining correct tire pressures for autocrossing is as follows:

1. Raise your tire pressures to ~10 lbs above mfg recommended #s to start.
2. Mark the outside tread/sidewall corners of each tire with 3 or 4 patches of white shoe polish (sneaker polish) spaced around the tire.A
3. After your first run, check the shoe polish patches to see if you are using the whole tread width, but not rolling over onto the sidewall too much.
4. If the shoe polish is getting rubbed off of the sidewall area, raise that tire's pressure by 1 or two pounds. If the shoe polish is NOT getting rubbed off of the outer tread area, lower that tire's pressure by a pound or two.
5. Repeat steps B, C, D, until you are happy.

Caveat: this method is only approximate, a tire pyrometer to measure the evenness of temperature across the tread is better.

Note: Don't forget to go back to your normal street pressures before you leave the event! [BB]

The second group are "R" tires, that is tires which meet the letter of the DOT regulations for street tires, but are really meant for competition use. Goodyear's Eagle VR-S, Yoko A008-RSII, and BFG's Comp T/A R-1 are examples of this breed. These tires have the sidewall stiffened, to avoid the tire rolling over on its shoulder during hard use, so using the 25/35 tire pressure is still a good baseline.

Interchange tricks:

Since many folks want to know what to shop for at swap meets, junk yards, etc., here is some info which might be helpful.

Earlies have 4 lugs on a 4 1/2" bolt circle. Other cars with that 4 on 4 1/2 pattern are:

- Acura Legend '86 to '89
- Chevy Nova, Chevy II '60 to '64
- Chevy Sprint '85 to '87
- Buick Special, Olds F-85 '61 to '63
- Datsun/Nissan, most models to '89
- Dodge Colt '79 to '88
- Ford Falcon, Mustang (6 cyl) '60 to '73
- Ford Granada, Maverick '81 to '83
- Mazda 626, RX7 '83 to '87
- MGA, MGB, MGC
- Olds - F-85 '61-'63
- Plymouth Arrow, Sapporo '79 to '88
- Saab 900 to '87
- Toyota, most except PU and MR2 to '89
- Triumph TR3 through TR6

This info from a wheel swapping chart of mid 1989.


Thanks to Martin Scarr for this data. One thing to bear in mind is that the FWD cars listed here will have a lot of backspacing, so measure before you buy.

Late models use 5 lugs on a 5 3/4" circle, other cars include:

- Buick - Regal, Century, Special (most mid-size) '64-'80's
- Chevy van
- Chevrolet - all (exc as noted elsewhere) '49-'89
- Corvette all
- Oldsmobile - 442, Cutlass, F-85, Toronado (most mid-size) '60's-'80's
- Pontiac - GTO, LeMans, Firebird, Grand Prix (mid size) '64-'80's

Note: Although the wheels used on some BMW's are almost the same size, they are actually a 5 lug on 120mm bolt circle, which is 4.72 inches.

This info from a list compiled by Dave Williams and Bill Drake of the Hotrod list.



THE TUCSON CORVAIR ASSOCIATION

OF THE

CORSA SOCIETY OF AMERICA

Cordially invites you to the

Gala Christmas Dinner Party
On Saturday December 13, 1997

DAVIS- MONTHAN OFFICER'S CLUB

Craycroft Main Gate

Social Hour 6 :00 PM

Dinner 7PM

Salad
Cornish Game Hen
Potato, Vegetable , Roll
Coffee and dessert

Bryan Lynch Award
Recognition of the Member of the Year

Gift Exchange
Nice Door Prize

Please mail to Allen Elvick, 4210 S. Preston, Tucson, Az. 85746

Reservations for dinners @ \$15.00. My check for \$ _____ is enclosed
(No reservations can be accepted without payment).

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