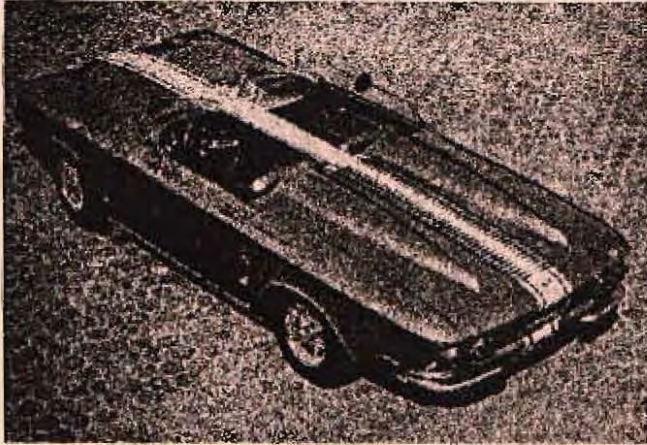


Corvairisation

Tucson Corvair Association
Volume 25, Number 6

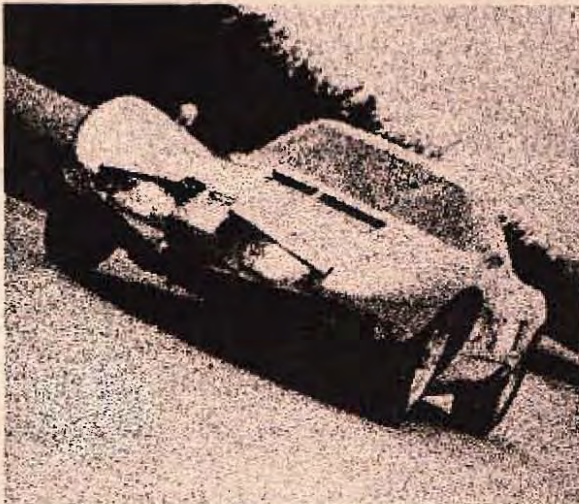
Tucson, Arizona
August 1999



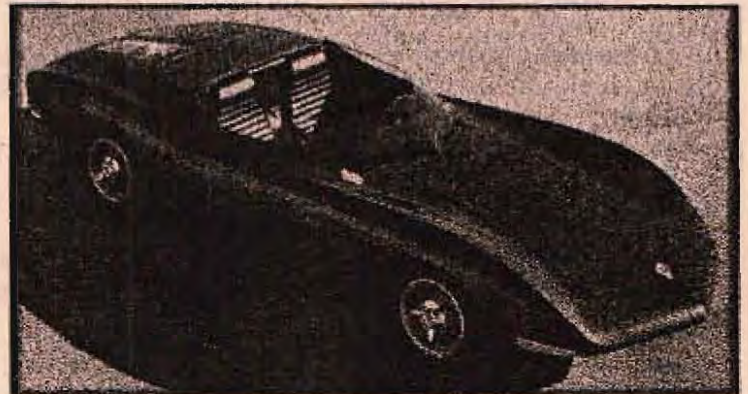
SEBRING SPYDER



SUPER SPYDER



MONZA GT



MONZA BB

In this Issue:

- New Products: Billet Idler and Fan Pulleys
- Chapter 11 of the Compleat History of the Corvair for the Corvair Nut!!

Tucson Corvair Association
Established 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), Chapter 857.

Monthly Meetings are held on the fourth Wednesday of each month except December. One technical/social event is planned for each month except August.

Membership Dues are \$15 per year for singles and \$18 per year for families. Initial dues are \$15 for singles and \$22 for families (includes name tags). Make checks payable to Tucson Corvair Association.

Change of Address: Report any change of address or phone number to the Membership Chairperson. Do not report such changes to the Corvairsation Editor.

COSA Membership Dues are \$27 per year and include a subscription to the COSA Communique, a monthly publication. COSA membership is not required for membership in TCA but is highly recommended. See any TCA officer for more 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 10th for that month's issue. Mail or deliver all materials to the Corvairsation Editor.

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Merchandise Chairman: Don Robinson

JULY/AUG 99 TREASURER'S REPORT

BEGINNING CASH ON HAND.....961.83

INCOME: (ACCOUNTS RECEIVABLE)

Ads.....	00.00
Badges/Pins.....	00.00
Raffle Tickets.....	13.00
Can Money.....	00.00
1964 (700) project car sale.....	<u>1,000.00</u>
	1,013.00

TOTAL INCOME (ACCOUNTS RECEIVABLE).....\$1013.00

EXPENSES: (ACCOUNTS PAYABLE)

Stamps.....	20.46
AZ Corp Commission fee.....	10.00

TOTAL EXPENSES: (ACCOUNTS PAYABLE).....30.46

ENDING BALANCE: (CASH ON HAND).....\$1944.37

Respectfully Submitted,

Allen Elvick

A special thanks to Gordon Cauble, Dave Baker, Don Robinson, and Barry Cunningham for all the hard work that they provided to make the 1964 corvair project a success. Another job well done....

Minutes of Membership Meeting – 7/28/99

President **Dave Baker** called the regular meeting of TCA to order at Denny's Restaurant at 7:30:53 PM by leading the club members in reciting the Pledge of Allegiance to TCA (?). Guests were: **Buzz Reece** Former Chicagoland Corvair Enthusiasts who moved to Tucson in January, **Mike Nicksic** of Tucson a former Corvair owner, and **Bill Kerwin**, retired UofA professor and a friend of **Don Robinson**. Minutes were distributed by the secretary and approved as printed.

Treasurer (Allen Elvick) – Allen was absent so, alas, there was no report.

Membership (Beverly Baker) - Currently have 29 families as members. **Rob Pensa** has rejoined. Welcome back! Still working on ideas for new members. We all seem to see unfamiliar Corvairs on the street, but we don't know whose they are.

Library (Dave Baker) – Continues to be full of good stuff, including tools for loan. Now have latest catalogs from all Corvair parts vendors (if they have one). See Dave to check out items. Will publish a new inventory next month.

Merchandise (Don Robinson) - Nothing new but most people now have their TCA shirts and are encouraged to wear them to the meeting. It's important that the public recognizes us as members of the Tucson Chiropractic...uh...sorry... the Tucson Corvair Association. Still have several hats for sale.

Corvairsation (Don Robinson) – Copy machine had a failure and repair cost \$70. It's working again. All members are requested to submit editorial material, even if you have to make it up. Deadline is the 10th and it's now the 11th which is why the editor is hounding the secretary again. It's no use though, he never gets anything done ahead of time.

Activities (Barry Cunningham)

August 21 - A visit to the **Pima Air & Space Museum**. Members will meet at the Museum parking lot at approximately 9:00 AM. We will all go in at the same time after everyone we expect to show up has arrived.

Old Business -

The club car is still for sale at a price of \$1500. Gordon has indicated he may want to make a bid on it. He will submit the bid to the E-board.

The State of Arizona annual corporation report was sent in by Allen Elvick.

Our webmaster, **Paul Dunn**, has not been able to do much with the website due to health problems (like maybe a heart attack!?) but he's okay now. We discussed several ideas for the site, and the consensus has been at the minimum to describe the club and its regular activities and start posting profiles of the members with their cars. The URL (name that is) for the site is www.corvairs.com. Members can start submitting pictures and biographies to Paul any old time now.

New Business - The July E-Board meeting will be held on the 3rd (Tuesday) instead of Thursday due to conflicts with some of the officers schedules. Thursdays are starting to be a problem.

Cars for sale:

'61 Rampside, Murray Christenson, 531-0109, price unknown.

'61 4-door, 110/auto with AC, Vern Griffith, 806-0501, call for price.

'69 Chevy ¾ ton pickup. Too much stuff to list. Herb Berkman, \$3250 OBO.

Program/Tech Talk - Several subjects were discussed as a result of member questions.

Don Robinson asked about replacing the lower rear strut bushings on his LM. The consensus was to use the Chevy truck rear trailing arm bushings. These are available from several Corvair parts vendors. The installation technique is in the CORSA Tech Guide.

Dave Baker pointed out the article in the CORSA Communiqué last month showing how to install shoulder belts in LM coupes using the factory provided anchors in the roof rails under the headliner. It was pointed out that these anchors are NOT in all '65 cars, only very late '65 and up.

Gordon Cauble gave a further report on goings on at the national convention last month.

Raffle: Winners – Gordon: oil filter, Randy Griffith's son: Convention T-shirt, Barry: Shop Towels

Next month's prize donors: Dave B, Barry C, Herb B, Don R.

JOE: Gordon told another joke about a blind man and a dog. This one was NOT a skydiver.

Meeting adjourned sometime around 8:59:00 PM, more or less.

Respectfully submitted, Herb Berkman, Secretary

from the editor.....

August already??? It won't be long until the casa show or the Fanbelt toss so let's get those Corvairs ready now! Drive your Corvair to the Pima Air Museum next weekend and to the next monthly meeting. Bring a friend too!

The Presidential Profundity

"Le Car"----It's sold!!! We solicited bids to be considered at the July board meeting. All bids were examined carefully and the high bid of approximately \$1300 was accepted by the board. We had spent \$300 getting the car ready for sale. We wanted the new owner to have a car in usable condition. Money and volunteer work were required to meet this end. The buyer essentially reimbursed the club for the monies actually spent and wrote us a check for \$1000. This check is a lovely hue and is now in the hands of our treasurer, Allen Elvick. This enhancement to our treasury was made possible by all the volunteers that washed, shined and fixed. Special thanks go to Gordon, Barry and Don, all of whom really got their hands dirty.

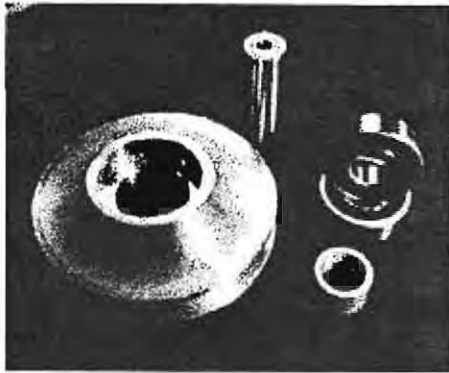
Web Site----I submitted a proposed initial page to Paul Dunn, our Web Master, for his approval and possible use. He called and said that is excellent and would be used as is. Of course it is all about me being surrounded by color pictures of my exotic clear coated metallic blue '67 Monza. What we want now is for each club member to submit a color photo of his/her Corvair and a short autobiography of owner and car.----Just think, you'll be on the World Wide Web. You can acquire friends even in foreign countries. Instant messaging is here. This means that with the appropriate Internet provider and software you can carry on (written) conversations with your new found friends.----Sounds like great fun to me!!!!

Our mid-month for August is the Pima Air Museum. Don't be dissuaded by the hot summer weather. There are five or six large hanger/buildings that are air conditioned. If you haven't been there lately, you will be pleasantly surprised. Meet there at 10:00 AM, Saturday. It's air conditioned as well.----October is Casas De Los Ninos the 23rd.---Are you fixin' and shining?? If I can get my carburetors and brakes to work, I'll be there too??????

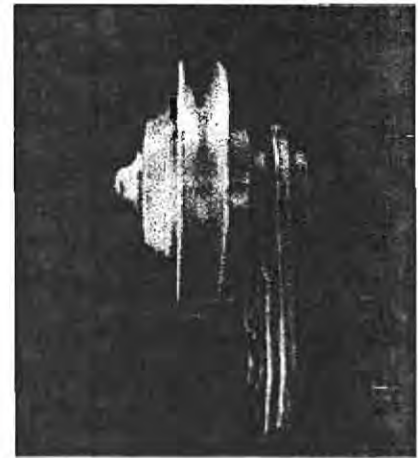
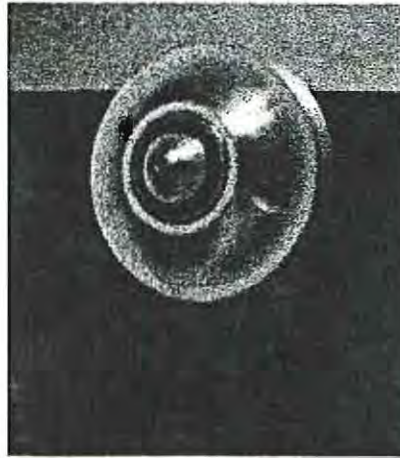
DAVE BAKER

NEW PRODUCTS:

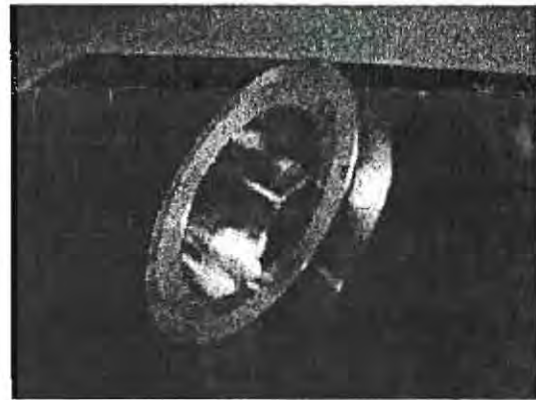
Several Corvair vendors are selling these two new products that look like they have some potential. American Pi, Inc. (american-pi.com) is where I found these pictures.



Precision machined components allow for quick replacement of any part, requiring only one hex key



Complete assembly of billet idler pulley.
Stock Idler stand available at extra cost



Precision machined billet fan pulley
Currently available for '65 thru '69 engines,

The fan pulley would be something for nice looks, but the idler pulley looks like something that would save a body a lot of grief when the chips were down. It looks like the bearing that are being used could be obtained locally and probably at a fraction of the cost of a new stock bearing. Plus, the bearing look a little more substantial than stock so you just might not have to worry about replacing them for a long, long time. I've seen these from a couple of the Corvair vendors for about \$70.

Van P.

Editor's Note: In the late 70s John Wipff published a couple of volumes called The Compleat History of the Corvair for the Corvair Nut! In Volume I he presented several chapters of information that we would like to share (or reshare, as the case may be) with you over the next few months.

CHAPTER 11

THE BEST OF THE LAST

The question was once raised in a magazine article, why, if there had been so many problems with the first series, GM just didn't call the second-series something other than Corvair. It could still have the rear-mounted Unipack, but since the body and suspension were almost completely re-designed, just don't call it a Corvair.

This procedure worked very well for Vega. Though the now-defunct Monza Wagon is just the old Vega with a new (old Chevy II) engine and front grille, it's called a Monza. It'll still probably biodegrade itself starting the minute it leaves the factory, but it isn't a Vega, it's a Monza, and everyone knows they're prettier and better. Of course, we all know the Monza is just a Vega with square headlights, but it's the image that counts, and if GM had only listened to that magazine, we might still be buying rear-engined Camaros. But, they didn't.

What they did was completely re-design the Corvair body, rear-suspension, heads, cylinders and turbo, to give the Corvair the most sweeping change since its birth. And, in doing that, they almost completely did away with the handling problems imposed by the rear-engine design. In fact, it out-handled the 'Vette of the previous year by 0.01g. I've often wondered what it would have done with some P-Ts, wide wheels and rear anti-roll bar.

The styling of the second-series Corvair, while seen by some as a radical difference from the first-series, was really a logical progression. During 1961-62 when Corvair was headed in a new sporty direction, there were high hopes in some circles, both inside and outside Chevrolet that a real two-seater would someday be sold.

There were four serious attempts at building a Corvair dream car. Aside from the original prototype Monza in 1960, there was the Sebring Spyder, shown at the International Auto Show, New York, April 1962, but previewed in *Car and Driver*, November, 1961. The headline just about said it all: "Take a Monza, cut off the roof, chop out fifteen inches in length, put a real sting in its tail with Paxton blower, and add dual G. P. type windshields and you have a line on possible things to come from GM".

Right on the heels of the Sebring Spyder came the Super Spyder. It was the more radical-looking of the two. It also had fifteen inches removed between the rear edge of the door and the rear wheel-housing, but was only 7 in. shorter overall because of an overhanging shark-like snout, very much like the front styling of the '65. This version had only two 7 in. headlights but two smaller driving lights flanking the license plate. What would have been the rear seat, and the engine were covered by a fiberglass panel, extending from the back of the front seat to just over the rear tail lights. The interior and the engine were almost stock Spyder, with what appeared to be a Corvette-type wood-grained steering wheel, centered by a giant plastic spyder (pardon me, spider) of the insect variety. The same design would later find its way into the wheel cover centers of the '64 Spyder.

On a monocoque chassis by Frank Winchell and Jim Musser of Chevy R & D with torsion bar springs, (known as the 'Musserati'), GM styling built a much more radical and magnificent two-seater coupe, called variously the Monza GT or the Spyder GT. It was a car that showed the world that GM stylist could design and build a European-type sports car if they needed to.

Besides Winchell and Musser, Larry Shinoda and Tony Lapine, under Bill Mitchell worked on the car at various times. The car was privately shown at Elkhart Lake and Watkins Glen during 1962, but it wasn't publicized until after Bertone's Testudo appeared in March, 1963, so many still think that Chevy was second in building a super-low coupe with a flip-top roof.

In the GT, the Corvair Spyder-type engine was mounted in front of the rear-axle. It had disc brakes at all four corners, with both the rear brakes and the engine receiving air ducts in front of the rear wheels. And, both the front passenger-compartment cover and the rear engine-cover flip up for access.

After the GT came the Monza SS roadster, on another R & D chassis with the engine again behind the rear-axle. It looked like a convertible version of the GT - not quite so radical. It did, however handle better than the GT, since it had a lower center of gravity and the torsion bar suspension of the GT had not been completely worked out. The rear-cove on the '65 came from the GT. So, both the front and styling of the '65 came from Dream Cars already shown years before by G.M. As I said, a logical progression from the original idea.

Besides the dream cars from GM, other stylists tried their hand at re-styling the original Corvair. Besides Bertone, Pininfarina gave it a go, twice in fact. He intentionally gave it a Porsche profile and the car toured all the major European salons, to show off the coachbuilders' expertise. He later re-styled the car (originally called the 'Speciale') giving it the flavor of a cross between the Super Spyder front, BMW rear, and '65 body. This was named the Coupe 2+2 and is reportedly still used to train Pininfarina stylists in his studio today.

None of these special cars, however, topped the '65 when it arrived. Hardtops all (excluding Greenbriers and Convertibles) they were the freshest styling of the year. *Car and Driver* called the styling, ".... at least one styling cycle ahead of Mustang." Unfortunately, while they may have been right, by that time the fat was in the fire in the person of Ralph Nader, Public Enemy No. 1, and Corvair began to die. Not especially because of Nader but because of several factors that came together that year to finally spell the end of Corvair.

But, we are getting ahead of our story.

The 1965 Corvair, was, "Not slightly changed, not just facelifted - the '65 Corvair puts teeth in the term all new," according to the '65 dealer brochure. And, it was true.

'Longer, lower wider' was the order of the day, and that the new models were. And, they were also heavier, the Corsa by 15 lbs. over the '64 Spyder. Tread was also wider, and for their wheelbase, were actually wider track than the 'Wide Track' Pontiac with tread over fifty percent of wheelbase. There was more interior room, more trunk room, smaller turning circle, fewer turns, lock to lock of the steering wheel, (4.5 vs. 4.8!) in short, the second series was better in almost every way than the first.

And it was in the handling department that the greatest changes had been wrought. Arkus-Duntov, that *deus-ex-machina* of GM, had developed an articulating link rear-suspension from the Corvette. (The Corvair used coil-springs compared to Corvette's transverse leaf-spring.) What had once been a veritable dervish-whirler of a car had become so intent on pursuing a safe, sane forward course that it was almost, difficult to bend it around a corner. As David Pearson might have put it, ".... the cotton-picker pushes somethin' awful."

'Understeer' is what the technoids would call it, and that was-part of the '65's 180-degree turnaround. For a car that once wanted to pirouette down the turnpike, the second series had become a model of single-minded pursuit of a straight-line path of rectitude. It had become so disinclined to help you help it around a corner that it had become a proper car for my Aunt Ota, proper maiden lady that she was, yet it also caught on with the baton-twirler cheerleader types, too. It had fantastic handling in the standard version and sports car maneuvering with HD springs and shocks.

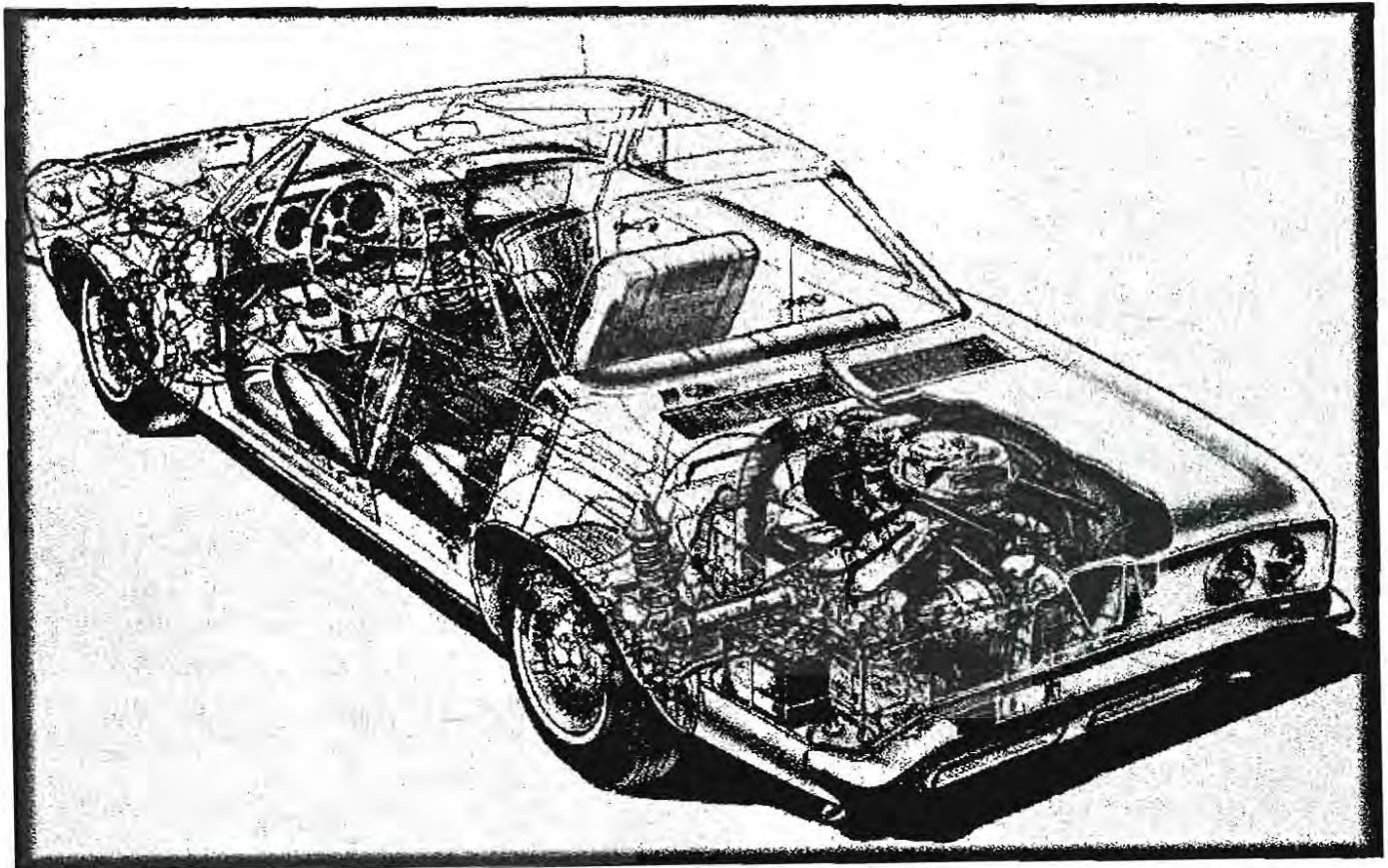
While the displacement remained the same, the engine had larger gasket surfaces between the cylinders and heads. There was a new four-carb, 140 hp Special High Performance engine, and the turbo version put out thirty more horsepower at the same rpm, along with 33 ft/lbs more torque. The compression ratio on this engine went from 8:1 in '64 to 8.25:1 in '65 (although there is some dispute in this area, since factory literature quotes both ratios for '64 and '65).

Excluding vans, there were three series for '65: The 500, including a four-door Sport Sedan and a two-door Sport Coupe; the Monza, a jazzier trim with both two- and four-door versions, plus a Convertible; and the Corsa, replacing the Spyder, available in Sport Coupe and Convertible only.

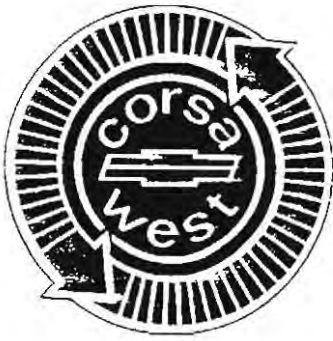
Automotive writers everywhere fell all over themselves, trying to be the gushiest with praise for the new Corvair. Unfortunately, on April 17, 1964, the world had previewed the end of Corvair. That was the day Mustang had come bounding out of the chute. And, in April, 1965, only one year later and before that fellow Nader had finished writing his book, word came down from on high at GM, "No more development on the Corvair. Do just enough to keep it up with the safety and emissions standards."

Why was the Corvair killed?

Four words tell the story: Mustang, Camaro, Nader and Profit.



1965 Chevrolet Corvair Corsa



Paul H. Dunn
Executive Director



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pdunn@computerlandsss.com

February 10, 1999

For Immediate Release:

November 5-7, 1999
Great Western Fan Belt Toss and Swap Meet
CORSA WEST of Los Angeles

Pavilion Field in Palm Springs, CA will again be the site of the 22nd Annual GWFBT&SM. The world's largest all-Corvair parts market opens at noon on Friday, with a welcoming party on Friday night and a banquet on Saturday night. The peoples's choice car display will feature 69's. Host hotel is the Ocotillo Lodge at \$63.00 per night, plus 10% tax. All suites are non-smoking. Call 760/416-0678 or e-mail ocotillolodge@worldnet.att.net. "Corvair Event" rate good until October 15. Smoking and non-smoking rooms also available at the Quality Inn at \$59.00 per night plus tax. Call 800/472-4339. Call Norman Bloss at 323/874-1614 for information or e-mail at gwfbtssm@yahoo.com. Event registration material available about July 15.

LOCAL CORVAIR PARTS

from

TUCSON CORVAIR ASSOCIATION

TCA has a large stock of new and used parts for all models of Corvairs.

Support the Club and save a little money!



Contact Al Crispin
722-9445

Vairs and Spares

1962 Spyder coupe. Complete ,green, wth turbo but need TLC. \$500 Call Randy, (520) 887-4734.

1969 chevy 3/4-ton. 396, AT, Pwr Disc Brakes, PS, AC, Cruise, Stereo, Shell, Carpet, Air suspension, Custom seat, Dual spots, 3 tanks, Dual batteries, Telescoping bumper, HEI, CB wiring, Trailer brake controller, Manuals, Spare parts, Ugly paint. \$1/pound obo (That's \$5050, I'll start at \$4750). (520) 751-9500 eve, (520) 663-9122 day. (Note: This truck has been to seven CORSA National Conventions and has towed Corvairs to four of them.

For sale: 1967 Monza 4 door sedan. Restorable. Minor front end damage. No rust. \$500 OBO. For more info call Eddie (520) 748-8507 or (520) 740-1234 or call Gordon Cauble (520) 299-1122.

For sale: 1965 convertble 110/auto, new mlst blue paint new white top and upholstery, good tires. \$4300/make offer, call Don Henn (520) 743-3346.

For sale: Corvair parts—large outdoor yard full of great Corvair parts. Call Barry Cunningham at (520) 747-9028.

From one Corvair lover to another...

Corvairs

By

Creative Stitches

2710 Cancun Court

Grand Junction, Co. 81506

(970) 245-4722

Member of Corsa and Tucson Corvair Association

Ads are free to TCA members. \$2.50 for up to four lines for non-members

6:00 p.m: Parking Lot Bull Session
6:30 p.m: Dinner (optional)
7:30 p.m: Meeting starts

Regular Monthly Meeting, Wednesday July. 28, 1999
TCA Executive Board Meeting: Thursday Aug. 5, 1999
DENNY'S RESTAURANT 6484 E. BROADWAY

FIRST CLASS MAIL

Van and Vickie Pershing
4842 W. Paseo de los Colinas
Tucson AZ 85745

[illegible]