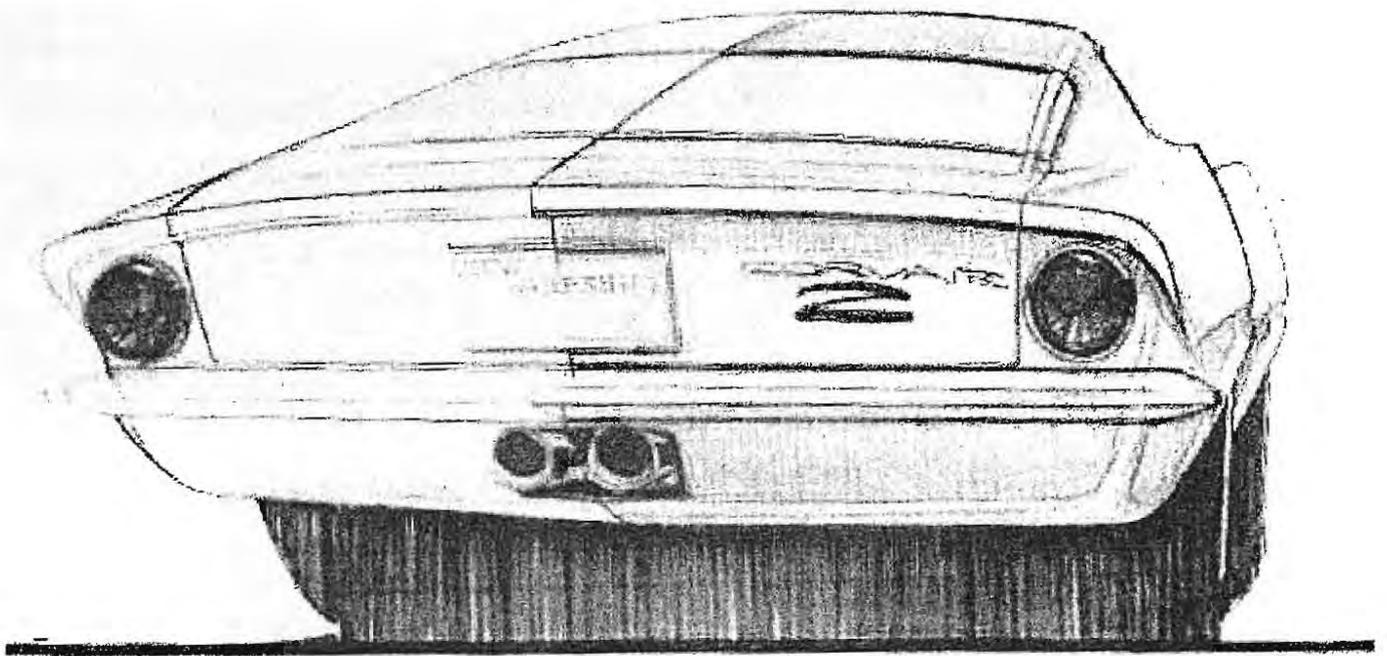


Corvairisation

Tucson Corvair Association
Volume 24, Number 11

Tucson, Arizona
January 1999



Corvair for the 70's

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 (CORSA, 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.

CORSA Membership Dues are \$27 per year and include a subscription to the *CORSA Communique*, a monthly publication. CORSA membership is not required for membership in TCA but is highly recommended. See any TCA officer for more information.

Classifies 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 *Corvairsation* editor.

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PRESIDENT'S MESSAGE...

1999 DUES ARE DUE.....DUES ARE DUE.....

I would like to wish everyone a happy new year. I hope happy, healthy, and prosperous. We had a very nice Christmas party again this year. It was well attended, the food was very good, and the revolving gift exchange was a lot of fun. I want to thank Suzanne and Gordon Cauble for making all the arrangements and for providing the cake and ice cream. That really finished off the meal nicely. I also want to thank everyone who participated in the "adopt a family" project. I think we really made a difference in the holiday season for this needy family.

As you notice above, we are beginning the year 1999 and counting down to the new millenium. The dues are due so please be sure to contact Beverly to sign up for the coming year.

It is also the time of year that we all look forward too. Injecting new blood into the leadership of the TCA. A nominating committee of Gordon Cauble, Don Henn, and Barry Cunningham are working on a slate of new officers for the coming year. Please don't wait for them to call you. Step up and volunteer for one of the offices. You will find it well worth the effort. We really need your support to continue the coming year. I would like to take this opportunity to thank Lynn Bloom for her dedication as our Corvaisation editor for these past several years. She has done an excellent job. She has, however, decided that it is time for a change and I am happy to say that Van Pershing and Don Robinson are taking over this big responsibility. Thank you both very much.

For those of you who don't already know, I have some sad news to report. We have lost 2 of our members in the last few weeks. Ray Britton passed away December 26, 1998 in Green Valley. His service and final resting place is in Michigan. Larry Dandridge, our vice president, passed away December 29, 1998 at St. Joseph's Hospital. In lieu of a technical session, we will have a remembrance of our missing friends at the January meeting.

Allen

Coming attractions....

Our January outing will be hosting the Little Anthony's car show. The date and time are January 23rd from 3-6 pm. We will need to Have 7 cars, and meet there at 2 pm. I will be calling to get a line Up of cars for the show.

The February outing will be a trip to the Triple C Chuckwagon to Have some vittles and listen to the Sons of the Pioneers. The cost 16.00 for beef, 18.00 for chicken....will have more info at the meeting

DECEMBER 98 /JAN 99 TREASURER'S REPORT

BEGINNING CASH ON HAND.....1161.22

INCOME: (ACCOUNTS RECEIVABLE)

Ads.....00.00
Badges/Pins.....00.00
Raffle Tickets.....23.00
Can Money.....4.50
Christmas party.....354.00
Merchandise.....5.00

DUES:

Charlotte Haskell (98).....2.50
Larry & Alice Stallsmith(99).....18.00

TOTAL INCOME (ACCOUNTS RECEIVABLE).....407.00

EXPENSES: (ACCOUNTS PAYABLE)

Stamps.....17.28
Badges.....00.00
Bryan Lynch Award.....40.43
Foodbank for Adopted Family.....30.00
Toner for copier.....27.00
Christmas party at DM Officers club.....354.00

TOTAL EXPENSES (ACCOUNTS PAYABLE).....468.71

ENDING BALANCE:(CASH ON HAND).....1100.51

Respectfully Submitted
Allen Elwick

Minutes of Membership Meeting - 11/18/98

President Allen Elvick called the regular meeting of TCA to order at Denny's Restaurant on November 18 at 7:50:20 PM. One Guest was present, Tim Green, owner of a '64 convertible and buyer of the '61 Rampside that was in the local paper. Previous month's minutes approved as published:

Treasurer (Allen Elvick) - None given as the report appeared in the most recent Corvairsation.

Membership (Beverly Baker) - No report

Library (Dave Baker) - No report.

Merchandise (Don Robinson) - Don still has hats, coffee mugs and sweatshirts. Don talked to Jim Wilson in Palm Springs and got a price for shirts of around \$15 with a small logo on the front. Will be taking orders at the next meeting. Bring money.

Corvairsation (Lynn Bloom) - No report. Lynn is desperate to turn over the Editor's job to someone else. Volunteers are solicited.

Activities (Larry Dandridge) -

Past:

November 8,9,10 - GWFTB&SM, Palm Springs, CA. The Berkman and Don Robinson and his son attended. Herb and Don gave detailed reports on the weekend, including raffle winners and various activities.

Future:

November 21 - Outing to the **Gammon's Gulch** ghost town near Benson for a tour of the 1890s ghost town & mining camp. Meeting place to caravan is the Cactus Bowl on Alvernon near some cross-street or other. Danged if anyone said exactly where it is. Better check the yellow pages or bring your GPS. Meet at 9:00 AM.

December 17: Annual Christmas Party @ D-M Officer's Club. Don't forget to bring food items for the community food bank and a gift for the gift exchange. Gifts can be general in nature and should be in the \$10 range. Raffle prize: '60 Monza model from Franklin Mint.

January 23 (this is a change): Hosts for **Little Anthony's monthly car show**. Cars have to be in place in the early afternoon. Call Allen if you need more info or want to bring your Corvair.

Also to be scheduled in Early 1999: Triple C night out to see the Sons of the Pioneers, **Gaslight Theater** show.

Old Business - None

New Business - The board of Directors decided to send a gift for Barry Cunningham's new daughter. Also voted to donate \$40 for an adopted needy family at Christmas. Several people drew tickets for gifts for the needy family.

For sale: '63 Coupe, pale blue, near Ruthrauf & I-10 park and ride. 690-1822. '66 4dr, white, automatic, Oracle and Orange Grove, \$1500.

Raffle - Winners: Herb, Allen, and Dave Baker. January prize donors: **Allen E, Gordon C, and Dave B. (no meeting in December)**

Program/ Tech Talk - Continuation of informal **Bravo Sierra** about cars.

J.O.E. - Herb told the one about the blind parachutist. Gordon presented some possible names for Monica's book (who?).

Meeting adjourned sometime around 8:45:00 PM, more or less.

Respectfully submitted,
Herb Berkman, Secretary

from the editor.....

As I write on this last day of 1998, I'm saddened on hearing of the death of Larry Dandridge on December 28. Larry worked hard for TCA and was our able vice president. Yes, he will be missed! Our thoughts and prayers are with his mother, Ethel Moore.

More bad news. Ray Britton also passed away just after Christmas. Ray Was a "regular" at our monthly meetings and I will miss our airplane and Corvair chats.

Thanks to Lynn Bloom for serving as editor of the Corvairsation for The past six and a half years; we appreciate your good work. Thanks too to Van Pershing for his continuing support as assistant editor.

As we start into the new year I find myself reorganizing my desk and files and reordering my priorities. Looking back and looking forward., I see lots of good things. Last year we had some great activities and interesting monthly meeting. We'll take more of the same!

It is that time of year when the nominating committee begins assembling a slate of officers for 1999 election in March. I know each of us have ideas which will benefit and stimulate the club. Let's hear yours!

You are invited to submit material to the Corvairsation:

mail Don Robinson
2044 W. Shalimar Way
Tucson, Az. 85704
email fourcorvairs@hotmail.com

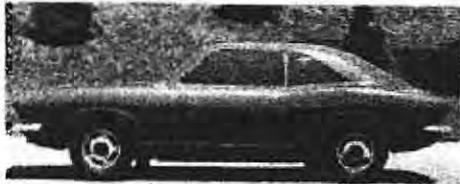
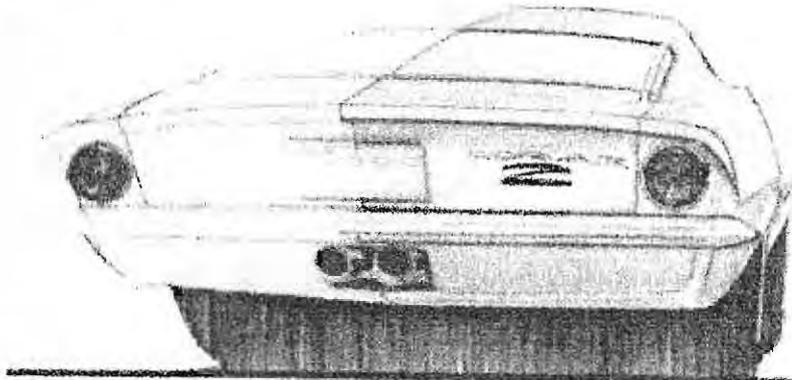
Articles From: *Cars That Never Were*

Consumer Guide's "Cars That Never Were" (ISBN 0-7853-0685-4) is a wonderful book filled with photos and sketches of unused phototype and planned cars. Two sections of this book discuss the Corvair specifically, including many photos of mock-ups of what would have been the third generation Corvair.

Corvairs For The Seventies?

Hard To Believe, But There Might Have Been Just That - And Rakish, Sporty Ones Too.

Corvair 2 And 2+2: Two That Got Away

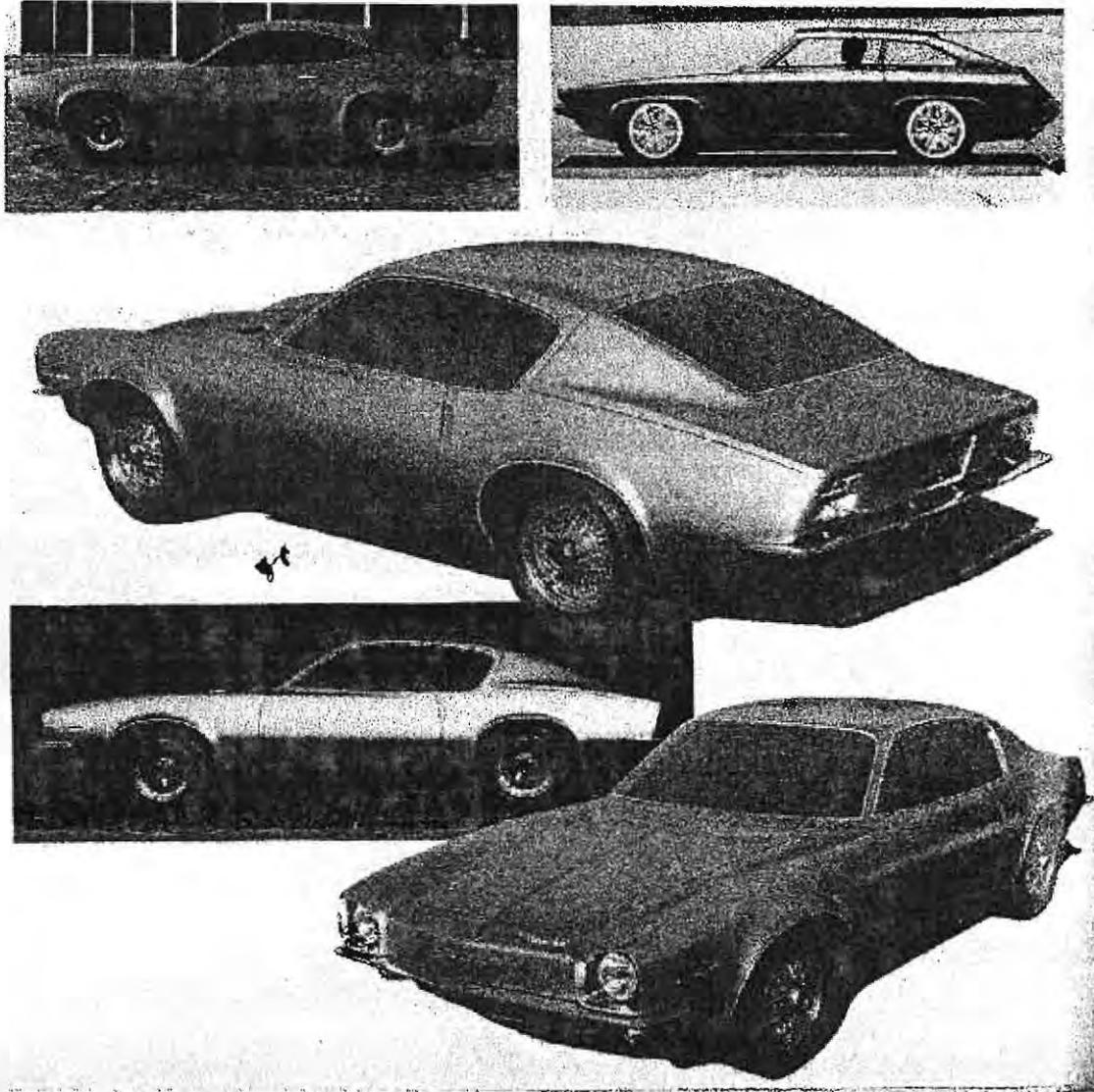


Chevy halted work toward future Corvairs during 1965, mainly due to the arrival of Ford's instantly popular Mustang, but not before planning a smaller, all-new Corvair for the late Sixties/early Seventies. Top: An early sketch from May 1965 for what was dubbed "Corvair 2." Sharp lines and fastback tail hint at second-series Camaro of "1970 1/2." Above left: Chevy toyed with both front- and rear-engine layouts for Corvair 2. Badged "Corsa", this full-size mockup from July 1965 was obviously front-engine and maybe front-wheel-drive too, as its profile

implies. This same general shape would later appear on some Brazilian GM cars. Above right: The "Corsa" poses with a production '65 in the GM design viewing court. Reduced width and overall size suggest Corvair 2 may have originated as a subcompact companion to the existing Corvair, but it may also have simply been a design study toward something for GM's European or South American operations.



Top left and right: Another full-size Corvair 2 mockup, this time from July 1966. Grill-less nose implies a rear-engine format, but small trunklid "gills" could have been interior air-extraction vents, as on GM's full-size '71s. Styling looks like a 3/4 scale version of a Chevelle coupe. Other photos: A bit later, Corvair 2 had progressed to this remarkably close likeness of Ford's '71 Pinto. The poses with a '67 VW Beetle (above and second from top) hint at GM's market intentions. Note the distinct "mound" shape, especially from behind, and width close to that of the second-series Corvair provided for comparison.



Top left: A huskier, shapelier workout from March 1967. Long-nose profile implies that planners had opted for the front-engine format by this point. Top right: This intriguing, undated drawing could have been the genesis of the later Vega "Kammback" wagon. Note the pointy snout and the large, modestly wrapped vertical taillamps. Other photos: Looking more "finished", this mockup, likely shot in late 1967 or early '68, has a definite second-generation Camaro flavor, notably in its roofline. An L-shaped "cut", visible on the rear fenders and above the back window, defines a large lift-up hatch. Relatively large tires with large wheels suggest the Corsa/Corvaire 2 idea may have been changed to a "pocket ponycar" sized and priced below the first Camaro. Wide rear-facing hood vents (second from top) again signal a front-engine design.



Top left and right: A 3/8 scale model, probably from early 1967, shows a second line of thought for what was by-then called "Corvair 2+2". Pointy front bears a Pinto-like grille, but the rest of the design is amazingly close to that of the mid-Seventies Pontiac LeMans/Grand Am. Note the unique fancy wheels with radical positive offset. Second from top, left and right: A full-size 2+2 mockup from late May 1976 shows a skillful blend of several earlier ideas. Full trim and a smaller, more practical rear hatch imply production was imminent or already underway. Second from bottom: Undated, but probably from early '67 as well, this workout looks like the above scale model crossed with a second-series Corvair and early Mustang 2+2. "Bottom breather" air intakes would have substituted for above-bumper inlets on all these grille-less designs. Above: The date on this wild sketch for the 2+2 shows the project still had life as late as July 1967. Exactly when it died is unknown, but it was surely gone by '68, when second-series Corvair sales were down to a trickle and the Camaro was firmly established as a vastly more popular sporting Chevy compact.

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Send ads directly to Corvairsation editor*****

