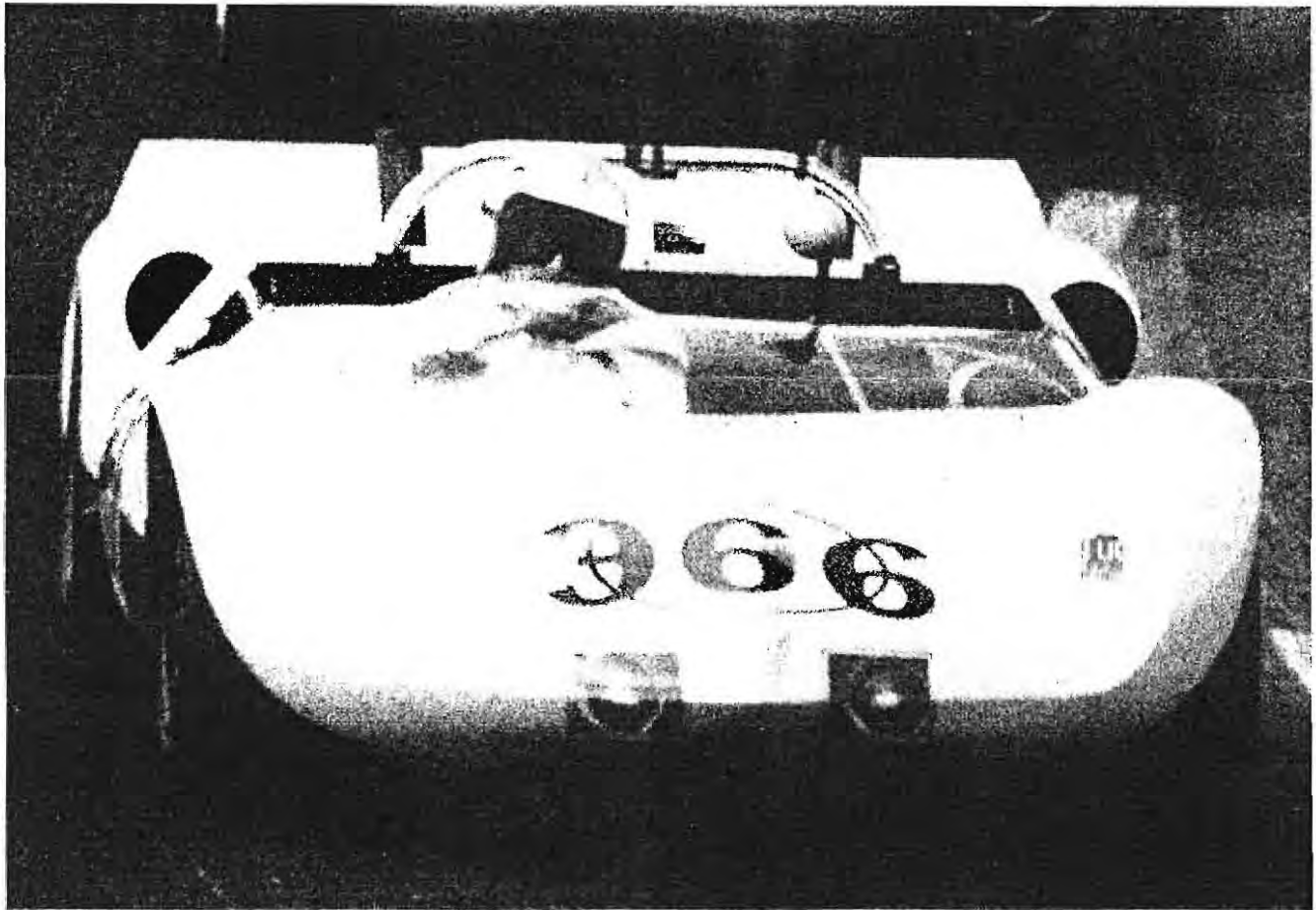


Corvairnation

www.corvairs.org

Tucson Corvair Association
Volume 26, Number 8

Tucson, Arizona
September 2000



Jim Hall's Chaparral 2A
What does this car have to do with the Corvair??

Tucson Corvair Association
25th Anniversary
1975-2000



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 American (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 the 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.

BUSINESS MAIL ADDRESS: 2044 W. Shalimar Way, Tucson, AZ 85704

WEB SITE: www.corvairs.org

BOARD OF DIRECTORS:

President: Barry Cunningham, 3725 E. 32nd St., Tucson, AZ Ph. (520) 747-9028

Vice-President: Tim Green, HC 70 Box 3175, Sahuarita, Az. 85629
e-mail: cpayne@aol.com

Treasurer: Allen Elvick, 4210 S. Preston, Tucson, AZ 85735 Ph. (520) 883-4337

Recording Secretary: Herb Berkman, 210 Daybreak Place, Tucson, AZ 85748 Ph. (520) 751-9500
e-mail: hjberkmn@flash.net

Board Member-at-Large: Gordon Cauble, 5960 N. Camino Arizpa, Tucson, AZ 85718 Ph. (520) 299-1122

Membership Chair: Beverly Baker, 6110 E. Fifth St., Tucson, AZ 85711 Ph. (520) 747-0840

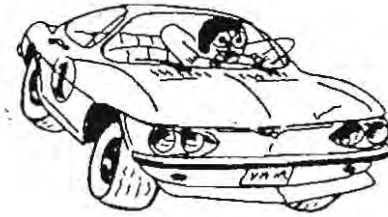
Corvairsation Editor: Don Robinson, 2044 W. Shalimar Way, Tucson, AZ 85704 Ph. (520) 297-1356
e-mail: fourcorvairs@hotmail.com

Immediate Past Pres.: Dave Baker

Wheels & Spokes:
Assistant Editor: Van Pershing, 4842 W. Paseo de las Colinas, Tucson, AZ 85745 Ph. (520) 743-9185
e-mail: vanp@flash.net

Librarian: Dave Baker
Webmaster: Paul Dunn, 8239 N. Midnight Way, Tucson Az. 85741
e-mail: Paul@md-lasertech.com

Merchandise Chairman: Don Robinson



Prez Says

Now is the time of year to get your Corvair out on the road. I think it is crucial to properly represent our club by driving your Corvairs more often. We had an impressive turnout for the Pep Boys Show. Thanks to all. One show down and two to go. Casa de los Ninos Show is next and it is always great fun. The deadline for entering your car is growing near so please come to the September meeting for details

To see more Corvairs being driven, I proclaim November as Corvair Driving Month. Let's make a concerted effort to drive our Corvairs more often. Drive them to the meetings, the mid-month activities, and daily to work and play. Remember, the month of November means drive your Corvair!

Great news, the 2002 Corsa National Convention will be held in Flagstaff, Arizona. Cactus Corvair Club will host the convention. We are excited and looking forward to a wonderful opportunity for our club to participate.

Hope to see all of you and your Corvairs very soon. Thanks. Barry

from the editor.....

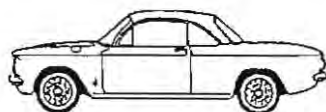
Barry Cunningham has proclaimed it!! Yes, November is Corvair Month which means drive your Corvair every day and enjoy doing it. You will be the envy of your friend and neighbors. What fun!!

Thanks Van for the interesting article on the Chaparral and the bits of history related to the Corvair.

It was great to see all the Corvairs, their drivers and friends at the Pep Boys Show. Despite the heat (it was 102 degrees that afternoon) There were twelve Corvairs on display.

Are you excited about the 2002 National Convention being in Flagstaff? You betcha !!!

The Casa show is just around the corner. The new location this year is Tucson Electric Park on October 14. Mark Your Calendar now! Tucson Corvair Association (that's you and me) have twelve reserve spots for the show. The entry fee is five dollars, payable to the TCA at the September meeting. If you can't be at the meeting, send your registration fee to Treasurer Allen Elvick,



JULY/AUGUST/SEPT 2000TREASURER'S REPORT

BEGINNING CASH ON HAND.....\$1937.00

INCOME: (ACCOUNTS RECEIVABLE)

Ads.....	00.00
Raffle Tickets	08.00
National raffle.....	100.00
Merchandise.....	0.00
Cans.....	11.89
Name Tag.....	2.25
Name Tag Fines.....	<u>00.00</u>
	122.14

TOTAL INCOME (ACCOUNTS RECEIVABLE).....\$122.14

EXPENSES: (ACCOUNTS PAYABLE)

Stamps (June,July,Aug).....	69.30
Name Tag.....	0.00
Toner.....	<u>37.90</u>

TOTAL EXPENSES: (ACCOUNTS PAYABLE).....107.09

ENDING BALANCE: (CASH ON HAND).....\$1952.05

Respectfully Submitted,

Allen Elvick

The Chaparral and the Corvair

Van Pershing

Jim Hall's race cars and the Corvair had a little bit in common. Using Richard Falconer's book Chaparral: Complete History of Jim Hall's Chaparral Race Cars 1961-1970 as a reference, we'll show you a few things you probably didn't know.

You may remember way back in the mid to late 60s the race cars that a Texas engineer by the name of Jim Hall was campaigning in several race circuits more notably in the Can-Am series. They were without a doubt the most innovative racing machines of their time. I had kind of a personal interest in the Jim's efforts. I was a young engineering student at Arizona State University trying to figure out what I wanted to do when I grew up. Jim Hall was the only one at the time that was using wind tunnel data for designing the shape of his racecars. We had a wind tunnel at ASU and I thought it would be interesting to investigate the possibility of being an aerodynamic engineer. He, being one of the only engineers to racing cars at the time, seemed like a good man to ask a few questions about the possibilities in that career field, so I wrote him a letter and asked his opinion never thinking that I'd ever hear from him. Several weeks later I received a very nice letter from him apologizing for not writing sooner - he was busy racing cars in Europe - along with some drawings of his 2E that were suitable for making a model that could be placed in a wind tunnel. He also suggested that I forget aerodynamics as a career. One engineer could do all the work for the entire auto industry and still have time to hold down a full-time job. It might be a little tough finding a job, was his thought. I took his advice and pursued a career as a mechanical engineer.

When Falconer's book on the Chaparrals came out I bought one immediately. As I thumbed through the pages I started seeing all sorts of little Corvair "clues". In June 1962 General Motors displayed the mid-engined Chevrolet Corvair Monza GT at Road America. It was during the race that Jim Hall met Frank Winchell, who headed the GM R&D team responsible for the GT. This meeting led to a sharing of information and testing facilities, including wind tunnel data on the Monza GT. Some of the styling references for the Chaparral 2 Coupe came from the Monza.

According to the mechanical specifications in the book, the Chaparral 2A chassis 001 was powered by an alloy small block 327 that popped out between 415 and 475 horsepower using 4 - 2 barrel Weber 48 DCOE carbs and a Corvair 4-speed transmission. In May of 1964 the Corvair transmission gave way to a single speed automatic gearbox.

Tire design was another area the Corvair helped Jim Hall's efforts. Jim: "At one point in time Chevrolet had more information and more knowledge on tires than Firestone themselves. They built the first really sophisticated tire grinders to simulate worn tires for the Corvair litigation cases. They took that entire area two or more toes up the ladder of technology. They could actually simulate the worst possible conditions for a tire that had worn incorrectly like it might on swing-axle suspensions. The tire guys were dumbfounded; I remember that when they [Firestone] were asking them to build tires for the Chaparral, the tire guys were being told by Chevrolet how to build tires."

Jim Hall, Hap Sharp and Roger Penske did some work on the Corvair at Hall's Rattlesnake Raceway in Midland, Texas - a track which Hall constructed to do test work on race cars which GM utilized as well. Jim: "I did quite a bit of work on the Corvair. I used to drive it around with the tires deflated so the rims touched the ground. We had to show how far out you could get it and keep the car the right way up. When they designed and built that thing they looked at what was on the market and there were several small cars like the Volkswagen Beetle: it was out there and it would hurt anybody. They were wrong, and of course they immediately took steps to improve it, but that was eventually the demise of the car and that was a shame."

"What we found out is that you can turn over any passenger car on dry concrete - and it doesn't matter whether it's a Corvair or a Ford Fairlane. All you needed to do was to be brutal with the steering. There's no question of that; it's not a question of either/or, you can do it to all of them. A swing-axle car will jack, and its center of gravity gets higher and its track gets narrower so it's easier to turn over. End of story."

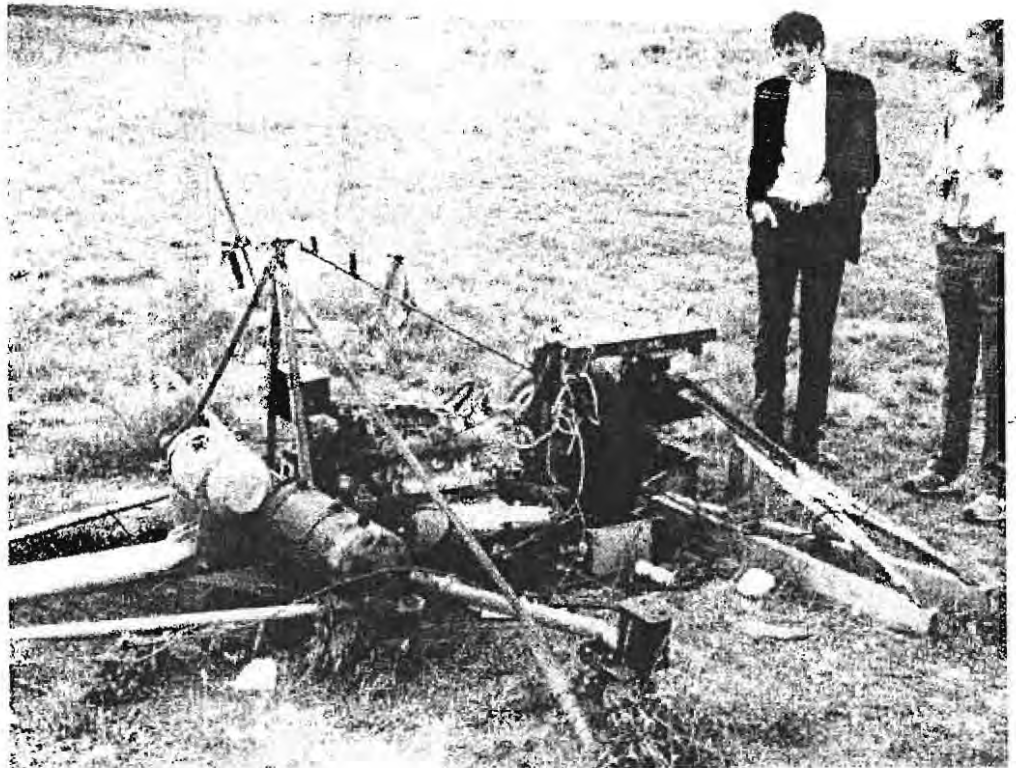


In this photo a nice set of '63 Corvair tail light assemblies can be seen on the Chaparral 2A at the Los Angeles Times Grand Prix at the Riverside Raceway in October 1964

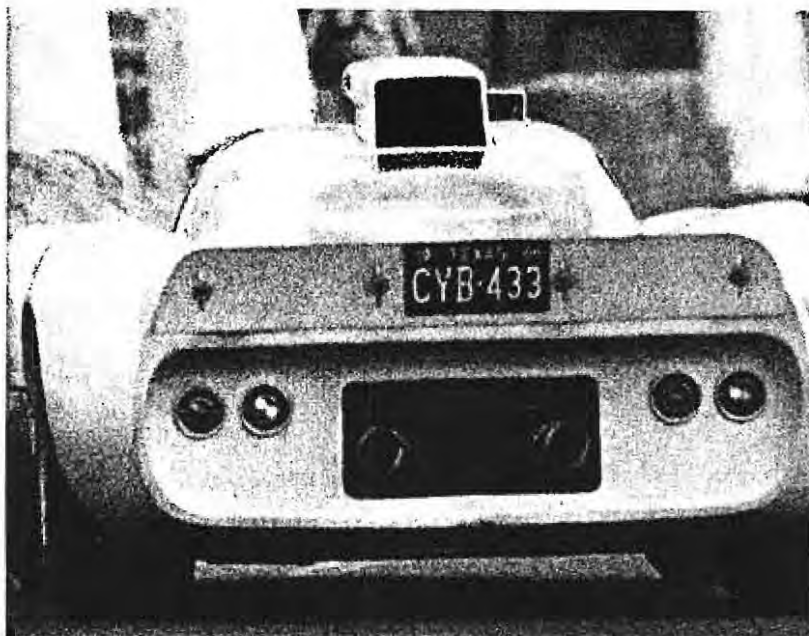
Corvair tail light

The remains of Chaparral's tire testing rig lie derelict in 1985 near the Rattlesnake Raceway skid pad. The engine that drove the sole wheel was a flat-six Corvair powerplant. Jim Hall is at the far right with author Richard Falconer. More recently, Hall intimated that he might restore the unit.

If you look closely at the tire tester you can see that someone has stolen the carburetors



The Corvair also supplied taillights for many of the Chaparrals. Not that that's a big deal but, let's face it, there's a little "Corvair" in all of us!



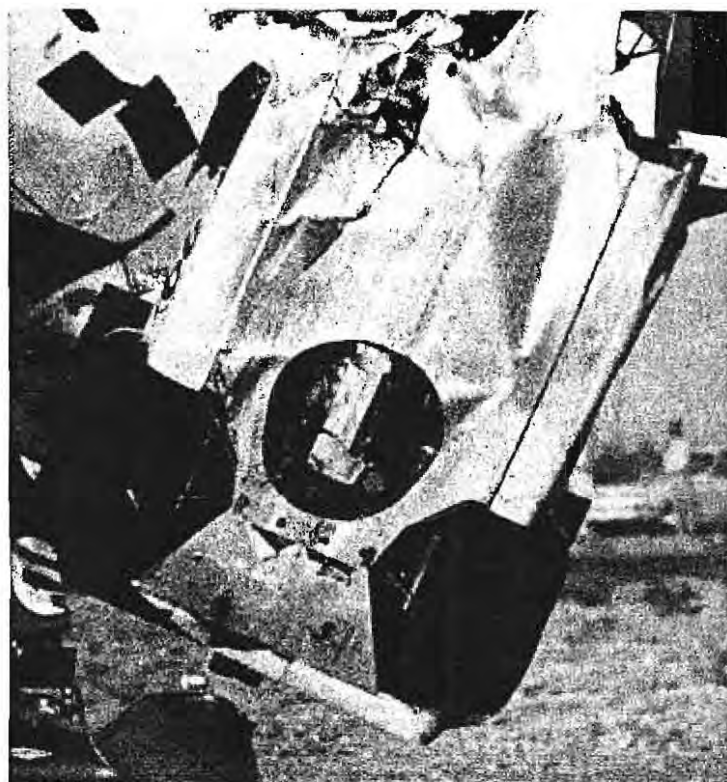
Here is the Chaparral 2G at the 24 Hours of Le Mans in June 1966 with a beautiful set of '64 Corvair Tail and back␣up lights.

64 tail light

Another 2A at the Los Angeles Times Grand Prix in October 1965 with a set of '64 tail lights.



12011 64s

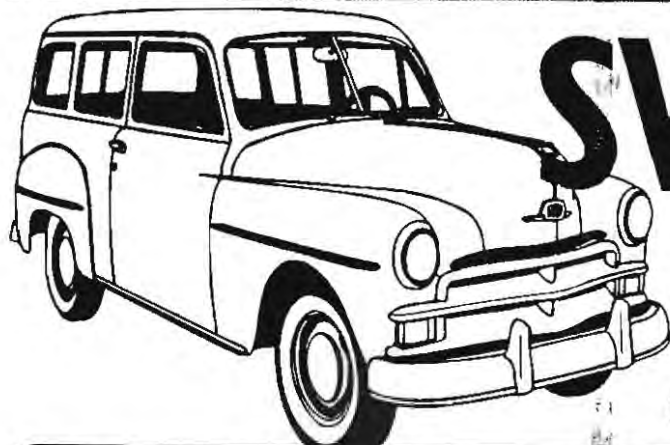


no corvair

This shot was taken of the Chaparral 2G at the Stardust Grand Prix in Las Vegas in November 1968 at it became airborne after striking the rear of a McLaren.

Warning: This car had NO Corvair tail lights!

23rd Annual C.H.V.A. Old Cars & Parts



SWAP MEET & CAR SHOW

Collection Point For The COMMUNITY FOOD BANK

SAT & SUN, OCTOBER 28-29, 2000

Presented by the Southern Arizona Contemporary Historical Vehicle Association

Public Free!

SWAP MEET

BOTH DAYS!!!

SATURDAY, OCTOBER 28th — 7am-5pm
SUNDAY, OCTOBER 29th — 7am-3pm

SWAP SPACES

(two parking spaces)

\$15.00 for 1 day / \$25 for both days

CAR CORRAL SPACES

(cars for sale)

\$5 for 1 day / \$8 for both days

CAR SHOW

SUNDAY ONLY!!!

SUNDAY, OCTOBER 29th — 10am-3pm

1980 & OLDER CARS ONLY!

ENTRY FEE: \$5.00 with your donation of 2 canned goods or any non-perishable food items for the **Community Food Bank!**

WITHOUT DONATION: \$7.00

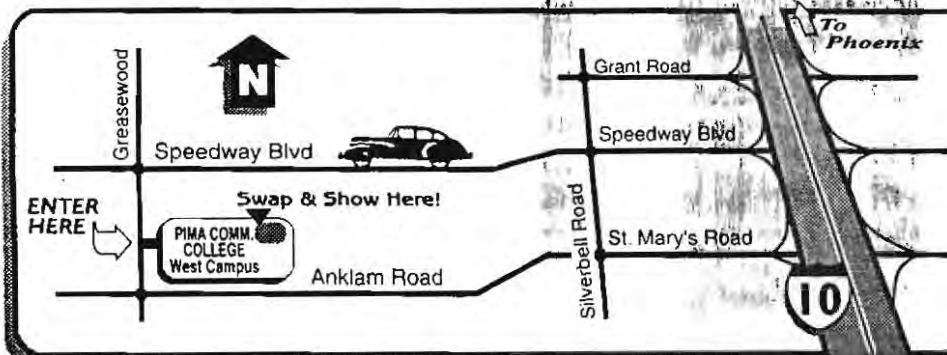
All proceeds from car show go to the Community Food Bank!

*Best of Show Trophy
Club Choice Trophy
and many more!*

TROPHIES!!!

Overnight Security Provided

Charities supported by this event include the Tucson Community Food Bank and the Pima Community College Automotive Department through the PCC Foundation.



PIMA COMMUNITY COLLEGE WEST CAMPUS
(NORTHEAST PARKING LOT)
TUCSON, ARIZONA

From I-10, exit Speedway Blvd., then west 2.2 miles.
Go south one-half mile on Greasewood to Pima Community College

FOR MORE INFO, CONTACT:

LOU at (520) 293-3178

Or 1-800-484-1097 enter PIN# 2984

JUANITA at (520) 887-7767

Evenings, 6-9pm

Vairs & Spares

For Sale: 1962 4-Door Monza, Automatic, Factory air conditioning, 85K original miles. \$3250. Call Dick (520) 299-4723.

For Sale: Corvair parts- Large outdoor yard full of Corvairs and Parts, Call Barry Cunningham at (520) 747-9028.

For Sale: Corvair engine (RA) 95 hp no carb or sheet metal , Partly disassembled \$100. Also 110 hp engine parts. Cheap. Don (520) 297-1356.

For Sale: 1961 rampside, 110hp, A/T, Like new paint, interior with many extras . \$5700 asking price. Call Vic at (520) 768-6062 or e-mail at vic@mohaveaz.com.

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

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

CORVAIR ENGINE REBUILDING

Denny Wycoff

Motor Machine and Supply

1401 W. Glenn 85705

(520) 792-1156

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

TUCSON CORVAIR ASSOCIATION REGULAR MONTHLY MEETINGS
FOURTH WEDNESDAY of each month (except December)

DENNY'S RESTAURANT 6484 E.BROADWAY. Tucson,Az.

6:00 pm: Parking Lot Bull Session

6:30 pm: Dinner (optional)

7:30 pm: Meeting starts

COMING EVENTS

PLEASE CONTACT A
BOARD MEMBER WITH
ANY SUGGESTIONS

Oct 14 Casa de las Ninos Car Show at Tucson Electric Park
Nov 3-5 Great Wester Fan Belt Toss & Swap Meet in Palm Springs
Nov 11 Host of Little Anthony's Car Show at 7010 E. Broadway Blvd.
Dec 13 Christmas Party at Davis Monthan O Club
Jan 27 Car Nuts Show at Tubac, tour and breakfast at the Cow Palace
Feb 10 Tune-up Clinic at the Bakers

Regular Monthly Meeting, Wednesday Sept. 27,2000

TCA Executive Board Meeting: Wednesday, Oct. 11,2000

DENNY'S RESTAURANT 6484 E.BROADWAY



FIRST CLASS MAIL

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