

The New Mid-engine Corvette...

....oh wait... it looks more like an early model CORVAIR!

The mid-engine Corvette cometh, and over the years, it has been highlighted many times where a mid-engine Corvette nearly came to exist. But, the thought first came to light way back in 1959.

Feast your eyes upon Experimental Project 719, or XP-719 for short. SuperChevy discovered the photos buried in the Petersen Photo Archive, which depict the first mid-engine Corvette. In fact, a handwritten note on the back of the

photo confirms this reading, "the first mid-engined Corvette proposal, 1959."

The GM Heritage Center was able to shed more light on XP-719 and provided additional photos of the experimental Corvette, which clearly took many cues from the Corvair. According to GM, the project began in 1959 as a rear-engine V8-powered car and designers went through a series of mockups before XP-719 was smoothed over to the photo below. One design included an air scoop design that (thankfully) never saw the light of day. For all its function, it lacked form.





TUCSON CORVAIR ASSOCIATION

Established 1975

The **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) as Chapter 357.

Membership dues are \$15 per year for individuals and \$18 for families. Initial dues are \$19 for individuals and \$22 for families (includes one name tag). Make checks payable to the Tucson Corvair Association and mail to the TCA Treasurer.

Change of Address: Report any change of address or phone number to the Membership Chair.

CORSA membership dues are \$45 per year (\$90 for 26 months) and include a subscription to the CORSA Communiqué, a monthly publication. Rates are \$37 per year and \$74 for 26 months for a "virtual" membership. CORSA membership is not required for membership in the Tucson Corvair Association, but is highly recommended. See any TCA officer for more information.

Business Mailing Address: 4842 W Paseo de las Colinas, Tucson, Arizona 85745

Website: www.corvairs.org. Email address: tucsoncorvairs@yahoo.com

TCA 2020 Events at a Glance

**Third Tues
of each
month**

Monthly Meeting. 7:00pm. O'Rielly Chevrolet, 6160 E Broadway, Tucson. Meetings are in the 2nd story conference room above the used car office. TCA monthly meeting are held in con-

**Jul 27-31,
2021**

CORSA Convention. San Diego, California. Crown Plaza Hotel, 2270 Hotel Circle North. Go to CORSA website for more details. www.corvair.org.

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Editor's Note:

With the entire nation shut down it's very difficult to have anything very exciting for the *Corvairsation*. We've had no meetings, no activities and no exciting projects to cover.

A lot of time is spent searching the internet for something new that would be Corvair related. Since the car has been out of production for over 50 years and since there isn't a lot new technical developments there's not too much out there that could be classified as "new". So we do the best with what we can find. Any suggestions or ideas for newsletter content would be greatly appreciated.

Maybe when the drama of the Chinese virus has passed we can get back to the business of enjoying our hobby properly!

**Be careful when you
follow the masses
...sometimes the "M" is silent!**



Welcome to *Corvair Style*,

An exclusive, limited-production book paying tribute to all that's unique about the Corvair, with insightful thoughts from the devoted owners who drive, collect and restore them.

A New Corvair Book!

Unique Content

As one of America's most innovative line of automobiles, we honor Chevrolet's sensational Corvair with this specially created book. Each car profiled in *Corvair Style* pays tribute to all the different Corvair models while revealing fascinating production facts, noteworthy history, design highlights and heartwarming personal stories from their enthusiastic, loyal owners. Discover how they came to appreciate all that's unique about the Corvair's design and mechanical construction, and why they find these compact cars so endearing. Their stories are entertaining, educational and, often times, quite humorous.

Collectibility

Like the cars themselves, *Corvair Style* will be available in limited quantity, with only 2,500 copies printed for worldwide distribution. Each copy is hand-numbered and signed by the author, adding to its collectability. Within its 196 pages you won't find any advertising, only page after page of Corvair-specific stories that have never been told before.

Extensive Variety

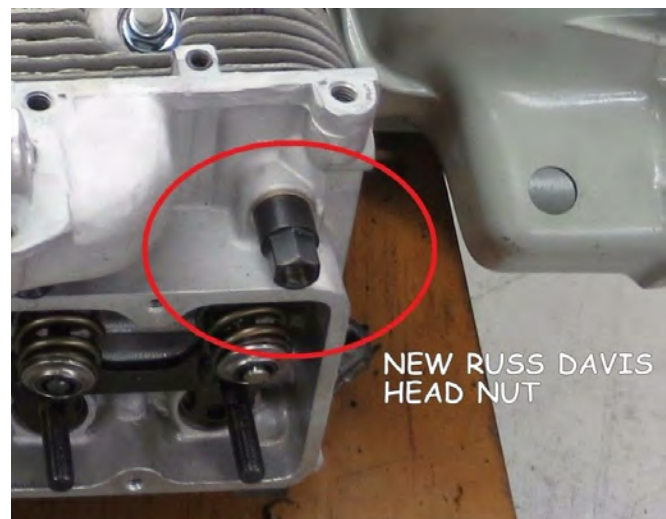
From limited production high-performance models like Yenko Stingers and Fitch Sprints to production models like 500s, Monzas and Corsas, in coupe, sedan and convertible body styles, as well as Lakewoods, Rampside and Greenbriers, you'll discover all the distinctive differences that made each and every Corvair model uncommonly unique, and oh so special.

For more information on the book go to <https://www.lentinello.com/corvair-style>

Russ Davis Head Nuts



Here's a new product seen on eBay recently: Upper head nuts that really make sense. They're made of hardened steel that meets grade 8 specs and coated with black oxide. They cover the entire head stud so there's no worrying about the stud threads getting rusty and full gunk. There's the added benefit of having more surface for the 9/16" socket to grab onto. They are available on eBay at \$58 per set of 12 and includes hardened flat washers to go underneath.



1963 Convertible – V8 in the front

Recently this beautifully done early convertible showed up on craigslist in Longview, Washington with an asking price of \$16,500. The details given in the ad were: 1963 V/8 Chevrolet Corvair Convertible, small block Chevy 283 with 194 Heads and a 350HP Cam. Headers, 4-barrel Holley carburetor, 5-

speed overdrive transmission, Mustang II coil over front suspension, leather seats. 10-bolt differential with coil over rear suspension, leather seats and less than 1000 miles since rebuild. Have top frame but not on the car and need recovering. Runs and drives great .





Bi-Directional Alternator Fan



As everyone knows the alternator fan on the Corvair alternator is specific to the Corvair. An alternator will alternate in either direction but since the alternator on the Corvair runs in the opposite direction from other GM vehicles so the Corvair fan is different. Once in a while a person wants to run his Corvair engine backwards to accommodate a VW or some other drive train and therefore can't use the Corvair alternator fan/pulley. One solution is this aftermarket bi-directional fan. It will work on either the 10DN externally regulated, 10SI or 12SI internally regulated alternators. They are available from several different sources from between \$20 to \$25. Since the Corvair fan and pulley are one piece, a pulley will have to be obtained or the new set up. A pulley from the 10SI alternator for a standard GM car generally measures 2 -3/4" in diameter, while the Corvair pulley measures 3", so a suitable pulley will have to be found. If you are converting the stock alternator to a 10SI be careful to use the spacer that goes behind the pulley from the Corvair. The regular GM spacer is a little shorter. Once you swap over the mounting casting and reassemble the alternator just put on the bi-directional fan and bolt the new pulley in place.

There's no such thing as a minor flat!

by Duane Copley

Old car owners will tell you that
There's no such thing as a minor flat.
Happenstance as good as not
Always brings them when it's hot.

Flats are almost never found
On quiet roads outside of town.
Flats occur on busy roads
With lots of trucks with real wide loads

Stop the car and set the brake
Hoping you made no mistake
Wondering if the spare has air
Praying all the tools are there

Had you been warned you would have dressed
In anything but your Sunday best
Off comes the jacket then the shirt
Keep them pants out of the dirt

Jack that car into the sky
Asking God if he knows why
The nuts are always so damn tight
Are these threads left or are they right?

The spare is finally on the drum
Put on the nuts all but that one
I'll bet this looks like quite a show
There is another nut I know

Oh my gracious there it is
I'll screw it on in just a whiz
Now you tighten that last nut
Hoping you don't twist a gut

You throw that tire into the back
You start to let down on the jack
You whisper just a little prayer
Please LordLet's hope..... There's ample air!

Submitted by
Harry Ransom

JAN-JUNE 2020 TREASURER'S REPORT

BEGINNING CASH ON HAND.....\$1669.41

INCOME: (ACCOUNTS RECEIVABLE)

Oil Filters.....	\$00.00
Name Tag	\$00.00
Merchandise.....	\$00.00
Treasurer donation for corp com fee.....	\$10.00
Shirts.....	<u>\$00.00</u>
	\$10.00

DUES:

Allen Elvick.....	\$5.00
Mike Lake.....	\$5.00
Tim Lindhorn.....	\$5.00
Mark McKenna.....	\$5.00
Jim Mills.....	\$5.00
Bill Sala.....	\$5.00

TOTAL INCOME (ACCOUNTS RECEIVABLE).....\$35.00

EXPENSES: (ACCOUNTS PAYABLE)

Merchandise.....	\$00.00
Web site domain name Fee.....	\$185.95
Corporation commission annual fee.....	\$10.00
Corsa Fee.....	\$35.00
Outing to Black Bear Diner 3-15.....	\$105.50
Name tag.....	<u>\$00.00</u>
	\$336.45

TOTAL EXPENSES: (ACCOUNTS PAYABLE).....\$336.45

ENDING BALANCE: (CASH ON HAND).....\$1438.96

