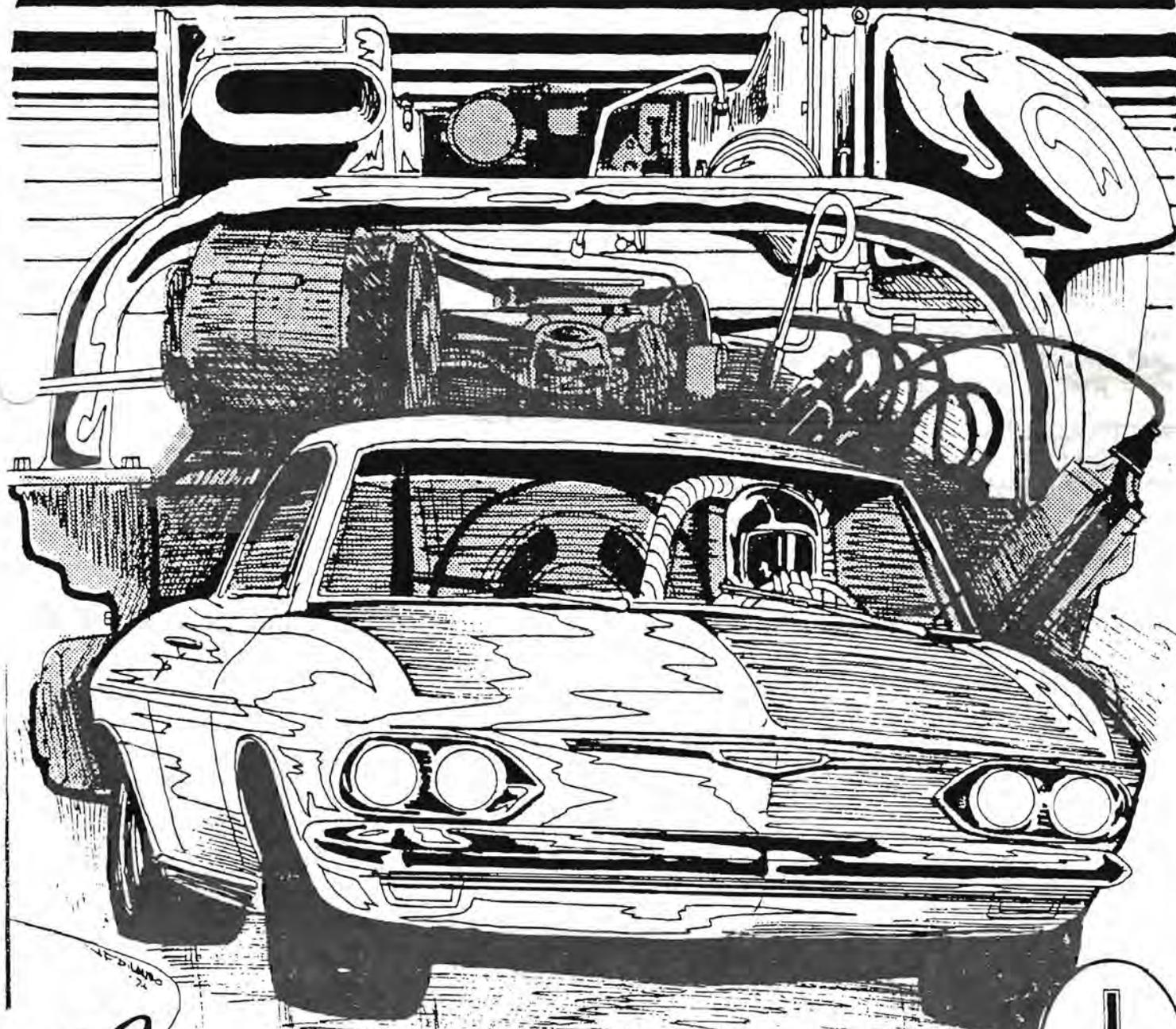


AUGUST 1982

Don Baker

VOL 7 NO 5

ConVairisation



TUCSON
Corvair
ASSOCIATION



TCA REGULAR MEETING

WEDNESDAY, June 25, 1982

Meeting was called to order by the President, Ed Sanford, at 7:45 p.m. at the Filling Station Restaurant, 6934 E. Tanque Verde Road.

Present: 51 Corvairs: 23

The minutes of June 23, 1982 regular meeting as published in the Corvairsation were approved as corrected.

New attendees introduced themselves.

The Can Project and other committee reports will be published separately in the Corvairsation.

In the absence of the Can Project Chairman, Dave Martin volunteered to collect the cans during break.

Louis Lage, Editor of the Corvarsation, asked members to send him articles on different experiences they have with their Corvairs. He would also like to have some pictures to put on the cover of the Corvairsation.

Dave Tait suggested we donate Corvair parts to hang on the walls at the Filling Station Restaurant. President, Ed Sanford, asked members to bring a Corvair part they would like to donate for this purpose at the next meeting.

TCA Items for Sale: Sets of fuzzies available for both early and late model Corvairs; \$15.00 for early models and \$25.00 for late models. Clarks Catalogue for \$2.50. Also a list of samples for all the materials Clark sells for upholstery and padded dashes, etc. Dave Martin has 2 carburetor air cleaner filters with washable elements for sale for a total price of \$15.00 with \$3.00 of that going to TCA.

Mid-month Activities:

October will be the first annual Tucson Corvair Association Marksmanship Contest and Picnic; November - Tune-up Clinic and Installation of Fuzzies; December - Christmas Party; January - an Arboretum Trip; February - Park Mall Car Show and in March - Competition Event.

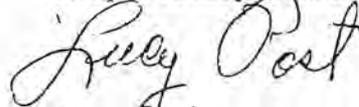
Dave Martin reported the Casa de Los Ninos Crisis Nursery Benefit Car Show and Picnic will be held October 10, 1982 at High Corbett Field where cars will be displayed inside. More information on this event will be given at a later date.

Following break, grab bag and door prizes were given with the winners being Kate Stallsmith; Jan Thompson; Bob Thompson; Perry Cunningham; Ted Higley; and Frank McKenna. Donors were Tucson Corvair Association and Barney's Auto Service.

For sale items and technical tip sessions followed.

Meeting adjourned at 8:45 p.m.

Respectfully submitted,



Lucy Post
Recording Secretary

The Prez Sez.....

No business transacted at the board of governors meeting, as we had no quorum. That's one way to save money-- Speaking of saving money, I want to publicly reiterate my thanks, and the thanks of the entire TCA, to Don Schnurr for his gratis printing of our newsletter. His continued efforts on the clubs behalf is almost totally responsible for the robust status of our treasury. Alas, all good things must come to an end, and Don informs me that we will shortly have to make other arrangements for printing the Corvairsation. Lou Lage, our editor, is looking into new printing arrangements, and will keep us informed.

I'm looking forward to the Sept. trip to Rose Canyon. It's been a long year so far, and a relaxing day spent on Mt. Lemmon will really hit the spot.

Is anyone rebuilding anything out there? If so, let us know - we would like to do a picture story on "cars in progress", and maybe have a before and after file on club cars. If you already have before and after pictures, let Lou Lage know and we can include them, too.

Keep those fan belts loose - See you next time.

Ed Sanford

TCA MEMBERSHIP EXPIRATIONS

AUGUST

Barney Goodwin
Ron & Phillis Richmond
David Martin
Patricia & Milton Stanfill

SEPTEMBER

David Stafford
Don Robinson
John Roach
John B. Richtars
Wilbur Ray
Robson Pratt
David & Gail Albani

Renewals are \$9 for single and \$10 for family. Checks payable to Tucson Corvair Association may be mailed to Georgia Lewis, Membership Chairman, 6657 E. 17th, Tucson 85710.

The following have been removed from the membership roster; Fournier, Jellnek, Schriener, Sharp, White, Yeager.

Georgia Lewis, Chmn.

Treasurers report;	Balance 7-1-82	\$2370.64
	Income	234.11
	Expenses	287.47
	Balance 8-1-82	\$2317.28

Ed Carey.



THE FIRST GENERATION, 1960-1964 CORVAIRS

By Tony Hossain, reprinted from
April 82 issue of Rochester, NY,
Newsletter, "ACORN"

There are more expensive collector cars. There are larger, more powerful and more luxurious collector cars. But few cars are as loved by their owners as the sporty Chevrolet Corvair. And few cars have been subject to such rigorous scrutiny by people who have never even driven one as the Chevrolet Corvair. Its safety and its engineering integrity have been attacked from the day it was introduced, and before, but the Corvair has been vindicated in test after test.

The Corvair was designed to be a driver's car and it still is. Therein lies its charm.

Corvair owners divide the cars into two basic groups, the 1960-64 "first generation" cars and the 1965-69 "second series" cars. We'll examine the early cars in this article.

Chevrolet introduced the Corvair in the fall of 1959 (as a 1960 model) in response to the growing inroads foreign small cars were making in the American marketplace. The Volkswagen, in particular, was catering to buyers that Detroit had ignored as its cars became larger, thirstier and finnier. And the foreign automakers weren't the only ones having sales success with compact cars. Rambler had its best year ever in 1958 and the smaller 1959 Lark gave Studebaker a new lease on life. The time was ripe for new small cars from the Big Three and Chevrolet would not be alone.

Also introduced as 1960 models were the Falcon from Ford Motor Company and the Valiant from Chrysler. There was a tremendous amount of interest in these new cars but it was the Corvair that was scrutinized most carefully. Because it was different. The Corvair was the first American production car to combine such features as an air-cooled aluminum engine mounted in the rear, four-wheel independent suspension and unit body construction. Coming from General Motors, this was radical engineering.

Almost immediately there were questions about the Corvair's handling qualities. Ford Motor Company added fuel to the fire by mentioning that the Falcon's engine was "up front, where it belonged." But magazine road testers found nothing unsafe about the Corvair's behavior on the test track. Motor Trend named it their Car Of The Year and staid Consumer Reports labeled it a competent handler. Even so, the public didn't seem to want anything as exotic as the Corvair. While model year sales of the utterly conventional Ford Falcon reached 435,000, the Corvair found only 250,007 buyers in its first year. Something was wrong at Chevrolet Motor Division.

Chevrolet's initial marketing strategy to pitch the Corvair as an economy compact fell on deaf public ears. The Ford Falcon and the

American Motors' Rambler were simply more logical family sedans. They had better interior accommodations, more trunk space and seemed to offer more real value for the money. And the Corvair seemed to be a rather unknown quantity. Adding to the Corvair's troubles was the cost problem, Ed Cole, the chief engineer on the project, was in love with the concept and didn't let costs get in the way as he designed the package. As the car neared production, it became clear that it wouldn't at all be competitive with other small cars unless the manufacturing cost was brought down. The critical decision to cheapen the interior trim level was made. Combined with the fact that only one body style was available at the start of production, the Corvair represented a rather bleak package. So sales suffered.

The 1960 Corvair was offered as a Series 500 four-door sedan or a Series 700 sedan. Interiors on the 500 were taxi-cab plain. Although ten exterior colors were available, only gray was offered as an interior hue. Black rubber floor mats completed this depressing picture. The price was \$1,869 and did not include armrests, heater or even a right hand sun visor. For \$51 more, the Series 700 sedan offered a choice of gray, green or blue pattern cloth bench seats, anodized-aluminum glovebox door applique and color-keyed rubber floor mats.

Things brightened up considerably for Corvair enthusiasts in January, 1960 with the introduction of the good-looking coupes, in both 500 and 700 form. With the optional floor-mounted 4-speed transmission, performance rear axle ratio and a power-packed version of the 140 cubic inch six, the Corvair was attracting a whole new group of admirers. But Chevrolet found the real market for its floundering Corvair almost by accident.

In May, 1960, Chevrolet announced the Monza Club Coupe. On the outside, the trim finally found its niche, as a gutsy sportster - for the Pepsi Generation.

When the 1961 Corvairs were being planned, it was not known that the Monza Club Coupe would be the salvation of the line. At first it was thought that making the Corvair a full range of small cars would make it competitive with the Ford Falcon. So, for 1961, new Corvair models included Series 500 and Series 700 Lakewood station wagons and a line of Greenbriar vans, Corvan 95 trucks and pickups. A lot like the VW Bus in appearance, these vans are highly sought after by Corvair collectors today, especially in their unusual forms. These unusual forms include Rampside pickups and DeLuxe three-seat Greenbriar Sportswagons.

Although Chevrolet had high hopes for the 1961 Lakewood wagons, they never caught on with the public. Only 5,591 Series 500 and 20,451 Series 700 wagons were sold in their maiden year. It was giving Chevrolet production planners fits but while the Corvair wagons and sedans were being ignored, demand was skyrocketing for the bucket seat Monza. Production couldn't keep up with the orders in

'61 and Monza Club Coupe sales went over the 100,000 mark. Early in 1961, a Monza four-door sedan was introduced with the same base price as the coupe- \$2,201. The bucket seats were becoming a Monza trademark but they were a \$54 option in the sedan.

Other changes for 1961 were of an evolutionary nature. Trim was changed slightly and handsome full wheel covers were standard on the Monza, an \$11 option on other models. The engine was bored out to 145 cubic inches and a forced air heater replaced the gas unit of 1960. Listening to dealer complaints, interior decor on 500 and 700 Series cars was upgraded considerably. To increase trunk space, the spare tire was moved back to a position atop the engine. Model year production reached 329,632, a high point in the history of the Corvair.

By 1962, Corvair advertising was finally recognizing the car's sporting nature. Wagons and sedans were virtually ignored while the Monza Club Coupe was promoted as "the car that started the bucket seat brigade." Retreating from the family sedan market with the Corvair, a Falcon-clone called the Chevy II was rushed to market for '62 to do battle in the econo-sedan class. Corvair wagon fans, and there were a few, praised the introduction of the luxurious Monza wagon but few others noticed. The big news for '62 was the spring arrival of the Monza convertible and the Spyder turbocharged engine option on Monza coupes and ragtops. Interest in these new sporting Corvairs was intense but few noticed that the Corvair wagons were dropped at that time.

The Monza Spyder's turbocharged engine was rated at an impressive 150 advertised horsepower. Other Spyder features included full instrumentation, four-speed transmission, heavy-duty suspension, 3.55:1 rear axle and sintered metallic brakes. In its first outing, the Spyder accounted for 9,468 sales, including 2,574 convertibles.

Things were pretty quiet on the Corvair front for 1963. Spydres and convertibles enjoyed their first full year on the market and Corvair wagons were no longer seen in Chevrolet showrooms. Prices remained remarkably stable. The 700 sedan that listed at \$2,103 in 1960 was now only \$2,110. But it was the first year that demand really fell for the Corvair. Sales amounted to only 281,539, compared with 328,500 in 1962. Basically unchanged since 1960, the Corvair was getting a little old hat in an industry that "face-lifted" cars every year. Over 80% of total Corvair production this year was in the Monza series. Four-door Monzas now had bucket seats as standard equipment, in a choice of seven colors. The turbocharged Spyder was continued into 1963, a \$327 option on Monza coupes and convertibles.

The 1964 Corvair was the last of the "first generation" cars. Many also consider it to be the best. Handling was improved with the addition of a transverse rear leaf spring and an anti-sway bar up front. Ralph Nader would later maintain in his book, Unsafe At Any Speed, that these changes were made because the 1960-63 cars were dangerous. Not so, according to a report released by the U.S. government in 1972. Of course, by that time the Corvair had already been sacrificed.

Another improvement worth noting is the increased power available in 1964. Engine displacement was increased to 164 cubic inches and the standard engine was now rated at 95 horsepower, up 15 from the four previous seasons. The optional engine was rated at 110 horsepower but advertised power for the Monza Spyder remained at 150. As in years past, Spydery could be had with a three or four-speed manual transmission only. The two-speed Corvair Powerglide was an option on Monzas, 700's and 500 series cars only.

Model choice was again limited in 1964 as the 500 and 700 series cars became less important in the Corvair scheme of things. The 500 was available only as a coupe and the 700 was offered only as a sedan while Monzas came as coupes, sedans, convertibles and the Monza Spyder became a separate series unto itself.

Greenbriar, Corvan and Rampside production totals declined again in 1964 as that model was neglected by Chevrolet as it prepared to introduce its conventional front-engine Chevy Van. Although it was barely recognized by Chevrolet, the Greenbriar would continue in limited production into the beginning of the 1965 model year.

The beginning of the end for the Corvair came in April, 1964, when Ford introduced the Mustang. It was all that the Corvair Monza was, without controversial engineering and with a V8 engine. Chevrolet would release a new Corvair in 1965 with continental styling and more power but it would not be enough to overcome Ford's claim that Mustangs had more fun. In any event, by 1964, the story of the "first generation" Corvair had reached its conclusion.

One cannot really mention the early Corvairs without coming to terms with the accusations by Mr Nader about "one car accidents" caused by faulty Corvairs and the "unconscionable efforts" of General Motors to sell such a dangerous machine. The fact is that the Corvair was proven to have cornering abilities superior to any other early Sixties production car, save the Chevrolet Corvette.

The Corvair was involved, proportionately, in more accidents than Ford Falcons or Plymouth Valiants of similar vintage. But Corvairs tended to be driven by younger, more inexperienced, more exuberant drivers. As are Pontiac Firebirds and Mazda RX-7's today. Handling improvements in 1964 only made the Corvair that much superior a road machine to the competition. The modifications were not made to belatedly "fix" a defective product, only to make a remarkable machine so much more so.

So, the 1960-64 Corvairs are now vindicated. They remain timeless in concept, in design and in execution. Fun was the theme and the Corvair offered plenty of it. As one Monza ad, dated 1963, put it; "It growls for the men and purrs for the ladies." That's the beauty of an early Corvair.

CHASSIS TUNING CHART

The following is some information presented by Bruce Miller who is a member of the Rocky Mountain Corsa in a Handling Seminar several years ago. The information is for those who are mainly concerned with competition events and would be good to hang onto for future reference.

The goal is to achieve a 4-wheel drift when cornering, ie. the front and rear suspension are closely balanced, giving nearly equal tire adhesion at both ends of the car. High speed courses demand slight understeer while slow tight courses required some oversteer.

Chassis Feature	TO REDUCE OVERSTEER (increases understeer)	TO REDUCE UNDERSTEER (increases oversteer)
Front tire pressure	Lower	Higher
Rear tire pressure	Higher	Lower
Front tire section	Smaller	Larger
Rear tire section	Larger	Smaller
Front rim width	Smaller	Larger
Rear rim width	Larger	Smaller
Front wheel chamber*	More positive	More negative
Rear wheel chamber*	More negative	More positive
Front springs	Stiffer	Softer
Rear springs	Softer	Stiffer
Front anti-roll bar	Thicker	Thinner
Rear anti-roll bar	Thinner	Thicker
Front roll center	Higher	Lower
Rear roll center	Lower	Higher
Front track	Narrower	Wider
Rear track	Wider	Narrower
Weight distribution	More forward	More rearward
Inner tubes	Add to rear	Add to front
Rear alignment	Toe-in	Toe-out
Front alignment	-	More positive caster & toe-out

*"h"s ARE GOING!!

Van Pershing

September mid-month activity!

What: Picnic (Bring your lunch)

Where: Rose Canyon- meet at OK Corral on Tanque Verde at Wrightstown Rd.

When: Meet 9:30 am, leave at 10.00 am, Saturday, September 18, 1982.

Who: All TCA members and guests.

Why: (Need we say?)

Can Report

For June-F. McKenna \$7.82, Thompson \$1.15, total \$8.97, for July-Dryden \$1.15, Ford .23, Mattingly \$2.30, Thompson \$1.61, Post \$2.07, total \$7.36.

Dan Mattingly.



Merchandise Corner.....

The merchandise for sale is for benefit of members and interested parties and promotion of the Club. The small profits are used by the treasury to maintain club expenses. The items listed below are for sale year round. The merchandise chairman has these displayed at the regular monthly meetings, and welcomes any between meeting sales also.

Sun Shields	\$ 8.00	Name tags	\$ 2.50
Hats	5.00	Fan Belts	10.00
License plate frames	5.00pr	Clarks catalogs	2.50
T-Shirts	7.50	Cotrofeld catalogs	1.25
Golf Shirts	13.00	ACP catalog	1.00
Fuzzies - early	15.00	Corvair Underground	
- late	25.00	catalog	2.00
Otto Parts catalog	Free (with purchase of fan belt!)		

Presently the Merchandise Chairman is also our President Ed Sanford. He accepted the chairmanship shortly before being elected President and has yet to find an interested party to pass one of the jobs onto. Hence, being the wife of the Pres with a busy schedule, I have served as "helper" for several months. Ed and I are really embarassed to be holding down two jobs in the Club and are quite anxious to pass one along to another member. Who is interested in accepting the Merchandise Chairmanship? (Anyone for President?)

Visit our corner at the next meeting with your checkbook, cash, or volunteer statement.

Carole Sanford

CLASSIFIED ADS

1962 Corvair Monza Stationwagon, 4 speed. Correct interior. New clutch New bumpers. Luggage rack. \$2500. or best reasonable offer.
Dave Albani--Glendale
602-978-5695

Viton "O" rings \$9.50 set, air, and oil filters, early and late shock absorbers and many other hard to find parts and accessories.
Gordon Cauble 602-299-1122

1974 Honda 750cc 4 cyl motorcycle, runs good. \$1000.00
Bob Thompson 602-296-1991

For sale- trunk weatherstrip, fan belts, ignition wire sets, and many other parts and accessories, including fuel pump repair kits at \$8.50.
Gordon Cauble 602-299-1122



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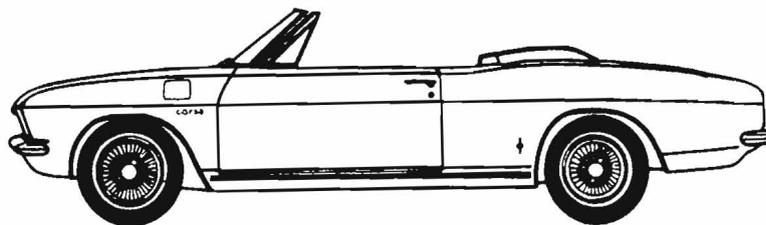
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When you own a distinctive automobile like the Corvair, parts and accessories are important. You can't keep your car running without them. And because they're important to you, they're important to us. Matthews Chevrolet still maintains an extensive inventory of Corvair Parts and accessories, and our service department continues to service all models of Corvairs with tender loving care. Honestly!



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MON - FRI

TUCSON CORVAIR ASSOCIATION REGULAR MONTHLY MEETING

- * THE TIME AUGUST 25th, 6:30pm MEAL SERVED at 7:00PM.
- * THE PLACE THE FILLING STATION 6934 E TANQUE VERDE RD.
- * THE MENU ALL YOU CAN EAT BUFFET, INCLUDING SALAD BAR.
- * THE COST \$3.99 plus drinks.

COMING
EVENTS:

SEPTEMBER 18, a Saturday, picnic at Rose Canyon.
Details inside.

In OCTOBER, the first annual marksmanship contest and picnic.

In NOVEMBER, tune-up clinic and picnic.

In DECEMBER, a CHRISTMAS PARTY!

The Tucson Corvair Association is a chartered chapter of CORSA [CORVAIR SOCIETY OF AMERICA] and members of the Tucson Corvair Association are required to join and maintain membership in CORSA. Monthly meetings are held on the 4th Wednesday of each month.

CORVAIR SATION EDITOR
7050 CALLE MARTE
TUCSON, AZ 85710



Dave Baker
7041 Arrowhead Dr.
Tucson, AZ 85715
296-1392 Nov

