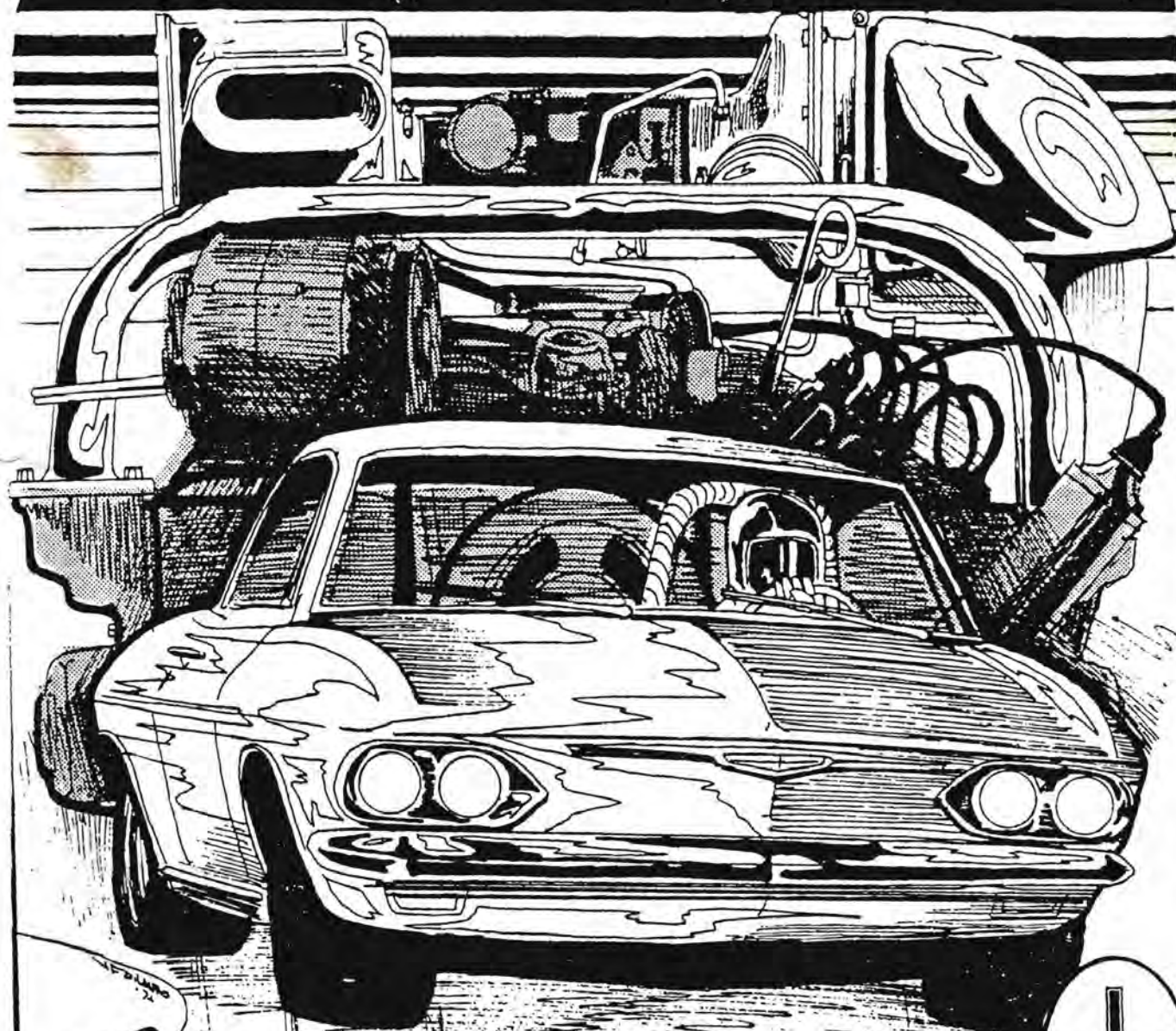


OCTOBER 1982

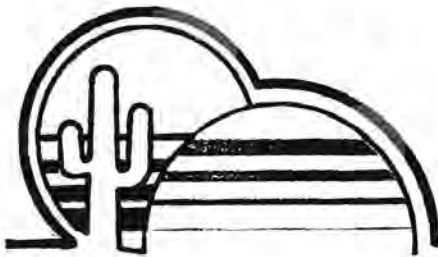
VOL 7 NO 7

Corvairsation



TUCSON
Corvair
ASSOCIATION





TUCSON CORVAIR ASSOCIATION

CORVAIRSATION IS A MONTHLY NEWSLETTER PRINTED FOR THE MEMBERS OF THE TUCSON CORVAIR ASSOCIATION AND OTHERS INTERESTED IN THE PRESERVATION AND RESTORATION OF THE CORVAIR AUTOMOBILE. 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. ONE ADDITIONAL SOCIAL AND/OR TECHNICAL EVENT IS HELD EACH MONTH. DETAILS ARE PUBLISHED IN THE NEWSLETTER.

DUES FOR TUCSON CORVAIR ASSOCIATION MEMBERSHIP ARE \$9.00 PER YEAR, PLUS AN ADDITIONAL FEE OF \$2.50 UPON INITIAL JOINING. FOR FAMILY MEMBERSHIPS ADD \$1.00 PER YEAR. CORVAIR SOCIETY OF AMERICA MEMBERSHIP IS \$14.00 PER YEAR AND IS ACCOMPLISHED DIRECTLY BETWEEN INDIVIDUALS AND CORSA AT P.O. BOX 2488 PENSACOLA, FL 32503

DEADLINE FOR ALL MATERIAL FOR PUBLICATION IS THE 2nd TUESDAY OF THE MONTH. CONTRIBUTIONS ARE SOLICITED, AND SHOULD BE TYPED IF AT ALL POSSIBLE. SEND TO CORVAIRSATION EDITORS AT 7050 CALLE MARTE, TUCSON, AZ 85710 NO COPY CAN BE RETURNED.

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CURRENT OFFICERS.

TCA REGULAR MEETING
WEDNESDAY, September 22, 1982

The meeting was called to order by the President, Ed Sanford, at 7:30 p.m. at the Filling Station Restaurant, 6934 E. Tanque Verde Road.

Present: 61 Corvairs: 30

The minutes of August 25, 1982 regular meeting as published in the Corvairsation were approved.

Visitors and new members were introduced.

Don Bortle, Betty Chastain, and Bob Thompson are working on the plans for the Christmas party that will be held the first or second week in December. Please let them know if you plan to attend.

Georgia Lewis, Membership Chairman, made her report.

A round of "Happy Birthday" was sung to Tom Higley as he celebrated his 43rd birthday.

Gordon Cauble made a report about the Rose Canyon trip. 8 Cars and 1 van full made the trip. A good time was had by all who went.

The announcement that the club will need a new Corvairsation Editor was made and it was stated that this should be taken care of around the first of the year. A volunteer was asked for. It was also mentioned that the Corvairsation needs more input from members.

Volunteers were asked for to run the November Tune-Up Clinic.

The October activities were discussed in greater detail. It was also noted that the club will be providing pop and beer.

Dave Davis spoke about the Annual Car Show for the Casa de Los Ninos. It will be held at Hi Corbett Field on Sunday, October 3, 1982. They are expecting approximately 450 cars. A 1956 pickup will be raffled this year. Members were also asked to sell tickets to the event.

The patches design was in. Take a look and let Van Pershing or one of the Board members know what you think about it.

Following the break, license plate and grab bag prizes were given out. Greg Duncan won the license plate drawing and also the first grab bag. Carol Sanford also won two grab bags. Other winners were Tom Higley, Angie Leadford, and Mickie Schnur.

Items for sale and purchase were discussed and followed by technical tips.

The meeting was adjourned at 9:30 p.m.

Respectfully submitted,

Cathy McKenna
Cathy McKenna

Big Ed Sez-----

According to the ol' weather wrangler, summer has gone and the cool weather is here to stay. What an ideal time for a club-sponsored safety inspection. That's exactly what our next mid-month activity is scheduled to be, and Dave Martin is the event organizer. He will need help manning his inspection crews, and I urge you to get involved. It really takes little or no expertise for some of the tasks, and by volunteering, you may learn something about our favorite car in addition to performing a service for your fellow club members. Further info on this November event will be found elsewhere in this issue.

Pat Bender informs me that we took in a record amount at the last meeting's grab bag ticket sale - \$53.! Way to go, members! The money collected in the grab bag contest is a significant proportion of the club's income, and support like that really helps to keep the club afloat.

The TCA Shoot-em-up contest was less than a rousing success. Only 4 cars showed up, with 8 people. Still and all, those who did show up had a good time. A complete write-up of the event appears elsewhere in the Corvairsation. I'm planning a special award for Georgia Lewis at the next meeting. On the positive side, we have $3\frac{1}{2}$ cases of beer left over for the Mesa Proving Ground trip.

Club participation in the Casa de los Ninos car show was also less than inspiring, with 6 cars participating. I'll have to put part of the blame for that on the Casa folks for short-fusing the notification, changing the date, etc, but we certainly have more than 6 show-worthy cars in the club, and this was a very worthy cause.

Speaking of the Proving Ground trip, it is scheduled for Oct. 23, which is about the time you will be receiving this issue. If this is the first time it has come to your attention, too bad! If not, I hope to see you there.

It is not too early to start thinking about the election of officers for next year. Reagan's spirit of volunteerism should spread into the TCA, and if you are interested in supporting your club (taking your turn in the barrel, some would say) contact me. If the nominating committee contacts you, be slow to say 'no' and fast to say 'yes'.

POOIE! CLANK!.....and another steel chicken bites the dust. Wish you had been there-----

GUNFIRE AT OK CORRAL

It wasn't really the OK Corral but everyone got a bang out of the Pima Pistol Club. After some professional guidance from our President on how to hit the bull's eye, we all began firing with hit and miss consistency.

Next came the competition shooting at metal silhouettes of animals at 25, 50, 75 and 100 yards distance (I sure hope the score cards were destroyed.) Bob Thompson took top honors in both rifle and pistol catagories, Bonnie Wright wrapped up the pistol trophy and Carol Sanford was top shot with the rifle.

All in all the day was a great success and learning experience for all. The Pima Pistol Club really was OK.

Dave Thompson

TECH SESSION AND PICNIC

We are scheduling a tech session and picnic for Sunday, November 14, at 11:00 AM, at Jesse Owens Park. Best bring your own chairs, tables if needed.

The tech session will be devoted to a safety inspection of our vehicles and instruction and demonstration of installation of fuzzies. The fuzzies will be available for sale at the time. In order to carry out the program we need a few volunteers, and a goodly number of participants, who will be asked to indicate their participation at the October regular meeting. If there is insufficient response the tech session and picnic will not occur. For any questions that may arise after the October meeting, please call Dave Martin at 884-7785, for the answers.

CHRISTMAS PARTY

The Christmas Party has been scheduled for Wednesday, December 15th, 7:00pm at the OK Corral, 7710 E Tanque Verde. We have a private room with bar, and will order dinner off the menu. Prices are reasonable, eg., 16 Oz T-bone \$7.95, drinks extra, figure 20% for tax and gratuity and you have a very reasonable cost for a holiday outing. More details at the meeting.

1965-69 CORVAIR AGAINST ALL ODDS

(Continued from Sept Issue)

All in all, 1965 was a successful year for the all-new Corvair. There was pressure, to be sure, from Ford and law suits over accidents involving 1960-63 Corvairs were gaining national attention. Chevrolet decided in mid-1965 that the corvair was not sufficient competition for the V8 Mustang and proceeded with development of a conventional sporty car. It would be called Camaro. In April, 1965, despite the relative success of the '65 car, Chevrolet made a decision to stop all further developmental work on the Corvair. Production was intended to stop at the end of the 1966 model year when the Camaro was to be introduced.

Ralph Nader put a monkey wrench in Chevrolet's plans in November, 1965, with the publication of Unsafe At Any Speed which devoted its first chapter to a sharp indictment of General Motors and the Corvair. The book's ascent to the best-seller list coincided with Chevy's introduction of the 1966 model Corvair. Because General Motors thought that the end of Corvair production might appear to be a suggestion that the automobile was indeed dangerous, it was decided to keep the car in production as long as there was any demand at all. Nader destroyed the reputation of one of America's finest automobiles in the mind of the general public and was instrumental in the plummeting sales totals of 1966 but he did not hasten the cars demise.

Ironically, the car survived through the 1967, 1968 and 1969 model year precisely because of Ralph Nader and his well-publicized book.

Many Corvair lovers consider the 1966 model to be the very best Corvair ever built. The model lineup was unchanged. The four-door hardtop, available in 500 Series and Monza form, remained one of the prettiest four-doors ever built. It's easy to tell a 1965 and a 1966 Corvair apart because of the different wheel covers and minor trim changes made but its almost impossible to differentiate '66 model from a later one because very few changes were made after that.

Changes for 1966 included the new wheel covers, standard on Corsas and Monzas, thinner chrome trim around the wheel openings, a Corvair script relocated on the front left panel, new tail lamps and a one piece engine air exhaust grille. The chrome band at the front was also changed, something that had been done in every year since 1960...but would not be done again. Corsas no longer used a body side pin stripe.

New mechanical features included larger tires, a spoiler under the front bumper, fully synchronized three-speed manual transmission and an improved carburetor linkage on the 140-horse four-carb engine.

Because of the rapidly brewing safety storm in Washington, last-minute additions to the standard equipment list on all Corvairs included front and rear seat belts, padded dash board, two-speed windshield wipers, outside rear view mirror and padded sun visors. A raft of new colors, both inside and out, were offered. Three colors, Marina Blue, Lemonwood Yellow, and Chateau Slate, were available exclusively on Monza and Corsa models.



There were newly styled bucket seats in the Monza and Corsa series and the 500 featured an upgraded vinyl interior.

Engine choices remained unchanged and the Corsa was still available with the 180 hp turbocharged engine, unique in the American auto industry.

For all the revisions and subtle improvements on a car already considered terrific by the "buffs," things were not going well in the sales department. Nader's attack was having its effect. Sales declined rapidly to 103,743 cars making this Corvair's worst year ever. Of these, only 7,330 Corsa coupes and 3,142 Corsa convertibles were built. Many collectors consider these models to be the most desirable Corvairs of them all. Another 6,137 (including 839 Corsas) were built in Canada.

New options for 1966 included head rests, four-way flashers, shoulder belts, mag-type wheel covers and the F41 performance suspension. Only 2.2% of the '66 Corvair customers specified the telescoping steering column. Sixty-eight percent chose white walls and 26.7% of the cars were equipped with the optional four-speed manual transmission.

Chevrolet didn't want too much in-house competition for its new Camaro so the already crippled Corvair was stripped of the performance Corsa series in 1967. Also removed from the option list was the 140 hp four-carb engine which was previously standard in Corsas and optional on the 500 and Monza cars. But Corvair lovers were surprisingly vocal on this point. After receiving many complaints from dealers and customers, the 140 engine was reinstated in mid-1967 as a limited production option.

The only other changes of any significance in 1967 were safety-related. An energy absorbing steering column was added as was a dual master brake cylinder system. A new, stronger three-spoke steering wheel and thinshell bucket seats on Monzas were the most noticeable interior revisions. "Energy-absorbing" knobs and added dashboard padding were also introduced in '67. Shoulder belt anchorage points were standard and the belts became a regular option. The optional wire wheel covers lost the pointed spinner in the name of pedestrian safety. New options in 1967 included a stereo tape system and an emergency road kit. A five-year warranty was introduced in 1967 and it would be standard on all 1967, '68 and '69 Corvairs. Popular new exterior colors included Bolero Red, Butternut Yellow, Granada Gold and Royal Plum. Traditional favorites included Ermine White, Tuxedo Black, and Madiera Maroon. Interior color choices were trimmed to black, blue and fawn in the 500's and gold, bright blue and black in the Monzas.

Production plummeted from already disastrous 1966 levels for '67. The final tally showed that only 37,253 Corvairs left the Willow Run, Mich., assembly plant and production was stopped entirely in Canada. The rarest model was the Monza convertible. Only 2,109 were built. There was no logical reason to let the Corvair live past '67 without any ad support but General Motors had to save face. The Corvair was almost totally ignored by the factory and Chevrolet dealers but it was announced in the summer of 1967 that, yes, there would be a 1968 Corvair.



When the 1968 Corvair was announced, it was immediately realized that the axe had fallen once more. The handsome four-door Corvairs were no more. The Corvair lineup in the early Sixties had consisted of forward control trucks, station wagons, coupes, sedans in a multitude of trim levels but now only the Monza coupe and convertible and the 500 coupe survived.

But there was a bit of good news. The 140-horse version of the 164 cubic inch Turbo-Air six was back as a regular production option. Transmission choices again included the three and four speed manuals and the automatic Powerglide.

Outside revisions for '68 were limited to side marker lights while added padding and newly textured bucket seats on Monzas identified the new models. Interior color choices were limited to black, blue or gold on both series.

All 1968 Corvairs featured, thanks to the air quality of Los Angeles County, an air injector anti-pollution system. Because of this system, air conditioning was no longer available on Corvairs. Popular new exterior colors in '68 included Ash Gold, Teal Blue and Palomino Ivory. Corvair production for the model year was down to 15,399, and they were being assembled at almost a hand-built pace.

The announcement of the 1969 Corvair astounded even the most loyal of its promoters. It was practically unchanged from the '68 models. The 140 hp engine was still around as was the Monza convertible. It seemed, though, that not many were interested anymore. Only 6,000 Corvairs were built in the final model run. And it was a shame. The last Corvair assembled at Willow Run was an Olympic Gold Monza coupe. Carrying serial number 105379W706000, it left the plant at 1:30 p.m. on May 14, 1969. After it was loaded onto a rail car, nobody knows where it went. There are reports that General Motors still owns this car.

There were many eulogies and great sadness in the automotive press at the time of the death of the Corvair. But the fact remains that the car had few buyers in 1969 and GM couldn't justify further production of the car. Besides, its replacement in the compact segment of the market, the Vega, would be in production in just over a year. There was much speculation as to what the Corvair could have been if GM would have tried a little in the last years of its life. Now as we look back, from the perspective of the Eighties, it's clear that the Corvair owners among us are some pretty lucky people indeed. The early models, especially the Monza Club Coupes, have that "just right" look and the 1965-69 models have all the appearance of contemporary Italian customs... at a fraction of the cost.

Now, if I can just find that '66 Corsa convert...

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IS IT YOU? OR YOU? OR HER OR HIM? OR THEM? PLEASE COME FORWARD.



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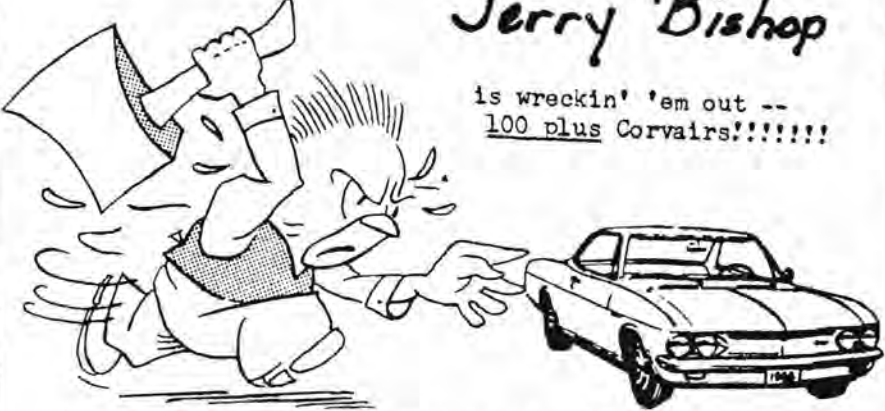
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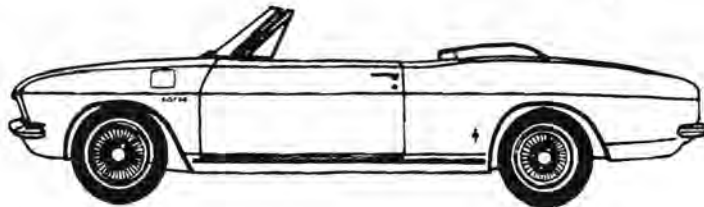
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COMING
EVENTS:

NOVEMBER 14th. Tech session and picnic at Jesse Owens park

DECEMBER 15th Christmas Party at the OK Corral Restaurant

IN JANUARY Trip to the Boyce Thompson Southwestern Arboretum
This is near Superior, about 100 miles from Tucson,
and the round trip will be an economy run for those
who wish for it.

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.

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