

# Corvairization

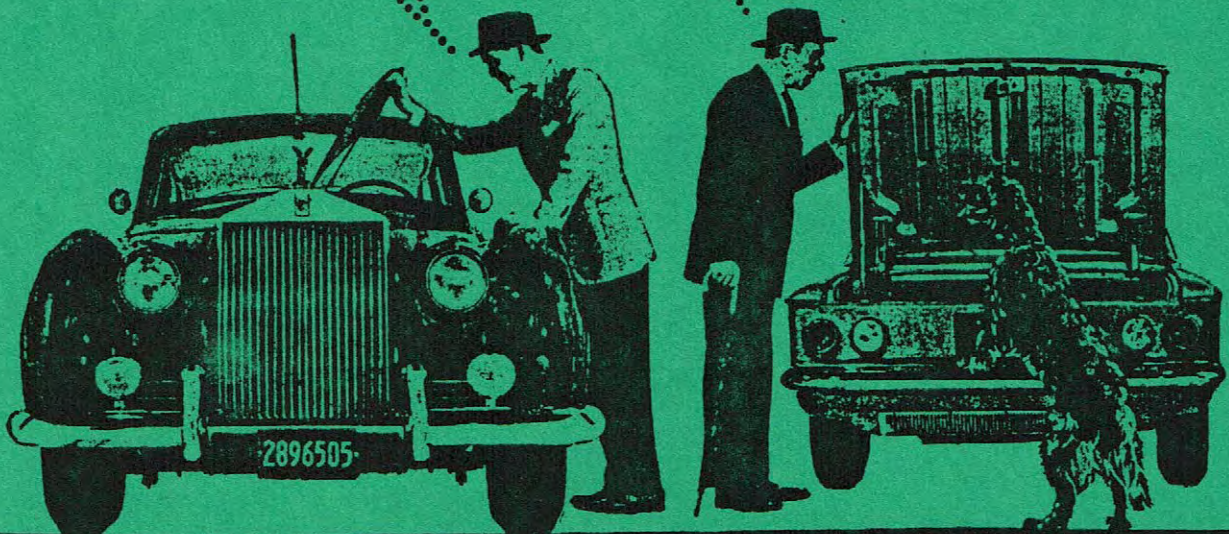
TUCSON CORVAIR ASSOCIATION  
VOLUME 14 NUMBER 2

TUCSON, ARIZONA  
MAY 1988

*What do you know?*

*An aluminum engine  
just like mine!*

Two great cars...  
and a single thought



**REYNOLDS**  **ALUMINUM**



## TUCSON CORVAIR ASSOCIATION

**CORVAIRSACTION** is a monthly publication of the TUCSON CORVAIR ASSOCIATION, which is dedicated to the preservation of the Corvaair model of the Chevrolet Motor Division. The Tucson Corvaair association is a chartered member of the CORVAIR SOCIETY OF AMERICA (CORSA).

**MONTHLY MEETINGS** are held on the fourth Wednesday of each month except December. One technical/social event is planned for every month except July and August.

**MEMBERSHIP DUES** are \$10 per year and are payable to the TUCSON CORVAIR ASSOCIATION through the Membership Chairman.

**CORSA MEMBERSHIP DUES** are \$25 per year and include a subscription to the CORSA Communique, a monthly publication. See a TCA Officer for a membership application.

**CLASSIFIED ADS** are FREE to a TCA Members and \$1.00 per line to all others. The deadline for materials submitted for publication is the 10th of the month for that month's issue. Mail or deliver all materials to the Corvaairsation Editor. Articles are welcome for publication.

**BUSINESS MAILING ADDRESS:** P.O. Box 50401, Tucson, Arizona 85703.

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#### **BOARD OF DIRECTORS**

Current TCA Officers, Al Rivas, Vic Howard and the Corvaairsation Editor.



#### **NON-MEMBERS:**

We would like to invite you to join the Tucson Corvaair Association. We will send you three complimentary issues of the Corvaairsation and welcome you to attend all of our activities. This is a great chance to get to know us. No matter what your Corvaair interests are, you'll find lots of good folks with similar interests in the Tucson Corvaair Association. If you decide to join us, the dues are only \$10 per year.

From the President.....

Whoops! I didn't make it to the April meeting. My itinerary scheduled me back in Tucson at 4:40 in the afternoon. An errant temperature warning light delayed the flight more than five hours.

My thanks to Dave Baker for conducting the April meeting.

Don't forget the May mid-month event -- a potluck at the Baker's on the 21st. Details including a map are in the April Corvairsation.

The June mid-month activity will be a tune-up clinic at my house on June 26th. Originally this event was scheduled for the 12th, but I will be travelling again then. Details for the Tech Session will be in the June Corvairsation.

During July and August we will not schedule mid-month activities as is our custom. Plans are being made for an economy run/picnic to the Chiricahua National Monument in September.

The board of directors voted to obtain the SDCC tune-up tape at its last meeting. The library will have three video tapes for use plus all of the other goodies in there.

Frank Held's van was not running last month so we didn't get the cans and paper. I'm sorry for the inconvenience this caused because I wasn't there either. We'll be there this month. See you at the meeting.

Don Robinson

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POT LUCK SUPPER

May 21st - 5:00PM

7041 E. Arrowhead Drive

We will supply the makings for hamburgers and the drinks, so bring something to go with them. Please come, bring your swimming suits, dates, mates, and children. See you there!

The regular monthly meeting of the Tucson Corvair Association was called to order at 8:00 PM by Vice President Dave Baker on April 27, 1988 at the Picadilly Cafeteria, 6767 E. Broadway, Tucson, AZ.

The minutes of the previous meeting were approved as printed in the Corvairsation. Mike Hayden reported that the copier needed repairs and therefor resulted in additional expense.

Under old business, Al Rivas reported on the automobile show and race in Eloy and said that it was not well organized this year. Those present were reminded of the pot luck supper at the Baker's house on May 21st. The Evanses are donating the meat for the affair.

Guests were introduced, Chris Willis, who is looking for a convertible, Bill Vaughn, who owns a 66 coupe, and Randy Wilson, who is a member but doesn't attend the meetings on a regular basis.

Vic Howard announced that he was available to take dues that were due. Dave Baker told of the burning of Sam Angus' barn and showed pictures before and after the fire.

After the break, the drawings were held. Bob Eggers won the license plate prize with No. LC219. Other winners were Vic Howard, Allen Elvick, Diane Evans, Al Rivas, Betty Chastain, and Larry Dandridge.

A tech session followed and for sale items announced.

The meeting adjourned at 9:10 PM.

Respectfully submitted,

*Sealy*

**WANTED:**

MERCHANDISE CHAIRPERSON

CALL:

DON ROBINSON 297-1356

# CHEVROLET CORVAIR



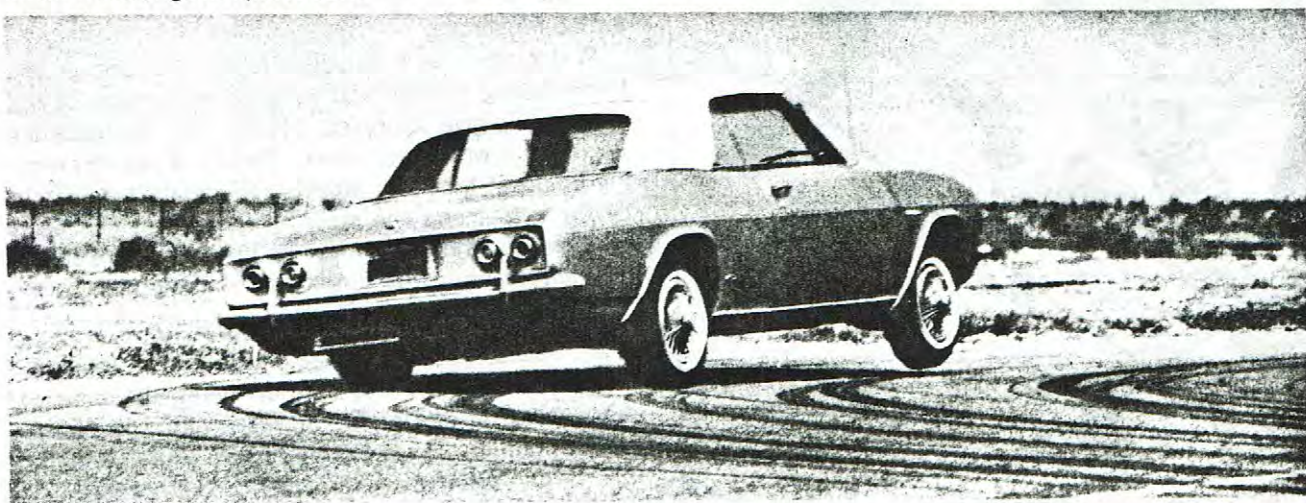
In the initial issue of ROAD TEST we prefaced the 1965 Corvair test by saying: "The Corvair is a unique automobile for more reasons than one. First introduced as a compact competitor to imports in 1959, the image changed when GM discovered that the car had more appeal to sports car enthusiasts than to the economy-minded. Today, the Corvair is the darling of the enthusiast, not because it is such a wonderful automobile, but more because it is the one American make in years which has dared to be different . . . . In 1965, as previously, we doubt that the Corvair will make much of a dent in the economy car market, but sports car enthusiasts will approve of it."

Now, a year later, we must say that the Corvair deserves to be admired not because it is different but simply on the basis of outstandingly good handling, brakes and road manners. Secondly, it offers far more roominess and utility than the average sports car but satisfies a majority of those requirements which make a good sports car.

The improvement over previous models in this regard is notable and Chevrolet is to be commended on making the changes which resulted in such happy driving qualities.

During 1965, staff members and consultants carried out a continuous program of testing. As you will recall from Vol. I, No. 1, we stated that it was one of the nicest handling cars we'd ever tested. It bothers us to make such broad statements. So, at the risk of proving ourselves wrong, we lived with the car, worked with it and generally did everything we could think of to make it do something bad. We're pleased to report that we were unsuccessful in our endeavor to produce bad results. The fact is, we found that the more we pushed this car and the more we became familiar with it, instead of finding any hidden faults, we began to notice more and more subtle favorable qualities.

The Corvair is easy to maneuver at low speeds but has no tendency to wander or search at high speeds.



Corvair's handling ability is well demonstrated in photo taken during cornering of short-radius turn. Low roll centers and low slip angle insure rear wheel traction. Previous model would lift inside rear wheel under same conditions. In this situation, car is under complete control.

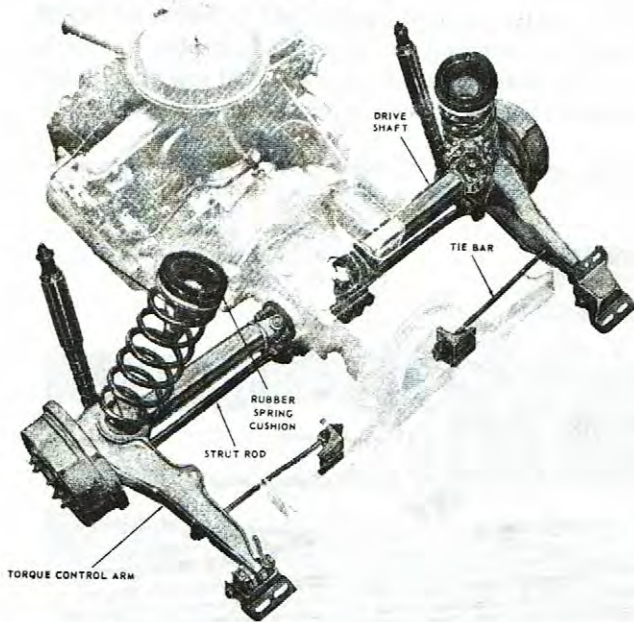
Its ride is smooth and vibration free regardless of the road surface quality. At freeway speeds the car will cruise along over warped cement slabs showing remarkable ability to absorb the motion without any of the rocking or pitching so common to sports-touring cars. Even when driving at high speeds with the front and rear tires of one side passing back and forth over the road edge, the car has little tendency to leap sideways.

### IMPROVED CORNERING

Cornering the Corvair at maximum speed produces the kind of results one would expect from an out-and-out sports car. Everything that happens is entirely predictable. When driving into a corner too fast, the car will understeer, like a front-engine car. But when the corner is entered at the proper speed and accelerated out its characteristics go from neutral to oversteer, according to the amount of throttle applied.

This is the behavior pattern which most drivers find acceptable. It provides an added degree of security because the natural reactions to excessive speed, (ie: lifting the foot off the throttle or even applying the brakes), do not produce additional handling problems.

Experiments with tire inflation disclosed that the new Corvair is tremendously less sensitive to tire pressures. This is another laudable characteristic because, unless the owner is a real enthusiast who regularly checks pressures himself, it is easy to become a victim of the service station attendant's eager innocence. Brands of tires, tire tread and carcass design are also less of an influence on the Corvair's handling than in previous models.



Corvair's independent rear suspension is derived from Corvette, gives car outstanding rear end adhesion.

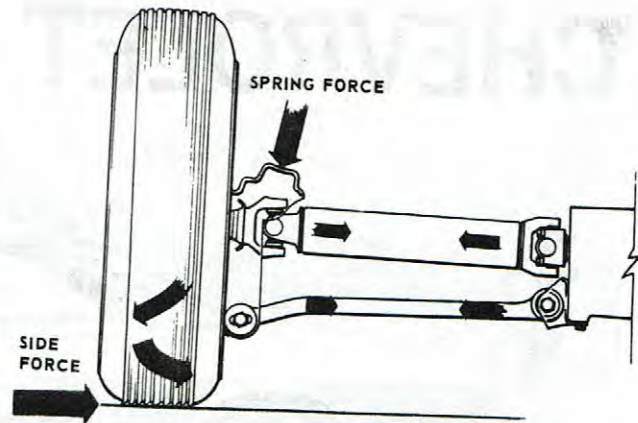


Diagram illustrates how cornering forces are handled by rear suspension.

### NEW SUSPENSION

This tremendous improvement has been brought about without scrapping the original premise of the light weight, air cooled, rear engined car by a complete re-design on the suspension system, front and rear. The highly successful independent rear suspension arrangement of the Corvette, modified to utilize helical coil springs rather than a transverse leaf type, has been adopted. A sizeable anti-roll bar at the front and springs with a rate more nearly equal to those in the rear combine to produce 11% more roll stiffness and eliminate the fore-and-aft pitching motion.

The new independent axle rear end has a roll center nine inches lower than the previously-used swing axle set up. Combined with the front suspension's roll center, the vehicle's roll axis is about half the angle of the earlier model. With a low c.g. and tires with a lower cord angle, the car stays flat and 'sticks' in corners in excellent fashion. On more than one occasion over mountainous roads the Corvair clearly demonstrated its handling superiority over the staff-owned Mustangs.

Wider track and reduced track variations of the track during bounce and rebound movement of the rear wheels give improved stability, with no tendency for the rear wheels to "steer" the car. A sharper turning angle of the front wheels reduces turning circle by three feet and the steering ratio itself has been speeded up. The new low profile tires which are standard help steering and directional stability also.

### LARGER BRAKES

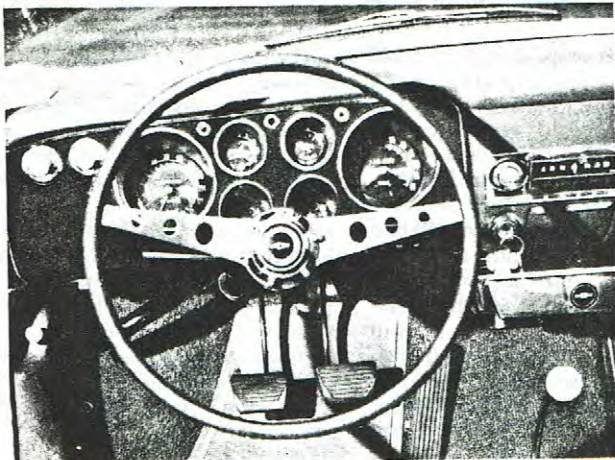
Increased brake drum size merits special mention. The new brakes are 9½ inch diameter, the same as those used on the larger Chevelle, with 169 square inches of lining area (34% more than earlier models). The larger drum mass provides a better heat sink and an extra flange contributes dissipation of heat. The end product is a remarkably effective set of

brakes, quite the best of any conventionally-braked cars in this category.

Finalizing a year of testing of new cars, it was the unanimous opinion of the group that the Corvair was easily the most genuinely improved automobile it had encountered and that it deserves serious consideration as one of the best-engineered cars in production today.



"Hands off" hot brake test results show that Corvair decelerates in straight line under adverse conditions. Car is easy to control in all maneuvers.



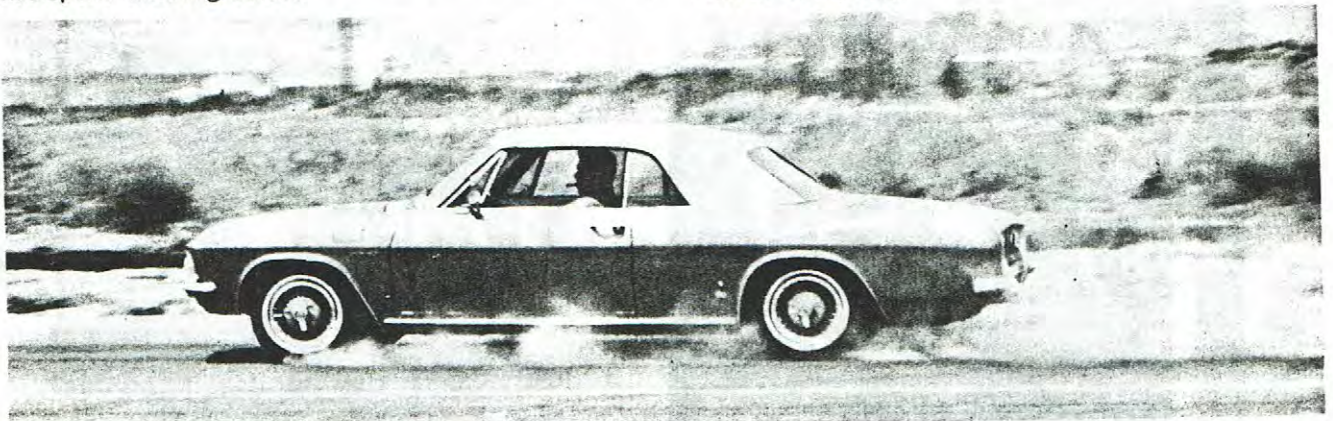
Recessed instruments are completely visible through two-spoke steering wheel.



Optional adjustable steering wheel permits straight-arm driving position favored by many sports car buffs. Absence of front floor tunnel adds to interior spaciousness.



Sports car performance characteristics combined with roominess make Corvair attractive to enthusiasts. Car has outgrown "economy" label because of sophisticated engineering not found in other domestic compacts.



Panic-stop brake test reveals that front and rear wheels have equal traction. Lack of nose-dive is evident. Increased brake capacity of new Corvair is one of reasons given in making special award.



CORVAIR CORSA sport coupe represents a new line, replacing the Spyder option, for the popular air-cooled, rear-engined car. Convertible also is offered.

# Corvair Corsa

**R**EINFORCED WITH new body styling, an improved rear suspension, bigger brakes and some pepped-up engines, Corvair is out to regain the "sport with economy" championship it lost during the past year to its new rival from Dearborn. And, for the Corvair connoisseur, the '65 refinements should be just so much more icing on the cake.

The first major restyling of the Corvair has brought about a car 3 in. longer on the same 108-in. wheelbase, 2 in. wider and just slightly lower. The interior space has been increased, the front trunk enlarged, and complete new instrument panels installed.

Prestige leader of the Corvair clan will be the new Corsa line, a sport coupe and a convertible which replace the Spyderys of '64. Their styling, reminiscent of Italian bodymakers Ghia and Pininfarina, is sporting in flavor and the engine helps further the image. Standard equipment in the Corsa is a 140-hp variation of the popular little air-cooled 6-cyl. This new unit has four single-throat carburetors, higher (9.25:1) compression and a special cam, and will come hooked up to either 3-speed or 4-speed manual transmissions.

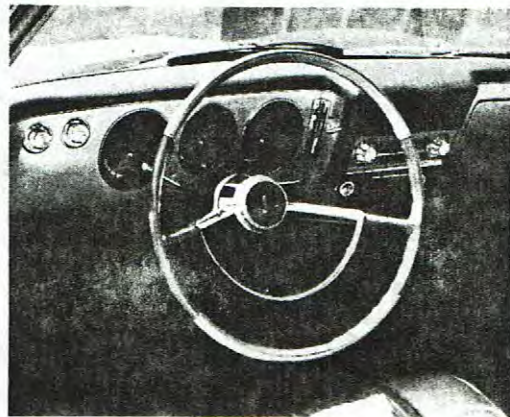
Still optional, of course, is the exhaust-supercharged Flat Six, which has

been boosted up to a 180-hp rating. A larger carburetor, manifold and blower inlet have been added. Again, only the manual transmissions can be ordered with the "Turbocharger."

The Corsa also carries its own special instrument panel, which includes tachometer, cylinder head temperature, oil pressure and ammeter gauges in three separate, round-shaped enclosures.

All 2- and 4-door models offered, in Corvair 500, Monza and Corsa lines, will be of pillarless "hardtop" design. Frameless, curved glass side-windows are used while the flush-mounted front and rear windows are adhesively bonded to the body. Rocker panels on all models now open into the fresh air plenum ahead of the windshield, to give them Chevrolet's "flush and dry" corrosion control treatment.

DASH PANEL for Corsa features three round dial-faces grouping all the instruments.



SCULPTURED TAIL bears family resemblance to bigger Chevrolets. Air inlets have been moved off deck lid into plenum chamber just below the rear window.







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### TREASURER'S REPORT

Balance April 1, 1988.....\$1,189.69

#### Income

Dues.....20.00  
Corvairsation ads.....22.50  
Raffle tickets.....37.25  
Aluminum cans.....17.00  
Total Income.....\$96.75

#### Expenses

Corvairsation.....25.00  
Raffle prizes.....36.86  
Cans.....150.54  
Miscellaneous.....65.00  
Total Expenses.....\$277.40

Balance May 1, 1988 .....\$1,009.04

Mike Hayden

# Vairs 'n Spares

**FOR SALE:** '69 MONZA COUPE, 110HP, automatic, 12" mag wheels, good tires, new fuel pump & tune-up. Good driver, very reliable. \$750. Don Robinson 297-1356. 5/88

**FOR SALE:** 1968 MONZA CONVERTIBLE 140HP, 14" wheels, new radials & mag covers, AM/FM cassette, taneau cover, & bumper guards, rust free body in excellent condition, beautiful interior engine needs work-rod noise. Rare & outstanding car. Asking \$3500 for a \$5000 value but negotiable. Call Gordon Cauble 299-1122. 5/88

**FOR SALE:** '61 700 4-DOOR automatic, ready to go anywhere, rust free body w/ new paint, interior good, needs only headliner, excellent tires & new battery. A \$2500 value can be bought for \$1500 - negotiable. Call Gordon Cauble 299-1122. 5/88

**FOR SALE/TRADE:** '61 LAKEWOOD, 110/auto, bright yellow, wire wheel covers. Nice inside and out. Asking \$1,500 or trade for a 2-door Monza of similar value. Call Van at 743-9185. 4/88

**FOR SALE:** '61 RAMPSIDE w/ Factory Camper. Dbl bed, sink & water tanks, stove & LP tank, port-a-pottie, etc. Only rust is on rt rear quarter panel. Mechanically perfect. White, rebuilt engine, 4-speed, new steel belted radials, reupolstered, rebuilt front end. Drive it away. Retiring, must sell, moving upstate. Byron Lee Miller, 733 W. 2nd St, Mesa, AZ 85201 or call (602) 962-1401 for more info. 3/88

**FOR SALE:** '61 LOADSIDE Pickup no rust, repainted in '87. White, rebuilt engine, 4-speed, new steel belted radials, reupolstered, rebuilt front end. Drive it away. Retiring, must sell, moving upstate. Byron Lee Miller, 733 W. 2nd St, Mesa, AZ 85201

**FOR SALE: PARTS:** '65 front suspension, 4-speed transmission and rear end, Mark Kenna 745-9209.

**FOR SALE: PARTS:** Kelmark conversion for '65 Corvair. Bellhousing, input shaft, shifter and subframe. Mark McKenna 745-9209.

**FOR THE DO-IT-YOURSELFER:** Mag ignition wires & long rotors, plus all regular ignition items. Wrapped fan belts, air & oil filters plus viton o-rings and oil cooler seals. Call Gordon Cauble 299-1122.

**FOR SALE:** '63 MONZA COUPE, factory air, 102HP, 4-speed w/ new clutch and new transmission, new battery, good tires, needs some interior & exterior work. Driven daily. \$1200 OBO. Call Paul Skinner at 296-4549 or 885-8104.

**FOR SALE:** New and Good Used Parts. Late model NOS gas door guard, \$17.50; Excellent '63 Monza coupe front & rear seats, blue, \$100; NOS upper ball joints for FC, \$10 ea; Used windshields for early & late model cars, 1/2 price; New main bearing set, std, \$15; New rod bearing set, +.010, \$20; New crankshaft seal, front, \$5 ea; '63 & '65 turbo distributors, \$20 ea; and many other new and good used parts. Call Gordon Cauble @ 299-1122.

**FOR SALE:** '61 RAMPSIDE 4-speed, 76K original miles. Original motor has \$1000 in paint and machine work, needs to be assembled. 2nd motor in truck. \$1,500. 294-8601 or 889-9901.

**FOR SALE:** '67 CONVERTIBLE, engine & transmission rebuilt, new front end, white w/ black interior, new top, AM/FM cassette, \$3500. 299-5988 or 623-9800. Ask for Larry.

**THINGS A BIT LOOSE** in the back of your late 'Vair? Complete set of Clark's nylon strut bushings and washers, \$32 **FIRM**. Call Alan Atwood, 888-4433.

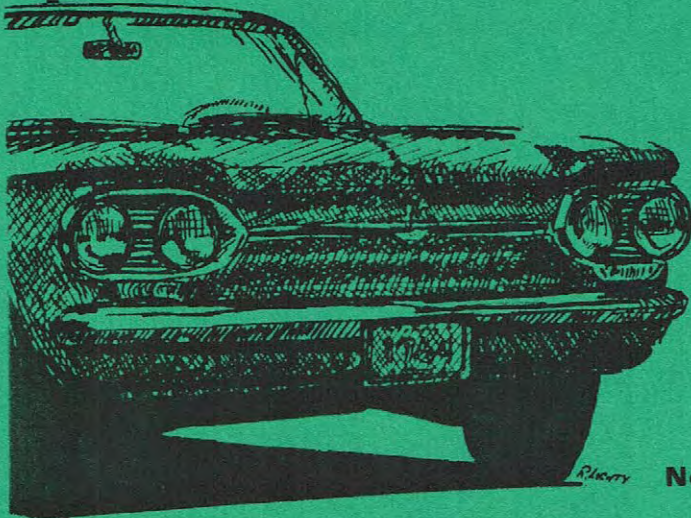
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TUCSON CORVAIR ASSOCIATION REGULAR MONTHLY MEETING

FOURTH WEDNESDAY of each month  
Piccadilly Cafeteria, 6767 E. Broadway, Tucson

6:30 pm: Parking Lot Bull Session

7:00 pm: Dinner (Optional)

7:40 pm: Meeting Starts

COMING EVENTS

MAY MID-MONTH ACTIVITY:

May 21: Pot Luck Supper at the Baker's home.  
7041 E. Arrowhead Dr at 5:00 pm.  
(Details inside)

May 20, 21, 22: Four Corners Rally, Cañon City, Colorado

June 26: Tune-Up Clinic at Don Robinson's House  
(Details next month)

Tucson Corvair Association  
P.O. Box 50401  
Tucson Arizona 85703



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