

Corvairisation

TUCSON CORVAIR ASSOCIATION
VOLUME 14

NUMBER 6

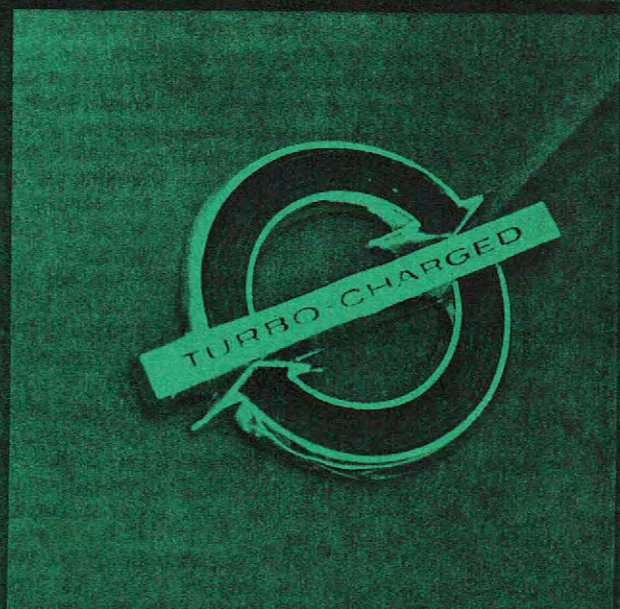
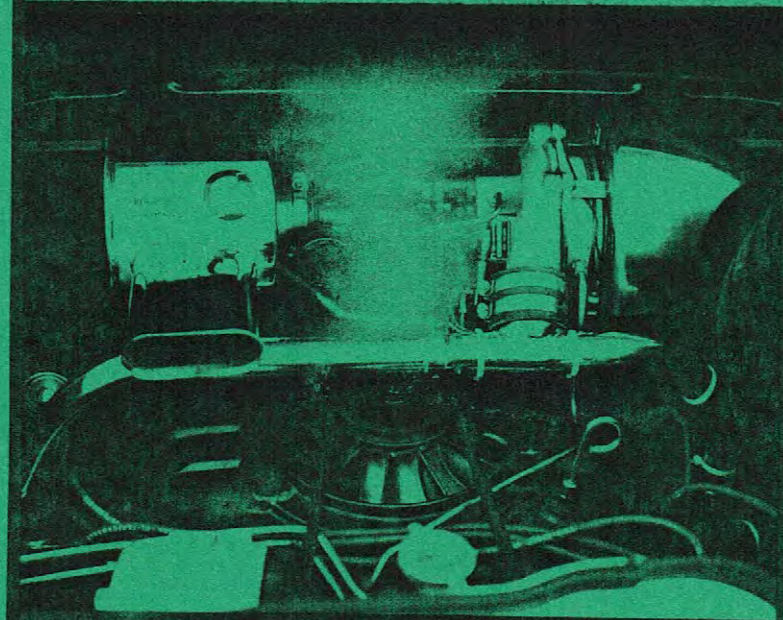
TUCSON, ARIZONA

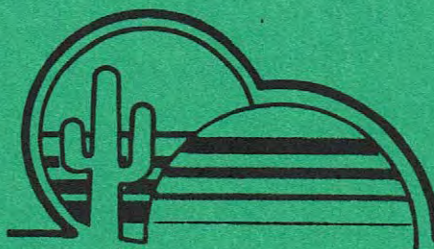
SEPTEMBER 1988



The 180-hp
turbocharged
1966 Corsa

3





TUCSON CORVAIR ASSOCIATION

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. The Tucson Corvair association is a chartered member of the CORVAIR SOCIETY OF AMERICA (COSA).

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.

COSA MEMBERSHIP DUES are \$25 per year and include a subscription to the COSA 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 Corvairsation Editor. Articles are welcome for publication.

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

WHEELS & SPOKES

PRESIDENT

Don Robinson
2044 W Shalimar Way
Tucson AZ 85704
(602) 297-1356

VICE PRESIDENT

Dave Baker
7041 Arrowhead Drive
Tucson AZ 85715
(602) 296-1392

TREASURER

Mike Hayden
6971 N Blue Sky Terrace
Tucson AZ 85741
(602) 297-6219

RECORDING SECRETARY

Beverly Baker
7041 Arrowhead Drive
Tucson AZ 85715
(602) 296-1392

BOARD MEMBER-AT-LARGE

Milt Evans
845 E Placita Leslie
Tucson AZ 85718
(602) 297-7566

MEMBERSHIP CHAIRMAN

(Dues & Change of Address)
Vic Howard
6270 N. Camino Arturo
Tucson AZ 85718
(602) 742-1823

LIBRARIAN

Dave Baker
7041 Arrowhead Drive
Tucson AZ 85715
(602) 296-1392

CORVAIRSATION EDITOR

Van Pershing
4842 W Paseo de las Colinas
Tucson AZ 85745
(602) 743-9185

ASSISTANT EDITOR

Alan Atwood
4287 N Limerlost Place
Tucson AZ 85705
(602) 888-4433

BOARD OF DIRECTORS

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



NON-MEMBERS:

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

From the President.....

I just got my September issue of the CORSA Communique and read it cover to cover. This issue has a comprehensive coverage of the National CORSA Convention in Ashville. I hope everyone will see the convention pictures and read these articles.

Thanks too, to Gordon Cauble for his report and pictures from the convention.

As I read the Communique, I began to reflect on what has been happening for the last year. Just a year ago we were concerned about the effects on Corvair engines with the reduction of lead content in gasoline. Sometimes we worry about things that never happen.

Thanks to everyone's efforts we have several new members in the Tucson Corvair Association. The new members' names are listed elsewhere in this issue. Please welcome them and introduce yourself.

Pat Hayhurst was our surprise guest speaker at the August monthly meeting. Thanks to Pat for that slice of Corvair turbo history and all the technical tid-bits!

As I write this, our trip to Tom Hubbard's Franklin Motor Car Factory is still a week away. I hope all enjoyed the sights and had a good picnic.

October 8th is the Casa de los Niños benefit car show. We will have full details at the September meeting, but it's time to start clean-up for the show. I hope we can have a good turn-out of all the clean cars in the club.

Also at the September meeting we will finalize plans for the Cancer Center Run.

Don Robinson

The regular monthly meeting of the Tucson Corvair Association was called to order at 7:45 PM by President Don Robinson on August 24, 1988, at the Picadilly Cafeteria, 6767 E. Broadway, Tucson, Arizona.

Guests were introduced, Don and Marie Williamson, and their son Daryld, and Maude Barnes. All joined the membership during the evening.

The minutes of the previous meeting were approved as printed in the Corvairsation.

An announcement was made that Corsa is trying to build up its membership.

Under old business - the mid-month activity for September will be a tour of Tom Hubbard's Franklin cars and picnic on the grounds. The Christmas party will be at the Black Angus on December 15th. A brief discussion followed about hosting the national convention here.

Gorden Cauble gave a report on the National Convention that was held this year in Ashville, North Carolina. He said that there were 70 Corvairs in the Concouse and about the same number in the beauty contest and that 50% of them were convertibles.

New business - a new roster is available. Raffle tickets will be sold at 5 for the first dollar and 6 for the second.

Those present were treated to a guest speaker, Pat Hayhurst, who discussed Turbo-charging. He told of the many pit-falls to avoid.

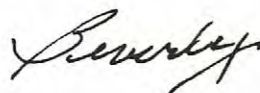
After the break, the drawing was held. License plate numbers were called, DJK054 and DDS944 with no response, and Frank Held took the prize for No. CKY788. Other winners were Paul Steward, Beverly Baker, Don Williamson, Dave Thompson, Mack Post, Don Chastain, and Bob Schowengerdt.

A tech session followed and Paul Steward kept us entertained with his trips across Utah. For sale items were announced.

Bill Leslie and Marcie Tucker became members of TCA also.

The meeting was adjourned at 9:35 PM.

Respectfully submitted,





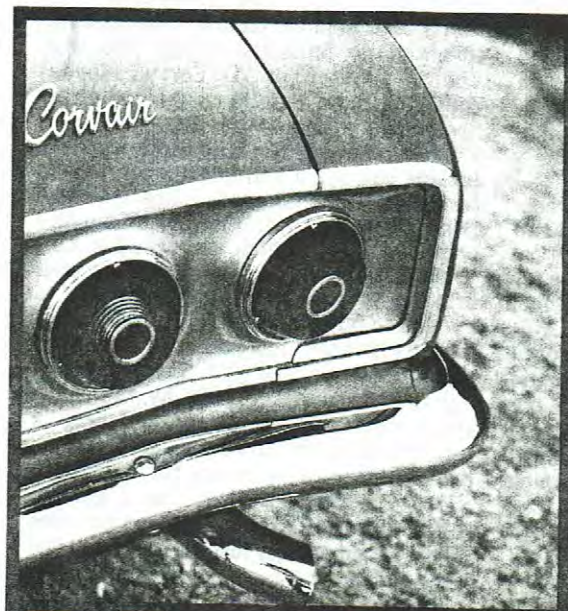
Vair Power

By Jim Scott

On Oct. 2, 1959, the world changed forever. I didn't know it at the time, but the introduction of the 1960 Corvair that day would have a profound impact on my life, up to this very moment. In fact, I wouldn't be writing this article if Chevrolet's air-cooled rear-engine compact had never been made.

For me, it all began innocuously enough. We had to put a family car into the local Chevrolet shop in Richmond, Va., for a valve job in late '59. The salesman who had sold my mother her '52 Chevy coupe wanted to keep us happy, so he let us have a bright red 4-door '60 Corvair demonstrator for a day or so.

I was a college student at the time, home for the holidays. I'd driven a number of cars by then — my father's straight eight and V-8 Pontiacs, my mother's three-speed Chevy, neighbors' Plymouths, Hudsons, Fords, and college fraternity brothers' vehicles of all sorts. But none of them quite prepared me for the Corvair.



Photos by Ken New and Bob Stevens

1. Chevrolet made 48,965 turbocharged six-cylinder Corvairs from mid-1962 through 1966. This 1966 Corsa was one of 1,951 turbos made that year.

2. Twin lights on each side were a Corvair trademark.

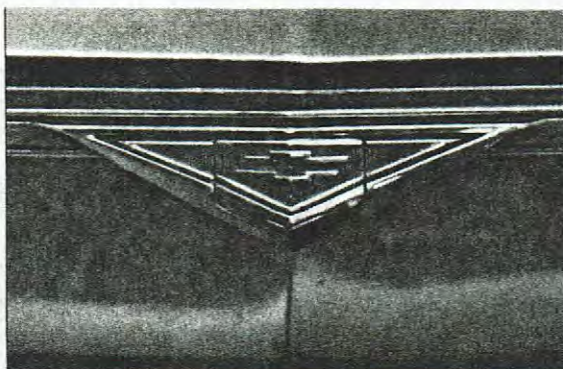
3. Pretty from any angle, the second series Corvair was called one of the most beautiful cars ever made by Car and Driver when it was introduced in 1965.

4. The turbocharger unit is fed by a side-draft carb.

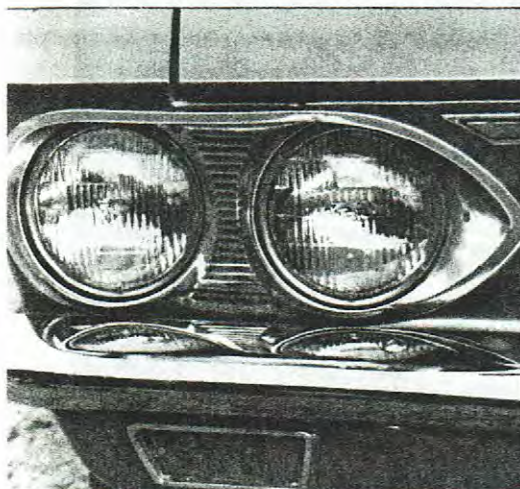
5. "Turbo-Charged" says the engine lid badge, announcing to the world that this is no regular Corvair.



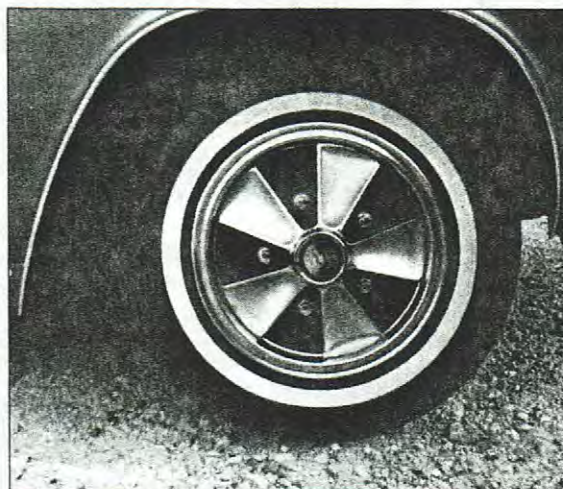
6



7



8



9

6. Clean, functional and neat, the Corvair's front end is an exercise in restraint and good taste. An air dam added under the parking lights in 1966 greatly improved stability in cross winds.

7. The bow-tie part of the front ornament bar opens out for insertion of a key into the trunk lock.

8. Dual horns are hidden behind the headlights, which in the feature car are still the original Guide T-3 type, a hard-to-find item today.

9. "Mag-style" wheel covers spice up the looks of the non-original P185/80R13 white sidewall radials. Brakes on the 1965-69 Corvairs were 9.5 inch diameter drums taken from mid-size GM cars such as the GTO and swapped end for end, thanks to the Corvair's rear-engine weight bias, with the wider drums going to the back.

First, it was low. But inside, it felt as big as my father's Pontiac, but with a flat floor. Second, it was quick. Even though it had what today seems to be an anemic set-up — a 140-cid flat six with 80 horses and a two-speed Powerglide — for the time it was quick, particularly in stop-and-go traffic and around town. It also handled well, with light steering. Where I had been accustomed to muscling around front-heavy cars, the Corvair zipped in and out of traffic with the speed and precision of a sports car. Or at least it seemed that way.

The guys down at the corner Esso station next to the drug store laughed at the little red car as we pulled in for gas. Everybody made jokes about how the fan belt, which twists 360° in making its right-angle trips up to the blower bearing pulley and back to the crankshaft pulley, liked to come off. Etched in my memory still is an old-timer's putdown of the engine as looking like the "underside of a washing machine." "Maytag motor" was another stinging epithet.

We only had that red Corvair for a couple of days, but I already had learned two things: the Corvair was one of the most controversial American cars made — far more so than the Edsel, and I wanted one, rubber floor mats, stark interior and all. I wanted one even more when the Monza coupe came out later during the '60 model year, with its four-speed shifter on the floor, bucket seats, and plusher interior.

Other guys my age were into flathead V-8 Fords, Mercs, and '55 Chevys, which were old enough to be affordable used cars. I had to settle for a '53 Chevy Bel Air four-door sedan. At \$500 in 1960, it wasn't exactly cheap, but it did run well, and got me through the rest of my college days.

The '53 and I parted ways after college. I went into the Army, which decided I needed to see South Korea. There was a period of about 18 months when the only thing I got to drive was a rickshaw in Hong Kong while on R&R, but that's another story. By the time I got back to the States in November 1964, I was more than eager to get another set of wheels.

The first stop on getting home was to say hi to my parents. The second was to drop by Emrick Chevrolet in Richmond and see what they had. The salesman tried to put me in a nice, sensible car, something he figured an Army enlisted man might be able to afford. What he really wanted to do was to unload a '62 Chevy II with Powerglide and a four-cylinder engine formerly used to pump oil and power generators and do industrial things like that. Then I spied it: a '63 Corvair Spyder coupe, black on red. It was the end of the beginning for me and Corvairs.

I had to have it! Not only was it a sporty-looking car, but it had that 150-hp, 145-cid turbocharged motor with more than one horse per cubic inch. If the truth be told, I probably would rather have had a Corvette, but Spyders and Vettes were soul brothers in those days, and I was glad to be able to buy, on E-4 pay, at least one of the cars in those Chevy ads.

The test drive was wild. Not only was it my first turbo car, it was my first four-speed American car (there had been a few British sports cars and a Mercedes or two entrusted to my hands for short periods in the past). By the time I got the shifter sorted out, I had figured out that things got going real fast after about 3,000 rpm. In fact, when the boost needle on that gauge in the classic dash went from

- to +, it felt as if there were a V-8 out back instead of a flat six. I was sold, and shortly thereafter the turbo car was mine.

What a ride! What fun it was to run against lesser cars, such as MGs, Valiants and Falcons, and watch the drivers' faces when I hit third gear and turbo boost would slingshot me past them. It was always a gas to chirp rubber in first and second gears, and glimpse the surprised faces of Army buddies who drove big V-8 Fords and Chevys as the turbo's boost pushed them back in the passenger seat at speeds way past 65 mph. And the sound! Deep, throaty and rumbling, it was — and is — one of the most soul-stirring exhaust notes in modern times.

Yessirreeeee! V-8 power, six-cylinder economy, and sports car handling (well, almost), all wrapped in one neat powerful-sounding little package. I found my lust for a Corvette fading more and more every time I fired up the Spyder. Here was a thinking person's car, a car that incorporated daring (for the U.S.) engineering with technological sophistication and manufacturing savvy. No wonder Lee Iacocca had rushed the Mustang into the market niche the Corvair had discovered for small, sporty cars.

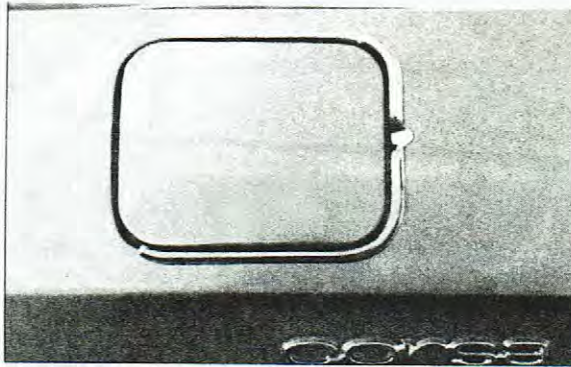
The Spyder and I raced around the Washington, D.C., area and up and down the east coast for about six months. Then I got promoted to E-5, my eye lit on a brand-new '65 Corvair Corsa sport coupe with the four-carb 140-hp engine in madeira maroon with a black interior, and that was that. Turbos were great, but the new-design Corvair was too beautiful to resist. Emrick Chevrolet and I made another deal, and Corvair 107375W245279 and I began a 10-year relationship. We parted

10. Corsa model badge identifies this Corvair as a premium, sporty version. Gas filler lid leads to a 14-gallon tank that's well-protected from collision damage behind the sturdy front suspension cross member.

11. Seven cubic feet of cargo space resides under the trunk lid, but thanks to wheel well intrusion, frame horns and the position of the gas tank between the trunk wall and the front compartment's toepan, it's an awkwardly-shaped space. It will carry enough luggage for a family of four for a week, though.

12. Strong horizontal lines of the Corvair's rear end make it seem wider than it is. Only turbocharged models had a rear modesty panel cutout for the exhaust pipe.

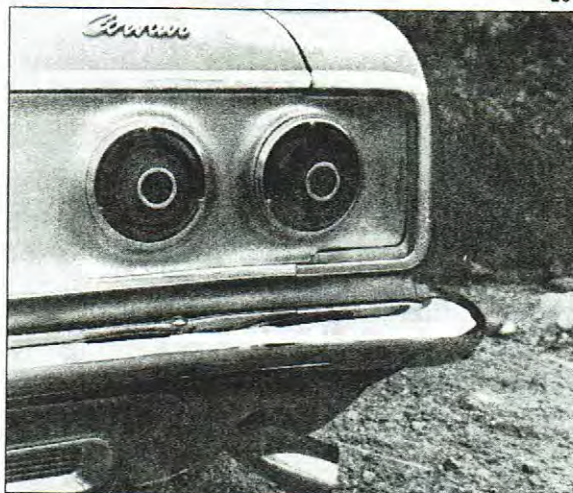
13. Corsa "C" medallion on each rear quarter panel further dresses up the flanks.



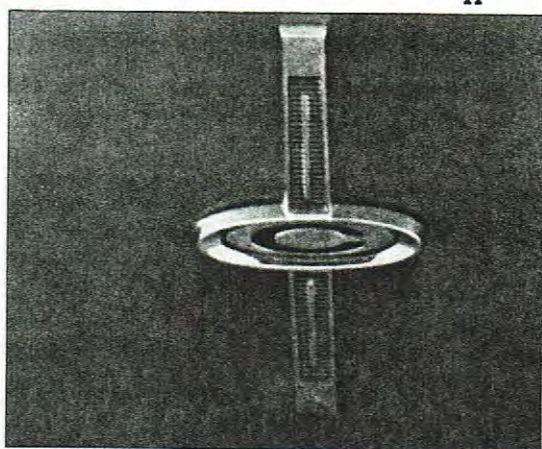
10



11



12



13

company about the same time a new house, first child and two new cars in the driveway forced a decision.

As is the case with many Corvair people, I immediately regretted my decision to sell the Corsa. The car not only took me through the Army, a brief federal civil service career, to graduate school in Oregon and back, but it also helped me court my wife and start a career in journalism that has gotten me here today. It's some comfort to know that it's still part of a 60-some Corvair Spyder and Corsa private collection in a small Virginia town in which I used to live. Some day, of course, I hope to be reunited with "my" maroon Vair.

In the meantime, I suffered through a Vega, endured a Chevette, and lived with a Karmann-Ghia and an Aspen station wagon. But on Jan. 1, 1980, I finally put a '66 Corsa 140 convertible on the road after 13 months of mechanical work, including my first-ever clutch and flywheel job, done in an open carport with about as much ignorance as can be mustered.

Since that time, I've owned more than 30 Corvairs — all late-model 1965-69 types except for a '63 Corvan panel van — in all three body styles, convertible, two-door hardtop and four-door hardtop. Along the way, learning to maintain a car that most mechanics hated even in the '60s has made me a local Corvair guru and tech tip dispenser.

The adversities of loving a car that's been much-maligned and misunderstood for the last 29 years has made me love all old cars, and old car people. It's also given me a deep appreciation of the courage it took GM to keep producing the Corvair until May 14, 1969. Chevrolet sold 1,786,243 Corvairs, eloquent testimony to the con-

cept of a rear-engine, air-cooled car.

Despite what has been written and said about the Corvair's weak points over the years — oil leaks, fan belts flipping off, unsafe handling — Corvairs probably are one of the most reliable designs ever placed on the roads of America. Today, modern high-temperature Viton oil seals, use of fan belt guides and proper belt tensioning techniques have answered the biggest problems. As far as safety is concerned, the federal government itself studied the Corvair and its contemporaries in 1971 and formally cleared the early-model swing axle Corvairs (1960-64) of all bad handling charges. Late-model Corvairs never presented any handling problems.

How many other cars can lay legitimate claim to having helped create a federal agency? Thanks to a certain consumer lawyer, and federal government attention to his later-refuted allegations about the Corvair, we have been living with federally-mandated car safety for years. We also have been living with the National Highway Traffic Safety Administration, which is charged with making sure our cars don't kill us unless it's our own fault. (I used to park one of my Corvairs in the basement garage of the NHTSA building in southwest Washington, D.C., for years, noting with glee the large numbers of NHTSA minions who never buckled up for safety, even though their mangled 5-mph bumpers argued that they should.)

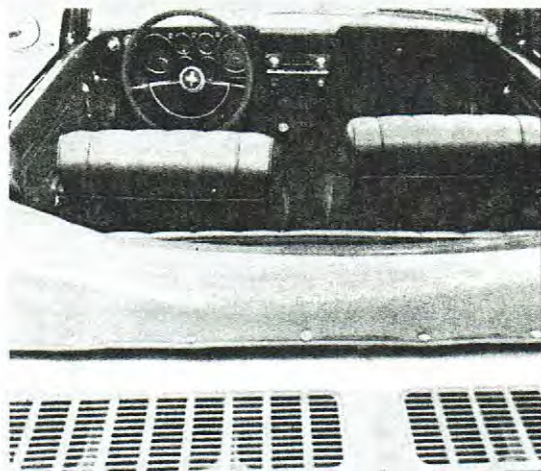
Today, the newest Corvairs are pushing voting age. Most '60s cars in most parts of the country no longer see daily transportation use. However, that is not true for Corvairs. Corvairs, in fact, excel when the weather gets foul and traction gets iffy. Most of the 6,000-some members of the

Corvair Society of America — one of the largest single-marque clubs — drive Corvairs regularly, and usually daily.

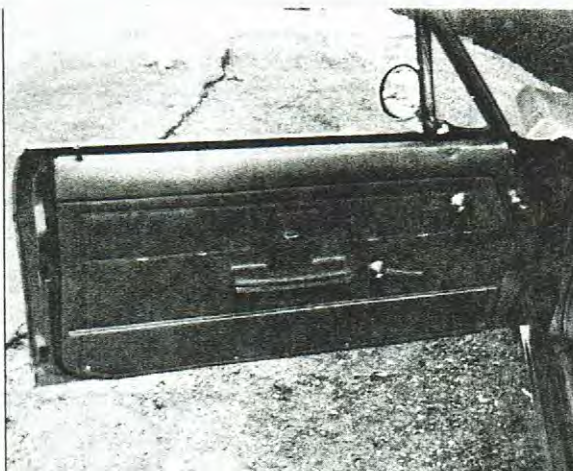
Many of the people who drive Corvairs today — and yours truly currently is a daily commuter in a '67 four-door — were smitten long ago. However, many are young people, attracted to the Corvair for its styling, the innovative rear-mounted air-cooled aluminum engine, the handling, the history, and because it's probably one of the cheapest special interest and milestone cars around. Another attraction is the wide variety of body styles, including window vans, panel vans, and a rampside pickup. No wonder GM initially considered making Corvair a sixth division!

Another reason Corvairs are still being driven daily as well as being shown in concours is the large, national network of parts and services available. It's easier today, for example, for me to pick up the phone and order Corvair parts (except for the really rare stuff) than it was back in '65 to try to get routine parts from a Chevy dealer's parts department. It's almost all still there, it's easily available by UPS, and it's cheap, compared to Vette, muscle car and Duesenberg parts prices.

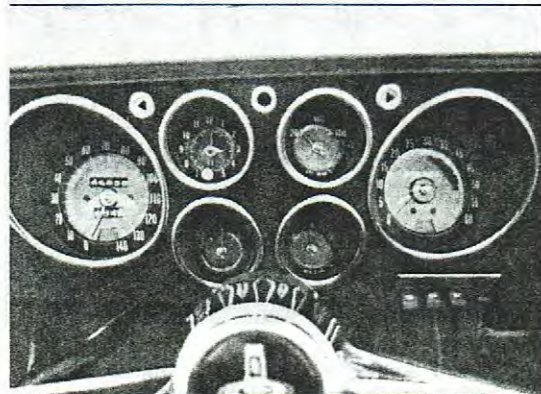
Another part of the story is the strength of CORSA, the Corvair Society of America, the national club devoted exclusively to the Corvair. The healthy club organization, the excellent monthly magazine *CORSA Communique*, technical publications and services, and more than 100 worldwide chapters help keep Corvair fever fanned to a fanatical pitch. The annual convention, held July 26-30 this year in Asheville, N.C., is a highlight of the year that draws the faithful by the thousands. (CORSA is located at P.O. Box 550, Midlothian, Ill. 60445-0550, phone 312-339-6241.)



14



15



16



17

14. The view from the rear shows the two bucket seats and the Corvair's roomy interior. The four-speed shift lever knob is visible just above the right edge of the driver's seat. The replacement top boot's snaps were not visible in the original factory boot.

15. Wide-opening doors permit easy entry and exit. Clean, simple yet elegant design continues inside the Corvair. A convenient map pocket that was underneath the handles on 1964 and 1965 models was dropped in 1966 and later years, much to the dismay of today's drivers.

16. The Corsa instrument panel for 1965-66 models was a real beauty. Note the 140-mph speedometer, which was a bit optimistic. The tachometer orange-lined at 5,200 rpm; redline was 5,500. Controls for the forced-air heater are underneath the tach. The turbo boost gauge is to the left of the tach.

The feature car, a 1966 Corvair Corsa convertible in marina blue with bright blue interior, is the personal car of CORSA's current president, Don Waddell, and his wife Carol. Though it's not driven every day, the Waddells take it on a number of outings in their home state, California, and to western Corvair and other old car events.

Except for 235 pounds or so more weight, the Waddell's ragtop turbo car is comparable to my own '66 Corsa 180-hp sport coupe, a former basket case car that sat in the previous owner's garages for 10 years. I put it together mechanically last fall, and have just retrieved it from the paint shop. One reason for having it repainted in the original ermine white was to make it "invisible" to the folks with gumball machines on their roofs, 'cause it will flat fly down the road.

Things have changed over the years, of course, the most important being that even 93 octane gasoline is not quite potent enough to prevent that dreaded sound at boost akin to the noise steel balls would make while bouncing around in the combustion chambers. Don Waddell's solution to this problem has been to convert the distributor from one with a stock pressure retard set-up to a recurved distributor with a combination vacuum advance/pressure retard device. The former lets the driver gain more power out of the 8.25-1 turbo motor's compression ratio without boost. The latter retards distributor timing under boost to prevent detonation. Recurving helps run on today's gas.

All Corvairs, of course, have had hardened valve seat inserts in their aluminum heads since the beginning, and can run "forever" on unleaded gas without fear of

valve seat recession. However, gasoline several points lower in octane than the engine was designed to run on causes Corvair owners some grief, particularly on days when ambient temperature is above about 80 degrees. But Corvair folks, knowing they're pretty much alone in the world, have invented numerous ways around this problem. The vacuum advance/pressure retard is just one of them. In my case, I'll probably rejet the single-barrel sidedraft Carter carb back closer to original specs from very rich to increase gas mileage, and use water injection to control the pinging under boost.

Corvairs were not alone with turbocharging when the Spyder was introduced in mid-1962 (Oldsmobile had the turbocharged F-85 Jetfire engine in 1962-63). The final year a turbocharged Corvair could be bought was 1966. In all, Corvair produced 48,965 turbocharged 1962-64 Spyders and 1965-66 Corsas. Of the approximately 1,951 1966 turbos produced, roughly 585 were convertibles. This makes the feature car one of the rarest of all Corvair turbo models.

Corvair turbocharging is about as simple as it gets. Exhaust gases from both cylinder banks are routed through the exhaust vanes of a turbocharger's intake/exhaust impeller. As engine speed increases, the impeller shaft speed increases to the point where the intake impeller produces a positive pressure in the combustion chambers. This produces more power, which produces more exhaust gases, which spins the impellers faster, which packs more gas/air mixture into the cylinders, etc.

Perhaps astounding by modern standards is the lack of all sorts of complicated gadgetry familiar to today's turbo car own-

ers, such as intercoolers, fuel injection, emissions controls and waste gates. Impeller speed on a Corvair is controlled by three things: the driver's courage (or lack of wisdom), the length of the road, and the unique "turbo" muffler. The muffler has a certain amount of back pressure built in, and this limits boost. Run a Corvair turbo without the correct muffler, and it won't run very long.

The Oldsmobile system was very much like those in use on new cars today. A waste gate dumped excess exhaust gases once maximum pressure had been built up. However, the Olds system wasted energy, and Chevy engineers decided to go with a simpler, but more efficient set-up that self-limits to about 10 pounds per square inch boost.

The only flaw in the Corvair turbo's drivability, however, is directly connected with that designed-in back pressure limitation on turbo impeller speed. Because the Corvair turbo was not designed to breathe as efficiently as possible under all conditions, it is just a tad slow to respond to the accelerator. In short, the Corvair turbo takes a second or two to spool up if you lift off the throttle, then get back on it again. It's called turbo lag. However, it's a small price to pay for the efficiency and simplicity of the design. The Corvair turbo is easy to repair and will last a long time, given decent care.

Lots of tinkering has been done with Corvair turbos over the years, including some by the factory, which enlarged the impellers and tinkered with the carburetor in 1965 to produce 30 more horses. Typical changes include getting rid of the small Carter single-barrel side-draft unit and replacing it with a two-barrel Weber

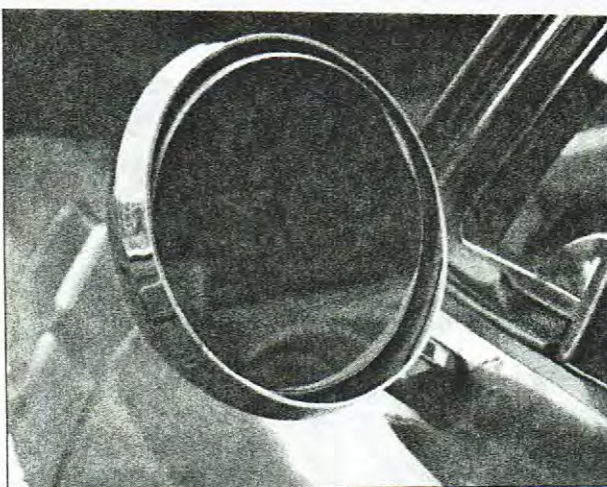
underneath the cylinder head temperature gauge.

17. The optional AM pushbutton radio resides in the center of the dash over the ignition switch, ashtray and lighter.

18. The remote control outside rear-view mirror is a rare and desirable option among Corvair collectors.

19. "Corvair" script on the engine lid is distinctive. The only standard external identification of the Corvair as a Chevrolet is a bow-tie symbol on the trunk lock up front, and another on the back of the outside rear-view mirror. The optional mag-style and wire wheel covers also had bow-tie symbols. Today, many people have no idea the car is a Chevrolet product.

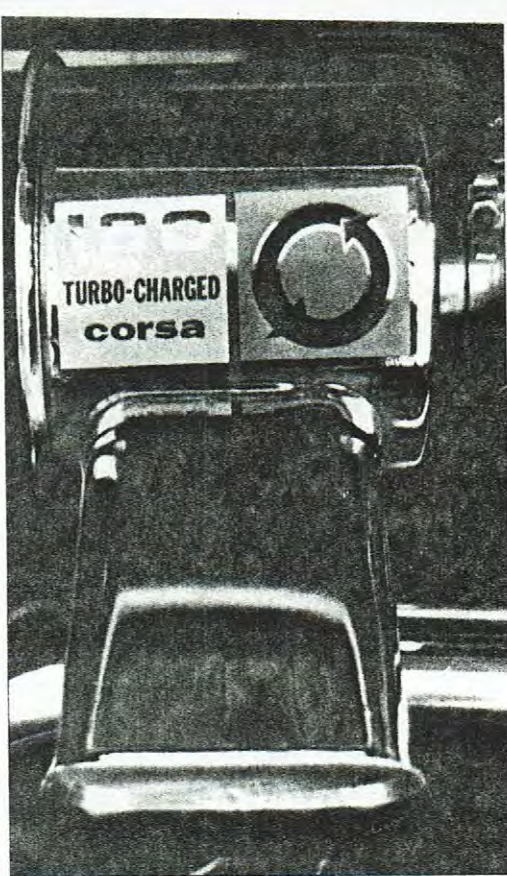
20. Lots of chrome pieces, including the highly efficient air cleaner, are a pleasing sight in the Corsa turbo's engine compartment.



18



19



20

45 DCOE, or a similar SU unit. But nothing runs as long and as satisfactorily as the original set-up, which is why both the feature car and mine run stock turbo set-ups.

One of the big reasons for the longevity of the turbo engine has to do with the low-stress design of the short-stroke flat-six engine, which has a stroke of 2.94 inches in a bore of 3.4375 inches. Beyond that, Chevrolet took care of reliability problems by upgrading to heavy duty bearings, a nitrided SAE 5140 chromium steel crankshaft, chrome top piston rings, aluminum-bronze alloy valve guides, special Nimonic 80A alloy exhaust valve heads with chromium-silicon stems, heavy duty clutch, and beefier rods. The same basic short block also was used in all 140-hp powerplants, the standard Corsa engine, optional on lesser Monza and 500 models.

For an additional \$175 or so, a Corvair buyer could move up to the sporty Corsa coupe or convertible from the Monza versions, gaining a 140-hp engine over the 95-hp base six-banger plus more luxurious trim and appointments as well as a fully-instrumented dash. The Corsa dash, with 140-mph speedometer and trip odometer, clock, cylinder head temperature gauge, fuel gauge, manifold pressure gauge for turbo boost, and 6,000-rpm tachometer, plus idiot lights for "GEN-FAN" and "TEMP-PRESS", was a beautiful design that's still a delight to look at and use.

Though a three-speed synchromesh transmission was standard, rare is the Corsa that came from the Willow Run, Mich., or Van Nuys, Calif., plants with one installed. Most buyers opted for the four-speed for an additional \$92.

But the biggest bargain of all for performance fans was the Corsa's optional

180 turbo powerplant, at \$158. It's impossible today to create or rebuild a 180 engine that's only \$158 more expensive than a 140. So how Chevy could do it in 1966 is a mystery, since turbocharger units alone are expensive little devils. Then Chevy also chromed the air cleaner, gas and oil lines, and other bits and pieces, including the monstrous 2½-inch tailpipe. In addition to all the special engine and exhaust bits and pieces, the turbocharger-equipped Corvairs also had a special gas filler pipe and fuel return line to avoid carburetor flooding problems caused by the excess flow of fuel from the stock pump. The pump was designed to feed from two to four carburetors, not just the single turbo Carter side-draft.

Another extra expense on turbos was a warning buzzer wired to go off at the same time the "TEMP-PRESS" light came on or to act as a fail-safe device if the bulb failed. I've driven a four-carb 140 '65 Corsa across the Mojave Desert in California in the middle of the day in early September, using the 550° mark on the cylinder head temperature gauge as the throttle-backing-off point, with no apparent engine damage. The warning buzzer, though, undoubtedly would have sounded if I'd had a turbo.

A '66 Corvair Corsa 180 ragtop like our feature car originally sold for about \$3,300, including the optional mag-style wheel covers, remote-control outside rear-view mirror, rear antenna, and whitewall tires, and four-speed transmission with Positraction rear axle, plus other items and shipping costs. Base price was \$2,662.

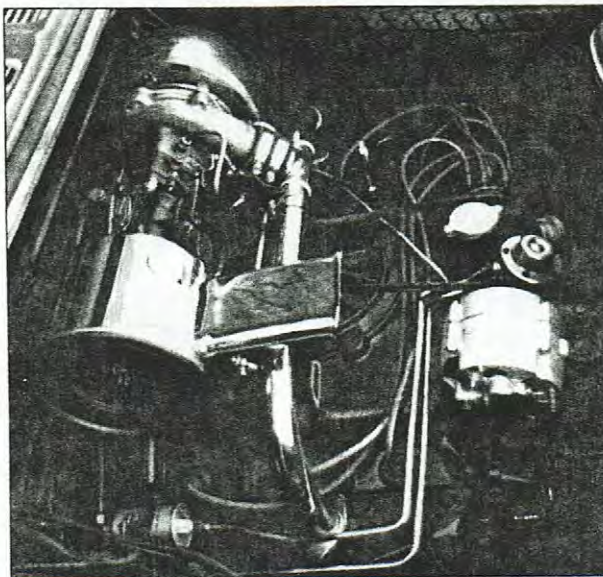
What buyers got for their money certainly wasn't the fastest car on the market, considering the competition included Shel-

by Mustangs, GTOs, Cobras and the like. But, thanks largely to the completely independent suspension front and rear, and the Corvette-style rear linkage, the Corvair was one of the best-handling cars on the road. When car magazine road testers compared the Corvair to other sporty cars made in the U.S., nothing came close but the Corvette, which was the acknowledged handling champ at the time. But when a Corvair was equipped with the optional F-41 suspension, and the quick steering package, only the Corvette's superior power could give it the upper hand.

That's mighty high praise for a 2,500 to 2,700-pound compact with a six-cylinder engine, particularly since it was running 7.00 x 13 bias-ply tires in those days. Today, a set of good-quality racing tires is what helps keep the Yenko Stinger Corvairs still being campaigned in SCCA racing competitive. In autocrossing, a '65-'69 Corvair is fully competitive even today, thanks to its superb underpinnings and modern radials.

When it came to performance, though, Corvairs never were straight-line champs. Contemporary road tests of 180 turbo Vairs showed 0-60 times ranging from 9.7 to 10.9 seconds, with quarter-mile clockings of 78-79 mph at 15.6-18.1 seconds. Top speed was 119 mph, which agrees with test runs in my then-new '65 140 and a friend's 180, which showed the speedo needle at about 125 mph, pedal to the carpet.

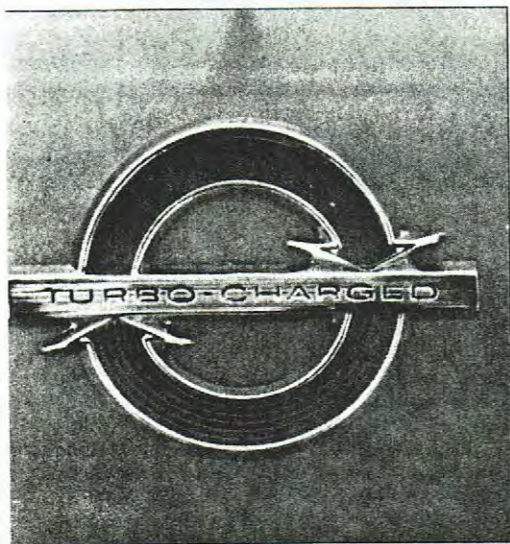
Let me tell you, 125 mph in a Corvair is an awesome experience, even if the speedo's not exactly accurate. The car seems to hunker down at about 70 and engine "presence" takes over after 100. I wouldn't advise such a trip in a crosswind, but the closest thing is a ride in a Porsche



21. Though it looks to be a simple bit of plumbing, the turbocharger won't work on other Corvairs for very long because underneath the shrouding lurk many engine modifications that enabled 180 horses to be extracted from 164 cubic inches.

22. The Corsa's charming owner, Carol Waddell, and her son Bradley, 2, show off their Corvair turbo ragtop. Husband and father Don Waddell, the current president of the Corvair Society of America (COSA), was away on business during our photo session.

21



22

911. In fact, the only new car I've driven in the last five years or so — and I've driven lots, many of them high-tech turbos — that excited me enough to want to get rid of my Corvairs was a jet black 1984 911S, which is what the Corvair could have become if production had continued.

But it didn't. From a peak of 329,632 Corvairs in the 1961 model year, production dropped to 207,114 in 1964. The new design of the 1965 models bumped figures up to 237,056, but the bottom started dropping out with 103,743 for 1966, then came 27,253 in 1967 and 15,399 in 1968. The end came in 1969 when only 6,000 Corvairs were practically hand-assembled.

Though it's little known outside Corvair circles, General Motors officially decided to stop development on the Corvair in April 1965. The car was placed in a semi-conscious, life-support sort of existence, with only necessary engineering changes for safety and emissions being allowed. The trim and other changes already in the works for the 1966 models were allowed to be made, but that was it. That's why 1966-69 Corvairs all look the same.

Though it's popularly thought Ralph Nader's book killed the Corvair, *Unsafe at*

Any Speed wasn't published until November 1965, and the book only talked about the early-model Corvairs, not the second series. No, GM had placed great hopes on the redesigned 1965 model, but despite a revival in sales, it wasn't enough. The Mustang was selling like crazy, Chevy's own Chevy II and Chevelle were taking away Corvair sales, and other cars such as the Pontiac GTO, the Plymouth Barracuda and even the Buick Skylark were grabbing buyers seeking sporty cars.

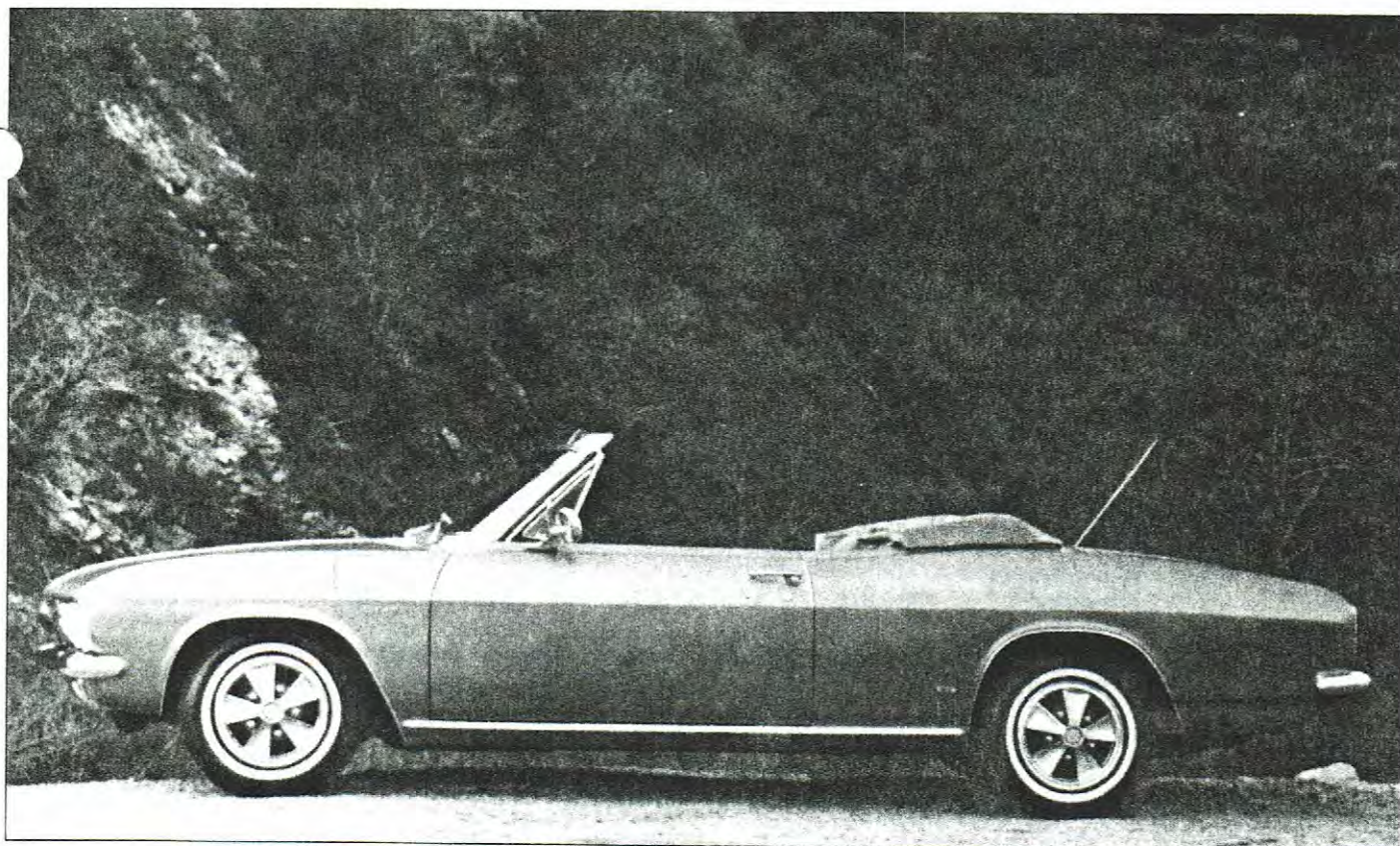
At the time, GM also was fighting a running battle in courtrooms over claims involving early model Corvair accidents. Though GM never lost a case in court, the damage was done. People wanted conventional, safer cars. Besides, they also wanted powerful cars, and not even the 180-hp turbo Corsa was potent enough for people who looked to GTOs, Hemi Mopars and Shelby Mustangs as the answer.

The forces of the marketplace were at work, and GM was hard at work filling the market niche the Corvair wasn't capable of handling with the Camaro, which was first introduced in the fall of 1966. Suddenly, the Corvair was an orphan in its own time. Why didn't GM kill it off? Specula-

tion to this day tends to settle on GM's corporate pride and a legal strategy. GM simply couldn't let one young lawyer and his book force a car out of production. Further, goes the speculation, GM couldn't stop production on a car whose predecessors were the subject of numerous lawsuits involving personal injury and fatality accidents. It would have been seen as a tacit admission of guilt.

There may have been other considerations in the Corvair's slow slide into extinction. The full story of who gave the order to stop production — and why — may forever be locked away in some GM document storage vault. Whatever happened, the NHTSA's exoneration in 1971 of the car that helped create it came far too late.

But the Corvair still lives on in the lives of true believers such as Don and Carol Waddell and me. We treasure our Corvairs for simply what they are: fun cars to drive, comfortable-riding cars with 108-inch wheelbases, economical cars to operate, and inexpensive collector cars to buy and restore. Besides, Corvairs are technically and historically interesting as the first modern unit body, fully independent suspension, rear engine-rear drive, air-cooled vehicles produced by GM.



SPECIFICATIONS 1966 CHEVROLET CORVAIR CORSA TURBO CONVERTIBLE

GENERAL DATA:

Body style: Convertible, 4-passenger
Base price: \$2,662
Price as equipped: Approximately \$3,300 (options: 180-hp turbocharged engine, \$158; tinted windshield, \$13; AM radio with rear antenna, \$137; white sidewall tires, \$29; four-speed transmission, \$92; Positraction rear axle, \$38; comfort and convenience group with outside remote control rear-view mirror, \$38; "mag-style" wheel covers, \$63)

BASIC SPECIFICATIONS:

Wheelbase: 108"
Length: 183.0"
Width: 69.8"
Height: 51.5"
Weight: 2,720 lbs.
Weight distribution, front/rear: 41%/59%
Rear tread: 57.2"
Ground clearance: 5"

INTERIOR DIMENSIONS:

Headroom: 37.6"
Legroom (front): 35.3"
Hip room (front): 2" x 24"
Shoulder room: 54.7"

ENGINE:

Type: Flat, opposed 6-cyl., all-aluminum except for individual cast iron cylinders
Displacement: 164 cu. in.
HP @ RPM: 180 @ 4,000

Torque @ RPM:

235 ft.-lbs. @ 3,200
Compression ratio: 8.25:1
Bore x stroke: 3.4375" x 2.94"
Carburetion: One single-barrel Carter side-draft, with a single Thompson exhaust-driven turbocharger feeding both cylinder banks via a single crossover induction tube; muffler back-pressure limits boost
Exhaust system: Dual cast iron manifolds feeding gases into turbocharger via one crossover pipe, then into a single special turbo muffler with a 2½" diameter outlet pipe

TRANSMISSION:

4-spd. manual (opt.), floor-mounted shift lever
Ratios: 3.11, 1st; 2.20, 2nd; 1.47, 3rd; 1.00, 4th; 3.11 reverse
Clutch: Single disc, dry; diaphragm plate; diameter, 9.12"; actuation, cable

REAR AXLE:

Type: Transaxle, hypoid
Ratio: 3.55
Drive axles: Open, 2-joint half shafts
Optional: 3.27; Positraction limited-slip

SUSPENSION:

Front: Unequal arm, coil springs, tube shocks, stabilizer bar

Rear: Independent, trailing arms, lateral location rods, coil springs

FRAME AND BODY:

Unitized, all-steel construction

STEERING:

Type: Recirculating ball
Ratio: 23.5:1
Turns, lock/lock: 4.5
Turning circle (diam.): 38'

BRAKES:

Type: 4-wheel hydraulic drum, 9.5" diam., self-adjusting
Swept lining area: 286.6 sq. in.

WHEELS:

Type: Steel
Size: 13", 5½J, 5-lug

TIRES:

Size: 7.00 x 13 (stock)
Type: Whitewall (opt.)

ELECTRICAL SYSTEM:

Type: 12-volt
Make: Delco

CAPACITIES:

Cooling system: Air, forced through shrouding by belt-driven blower
Gasoline tank: 14 gals., premium
Engine oil: 4 qts. (4¼ w/filter)
Trans. and axle: 4 qts.

CALCULATED DATA:

Fuel mileage: 16-22 mpg
HP/CID: 1.098
LBS/HP: 15.1
MPH/1,000 RPM (4th): 20.1

The Waddells have had other Corvairs, but they acquired the feature car five years ago because it was a rare model and had the turbo engine. Don's uncle was involved in design at Chevy back in the Corvair days. Plus driving a Corsa 180 turbo convertible on nice sunny days also is a pleasant way for the Waddells to keep family memories — and a fun car — alive.

My own '66 turbo Vair is the first old car I've ever had completely restored cosmetically. It's gorgeous, but it's not a show car because I plan to drive it. It's been almost a quarter-century since I drove that first turbo Corvair, but there's no thrill like an old thrill. When I tromp on the throttle and the turbo boost forcefully reminds me once again how far ahead of its time the Corvair really was, I'm hooked all over again.

Every time I unexpectedly catch a glimpse of a Corvair — on the road, at a car show, in a parking lot — my reaction is pretty much the same as one David E. Davis, Jr., then editor of *Car and Driver*, reported in the October 1964 issue: "When the pictures of the '65 Corvair arrived in our offices, the man who opened the envelope actually let out a great shout of delight and amazement on first seeing the car."

Every time I drive another make of car, I can't help but recall what Davis also had to say about finally letting other journalists drive the Corvair at the press introduction of the '65 Chevys: "We were actually annoyed about having to drive the new Sting Ray and the new Impala SS with a great, storming 409 to propel it."



COMMENTS

In the last issue of the Corvairsation we published a picture of the Lakewood that Ernie Kovak was killed in, along with a comment from this editor. Shortly thereafter we received a letter from Mike McGowan, the editor of the CORSA Communique.

I hope you didn't get the wrong impression from my comments. My only point was that

sometimes the press makes of a situation what they want. When James Dean was killed it was too bad he was drinking and traveling at such a high rate of speed. When Ernie Kovak was killed it was too bad he was driving a Corvair.

A special thanks to Mike for his comments and insight on Mr. Kovak and his life.

Van



Corvair Society of America

Founded in 1969 by and for those who still appreciate the Corvair Automobile
P.O. Box 550 • Midlothian, Illinois 60445 • 312/339-6241

29 August 1988

Van Pershing
Corvairsation Editor
4842 W. Paseo de las Colinas

Van,

Some observations on your Ernie Kovacs article:

I liked Ernie Kovacs too, although I was pretty young when he was alive and doing a TV show. I have no doubt he was a comic genius and a pioneer of experimental television. Nowadays the MTV generation thinks their idols are supremely creative because their videos jump-cut from black-and-white to color; thirty years ago, when simply recording live video to tape was a new breakthrough, Kovacs was reversing black and white, inverting perspective, causing coffee to spill uphill, and appearing to calmly smoke a cigar under water.

Yes, he was a genius, and such people tend to be eccentric. He drank and smoked too much, he was careless with money and reckless with himself, and his personal life was a mess. He spent most of his money and years of his life tracking down his ex-wife and their children which she stole, and his widow Edie spent decades paying back all the taxes which he evaded during his life. Nobody's perfect. But then, many Corvair owners I know are a little off-center. You might not approve of Kovacs' driving style, but I agree with his opinion of Corvairs.

On the last night of his life, Ernie and Edie drove to a Hollywood party in separate cars. (He could afford any car he wanted, and he chose a Corvair.) Many hours and drinks later, he departed alone; he told Edie that she would have to take their "other" car, a Rolls-Royce. Driving home too fast on rain-slicked streets, he swerved around a corner while trying to light one of his ever-present cigars. You know how it ended.

As for James Dean's Porsche, apparently you don't remember that the wreck was toured around the country for years to frighten people about the evils of fast driving.

Anyway, that's the rest of your story.

Mike

Mike McGowan
Executive Editor, CORSA Communique

TCA MEMBERSHIP ROSTER

16Sep88

Cecil & Esther Alex 775 W. Roger Rd. #73 Tucson AZ 85705 293-4156 Feb89	Raymond Britton 1031 Desert Hills Dr. Green Valley AZ 85614 1-625-3031 Mar89	Eric Hemphill 3352 E. 23rd St. Tucson AZ 85713 325-9808 Jan89
Ron & Ann Allen 8339 E. Marlena Cir North Tucson AZ 85715 721-0551 Sep88	Dick Cannon 5598 Via Girasol Tucson AZ 85715 299-4723 Feb89	Marijon Hicks 2060 N. Trekell Rd #306 Casa Grande AZ 85222 na Sep89
Ernie Alloy 3434 E. 5th St. Tucson AZ 85716 327-3121 Jan89	Gordon & Verne Cauble 5950 N. Camino Arizpe Tucson AZ 85718 299-1122 Feb89	Victor Howard 6270 N. Camino Arturo Tucson AZ 85718 742-1823 Jul89
Sam & Harriet Angus Rt. 2 Box 1460 Atlanta MI 49709 517-786-2889 Jul89	Don & Betty Chastain 7041 E. Crestline Dr. Tucson AZ 85715 886-1076 Feb89	Lloyd Koty 4842 S. Lincoln Ridge Rd Tucson AZ 85730 296-9330 Sep88
Alan Atwood 4287 N. Limberlost Pl. Tucson AZ 85705 888-4433 Feb89	John R. Elliott 4820 N. Bear Creek Pl. Tucson AZ 85749 749-4985 Mar89	Don Leamon 142 S. Tucson Blvd. #39 Tucson AZ 85716 n/a May89
Dave & Beverly Baker 7041 Arrowhead Dr. Tucson AZ 85715 296-1392 Nov88	Milt & Diane Evans 845 E. Placita Leslie Tucson AZ 85718 297-7566 Oct88	Bill Leslie 3010 W. Calle De Dallias Tucson AZ 85745 na Sep89
Maude Barnes 8215 N. Oracle Rd #12 Tucson AZ 85704 na Sep89	J.R. Evans 819 W. Kelso Tucson AZ 85705 623-3118 Jan89	Georgia Lewis 6657 E. 17th St. Tucson AZ 85710 747-1692 Oct88
Eric & Pat Bender 1025 E. Windsor Tucson AZ 85719 888-2224 Dec88	Alan & Gloria Gray 4471 E. 7th St. Tucson AZ 85711 795-2639 Oct88	Delbert Light 4711 South Farr Rd. Spokane WA 99206 n/a Feb89
Gordon L. Benson 1701 W. Higgins Ln #6 Tucson AZ 85705 n/a Dec88	Harry A. Hall 3402 S. Pantano Rd. #P Tucson AZ 85730 748-9150 Sep88	Leon & Maudie Mazza 6031 E. 27th St. Tucson AZ 85711 745-1243 Apr89
Don & Marty Bortle 9202 E. Roberto St. Tucson AZ 85710 298-4166 Jan89	Mike Hayden 6971 N. Blue Sky Terrace Tucson AZ 85741 297-6219 Jan89	Mark & Cathy McKenna 6991 E. 42nd St. Tucson AZ 85730 745-9209 Oct88
Curt Britton PO Box 43775 Tucson AZ 85733 327-9240 Jan89	Frank W. Held 2231 S. 4th Ave Tucson AZ 85713 884-7333 Sep88	Frank McKenna 1848 S. Regina Cleri Tucson AZ 85710 885-8571 LIFE

Randy Nelson
5424 S. Oakleaf Dr.
Tucson AZ 85746
294-1195 Sep88

Tim O'Brien
8501 N. Burke Dr.
Tucson AZ 85741
744-0357 Oct88

Van Pershing
4842 W. Paseo De Los Colinas
Tucson AZ 85745
743-9185 Jan89

Chuck Pettis
6411 E. Miramar Dr.
Tucson AZ 85715
298-5854 Nov89

Mack & Lucy Post
114 N. Avenida Carolina
Tucson AZ 85711
326-3351 Apr89

Ron & Barb Quarantino
5270 N. Grey Mtn Trail
Tucson AZ 85715
299-3398 Nov88

Don Reed
5764 W. Rocking Circle
Tucson AZ 85713
883-4221 Sep88

Robert & Nadine Rentschler
5910 N. Camino Escalante
Tucson AZ 85718
299-3974 Mar89

Alfonso Rivas
3489 Via Guadalupe
Tucson AZ 85716
325-0781 Mar89

Don Robinson
2044 W. Shalimar Way
Tucson AZ 85704
297-1356 Sep88

Ed & Carole Sanford
1710 S. Ceylon Pl.
Tucson AZ 85748
885-9214 Mar89

George Sproles
4640 E. Coronado Dr.
Tucson AZ 85718
299-6875 Feb89

Dave & Joy Stafford
6314 Paseo San Andras
Tucson AZ 85710
298-0388 Jun89

Paul Steward
1147 N. 1st Ave.
Tucson AZ 85719
884-9932 Apr89

Dave & Maureen Thompson
3541 S. Elson Ave.
Tucson AZ 85730
748-7105 Jan89

Bob & Jan Thompson
9273 E. 39th St.
Tucson AZ 85730
296-7688 Mar89

Tina VanHorne
5741 Paseo Cocaspera
Tucson AZ 85715
na Sep89

Bill Vaughan
1921 N. Camino Pio Decimo
Tucson AZ 85715
296-92276 Mar89

Roundup Steakhouse--Dave Webb
1527 E. Benson Hwy
Tucson AZ 85714
294-7311 Jan89

Woodroe Wilkins
9891 E. Harmony Ln.
Tucson AZ 85748
298-7227 Dec88

Donnie & Margie Williamson
7302 E. 20th St.
Tucson AZ 85710
na Sep89

Jim & Bonnie Wright
640 W. Linda Vista Blvd
Tucson AZ 85704
297-2914 Jan89

Support the Casa and Win Fabulous Prizes! Casa Car Show Grand Prize

A Brand New 1988 Customized Dodge Ram Van SECOND PRIZE

New Orleans Vacation for Two
Four Days and Three Nights at the Doubletree Hotel
Round Trip for Two on American Airlines



American Airlines
Something special in the air.

THIRD PRIZES

Deluxe Weekend for Two at Westward Look Resort
or

\$500 Gift Certificate
from Abbott Taylor Jewelers
and

And Many More Terrific Prizes!



Special

Early Bird Drawing

Win a Weekend Get-A-Way for Two
at Tucson's Doubletree Hotel

Casa supporters who send their ticket stubs and donations in early will have a chance to win a special prize in addition to the Grand Prize. To be eligible, return your donation and ticket stubs to the Casa **by September 6, 1988**. The Special Early Bird Drawing will be held on September 7, 1988, and the winner notified. All ticket stubs eligible for the Early Bird Drawing will remain eligible for the Grand Prize Drawing at the Car Show.

Tickets for Grand Prize Drawing

\$200 each—three for \$5—six for \$10
A tax-deductible donation

Please support the Casa by returning a check for your donation, along with your ticket stubs, in the enclosed envelope.

To order additional tickets, indicate the number desired on the envelope flap and include the additional donation in your check. Additional tickets may also be obtained at the Casa or at the Casa Thrift Store, 2719 N. Campbell.

Casa Car Show

1988

Casa de los Niños
Crisis Care Center for Children
347 E. Speedway Blvd.
Tucson, Arizona 85705

Saturday, October 8, 1988

9:00 to 5:00

Reid Park

Tucson, Arizona



ON THE ROAD

Chevrolet introduced the first Corvair in the fall of 1959 for the 1960 model year and have made detail changes from time to time through the 1964 model year. Basically the Corvair remained the same although the detail changes were very often of great importance. But like the VW, the most of those changes were beneath its skin. The Corvair has been from the beginning an enthusiast's car. It has a character all its own and was, I'm sure, one reason for GM's continued success through all its model lines. The Corvair offered something different to the individual that enjoyed driving his car.

Those first Corvairs were snatched up by enthusiasts and in the case of a handful actually raced in sports car "GT" races. They were sometimes snubbed but never ignored. Then the Monza was introduced followed by the Monza Spyder, the turbocharged one. They especially appealed to the sporty type with the small family. He could have his cake and eat it too! Corvair clubs were formed throughout the country, a compliment to any make!

Well here we are in 1965 with completely new styling on the Corvair. Yet despite the really striking appearance of the new Corvair, the most satisfying changes to the auto



WITH THE NEW *Curvy Corvair*

enthusiast are hidden beneath the Corvair's curvey figure. The new Corvair is a beautiful machine from nearly any angle. But when you get behind the wheel and can get it out on the road your enthusiasm bubbles over. The improvements in handling are fantastic as is the ride.

Before we go into more detail about the handling characteristics, let's see what powers the latest Corvair models. There are basically three new Corvair models. Your choice will depend on your degree of status consciousness. First, there is the regular Corvair 500 for the cost-conscious buyer. The Monza is styled for the more sporty types and comes with the standard 95-hp "Turbo-Air" engine that is also in the 500. The Monza can be had with the optional 110-hp or 140-hp "Turbo-Air" engines. The third model and the model with the newest name is the Corsa. The Corsa comes with the 140-hp, 4-carburetor manifold as standard. The Corsa can also be had with the Turbo-Charged 180-hp engine. The Turbo-Charged 180-hp Corsa is loaded with extra dials and gauges.

The model tested by us was the new 140-hp, 4-carb version of the Corsa. The engine was enlarged from 145 to 164 cubic inches over a year ago and the 4-carb manifold has been in use on hotted-up Corvairs

for several years now. So they are not "untested" as far as the public is concerned. Both Bill Thomas and John Fitch marketed just such an accessory for the Corvair in large numbers. We had no problems with the carburetion during our test and this included several very cold starts. This engine operated smoothly and without fuss or bother. Performance of this engine is markedly superior to the old standard 2-carb setup. Those four carburetors let the 6-cylinder, air-cooled Corvair engine really breathe. There is more go on tap in the upper rpm ranges and acceleration is much more brisk with the speedo needle winding at a very progressive rate as you shift through all four gears in the rear-mounted gearbox.

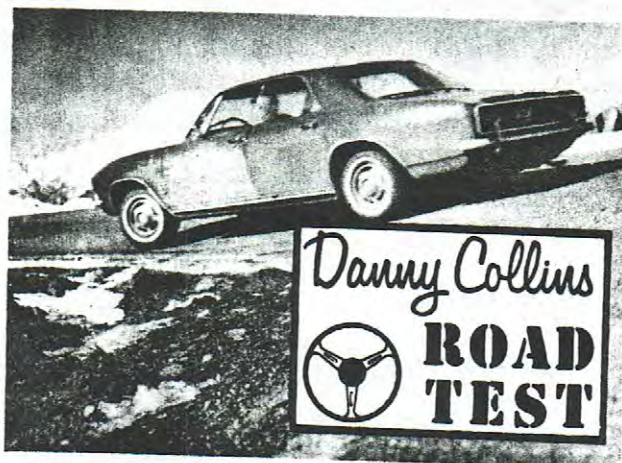
The interior of the Corsa is one of the most pleasant styling jobs we've seen in ages. The stylists really went "ape." The instruments are slotted back into the dash so they are well shaded. The door panels and moldings around the ventilators alongside one's feet are especially neat looking. The humpless floor always catches your eye if you've been in a front engine car. The whole interior is larger and the new design makes it seem even more so. The seats are very comfortable and it's much easier to enter the car.

Our test car was the new four-door, hardtop model Corsa. The two-door hardtop is a bit more sporty looking, but not noticeably so. We lowered the rear seat and stowed three kids back there for an afternoon ride and nap. They enjoyed it very much. There is a heater outlet in front of the rear seats. The heater tossed out plenty of heat on a very cold day and took the same period to warm up as does the normal period on a water-cooled engine car.

Sound level in the rear-engined Corsa was much improved to us over previous models. In fact, normal wind noise around windows at highway speeds was much more noticeable than any sounds from the rear. Road noises transmitted through the unit body were well dampened. The ride was soft and well controlled during street driving and on the highway as well.

As to the Corsa's handling characteristics, we can only say Bravo! What an improvement. I've raced one of the first Corvairs out of the factory back in 1959 and I've seen a steady improvement since that time. But the 1965 Corsa handles head and shoulders above the 1964 machine which had to resort to many detail compromises to reach good handling characteristics. The new Corsa handles nearly as well if not

CONTINUED ON PAGE 100



CONTINUED FROM PAGE 83

just as well as the new Corvette Sting Rays. When I say that, I mean that the Corvair now handles better than any other American-made high volume production car. There are not many cars in the whole wide world that can give as good a ride, carry four people in extreme comfort and zip through really tough corners with ease and speed of the new Corsa.

During our test we took the Corsa up to Lookout Mountain near Golden, Colorado, which was the glorious scene of the famous Lookout Mountain Hillclimb. The Lariat Trail, as this drive is called, is a stem-twister that really shakes up the flat-landers. Road camber changes back and forth and the road twists this way and that all the way up—some five miles of it. Hairpin turns abound with dropoffs of some 1,500 feet awaiting the careless. We gave the Corsa a healthy workout up there in the company of a new Corvette Sting Ray. It kept up with the Sting Ray in every department. There is plenty of understeer worked into the Corsa's characteristics, which will keep the novice sporty car driver out of trouble. Yet the understeer is there in a pleasant way giving the driver plenty of feel and confidence through the steering wheel. The weight of the engine in the rear makes itself felt as you increase your speed through a bend until all four wheels move into the so-called drift position. It is so easy to play with that a rank novice could gain pleasure

from driving the Corsa. It would make the ideal mountain car and winter play machine with all that winter traction in the back. You feel you could tackle anybody on the road and make them look foolish through the twisty bits.

The old Corvair was fun, but it can't touch the new one for sheer driving pleasure.

The 1965 Corvair was changed in many other details as well as in styling and in suspension design. The new Corvair has bigger brakes that are self-adjusting and gear ratios in first and second were decreased so that they aren't quite the stump-pullers they used to be. Right here we'd like to mention something often overlooked about the Corvair gearbox. Paul Wigton of Custom Engine Service in Denver brought out the fact that since the Corvair engine turns counter-clockwise, the Corvair gearbox can be switched around to face forward and can be used with any clockwise-turning engine in a "midship" chassis position for special builders! Now all that is needed to make the Corvair gearbox popular for special racecar builders is a set of closer ratios and a wider range of ring gear and pinion sets! (No charge for this tidbit.)

The new Corsa has quicker steering and a smaller turning circle. The track, front and rear, is wider and overall length is up a smidgen. The changes in the rear suspension, that made us wax so enthusiastic about the new handling characteristics of

the 1965 Corvair are a close copy of the latest in race car design as was the first Sting Ray design. The new Corvair is really up to date in all departments and deserves a trial spin just to see how well they do handle. The new Corsa can honestly be called a "fun car."

SPECIFICATIONS CHEVROLET CORVAIR CORSA

List price, 4-dr. Spt. Sedan	\$2860
Curb weight, lbs.	2500
Test weight	2740
Brake type	self-adj. drum, 9.5 in.
Tire size	6.50 x 13
Engine type	6 cyl. air-cooled
Location	rear
Cooling system	forced air
Displacement, cubic inches	164
Compression ratio	9.00:1
Bore and stroke	3.44 x 2.94 in.
Gross horsepower	140 hp @ 4400 rpm

EXTERIOR DIMENSIONS

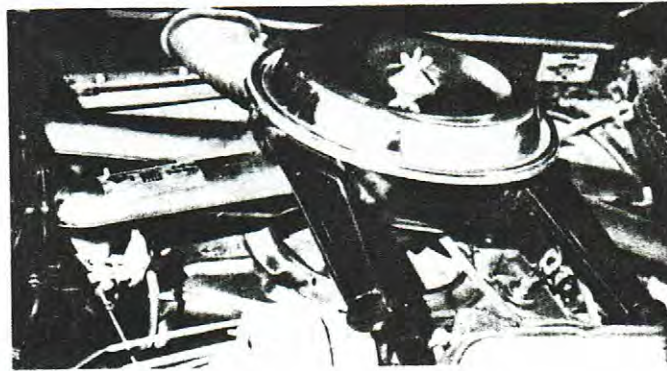
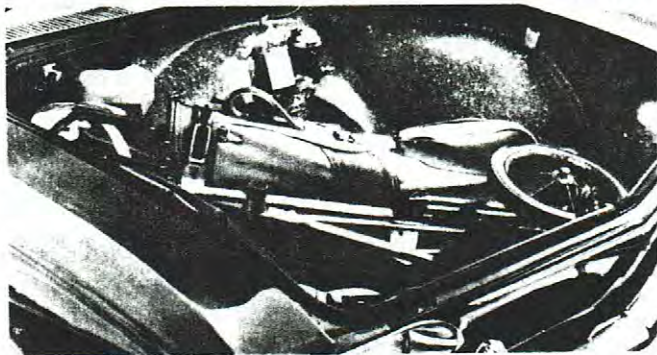
Wheelbase	108 in.
Tread, front/rear	55.0/57.2 in.
Length, overall	183.3 in.
Width	69.7 in.
Height	51.2 in.
Steering ratio	23.5:1
Turns, lock to lock	4
Turning circle	36 ft.

GEAR RATIOS

4th (1.00)	3.55
3rd (1.44)	5.11
2nd (2.19)	7.78
1st (3.20)	11.39

ACCELERATION (6,000 FT. ALTITUDE)

0-30 mph, secs.	3.5
0-40	5.8
0-50	8.5
0-60	11.2
0-70	15.6
0-80	22.1



BRIGHT LIGHTS-TIP NO. 7-04-86

The Ultra Vans are not noted for having tail running/brake lights that are of a blinding brightness, but here is a way you can help them quite a bit. Order from Speedway Motors, 2 each "super" Power Taillight Bulbs (12 volt- 50 candle power), item #16 of page 280 Special Edition Catalog, price is \$2.95 each. 300 Van Dorn, Lincoln, NE. 68502
*Jim Craig, S.D.C.C.

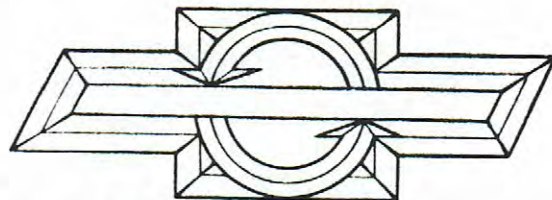
Thanks to Sandeep Bhatia

TURN SIGNAL ARM (EARLY)-TIP NO. 7-01-86

On the early models, the mechanical turn signal arm usually strips the threads of the internal die-cast ring. To repair it, get one of the thread repair kits, put out by one of several firms. Put parting agent (included) on the arm, and put a fairly heavy build-up of the epoxy on the ring. When the epoxy has cured, remove the arm, reinstall the ring, reinstall the arm, and it is done. It will be much stronger than when it was new!!!
*Ruffner Gunn, S.D.C.C.

CORSA WEST OF LOS ANGELES

Proudly Presents



Crystal Concours d'Elegance 1988

October 2, 1988

In celebration of its 15th Annual Concours,
a very special event dedicated
to the preservation of the Corvair automobile.

A CORSA Sanctioned Regional Concours
Earn points toward Senior promotion

Pico Adobe
Mission Hills, CA

For further information, please contact:

Paul Peterson 213/670-8425

or

C.W.L.A.
P.O. Box 5023
Mission Hills, CA 91345

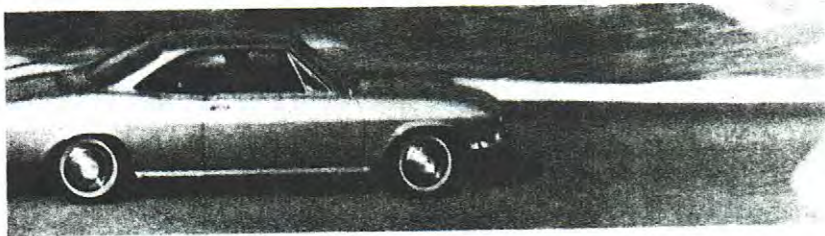
GREAT WESTERN
Fan Belt Toss &
Swap Meet



This annual gathering of Corvair enthusiasts in Palm Springs, California will be held on the weekend of November 5th & 6th with a welcoming party on Friday evening. Deadline for registration is October 15th. Registration forms and further event information can be obtained by contacting:

Bill LaMont, 2507 Ashwood St., Orange, CA 92665
714/637-7987

RE-TESTING A SLOW CORVAIR



CORVAIR RETEST

GREAT ARMIES of Corvair owners wrote in after CAR LIFE road tested a 1968 Monza (January, 1968, page 40). While most readers felt our report was equitable and well enough done (we were generally pleased with everything about the car except its lack of power, and even this, we felt, wasn't a serious objection), all writers took us to task about the acceleration figures we'd gotten.

As the first few such letters reached our desk, we thought, "Well, it's the wounded pride of the misunderstood—the wishful thinkers." But then more and more comments kept rolling in saying the same thing, some with ir-

refutable evidence that our test Corvair (or driver) should have gotten *much* better acceleration times.

A reader in Whittier, Calif., representatively wrote: "I compared your recent test to the one you did on the 1964 Corvair with a 110-bhp engine. . . . This car had 30 bhp less . . . but was considerably faster in acceleration, while the top speed was the same."

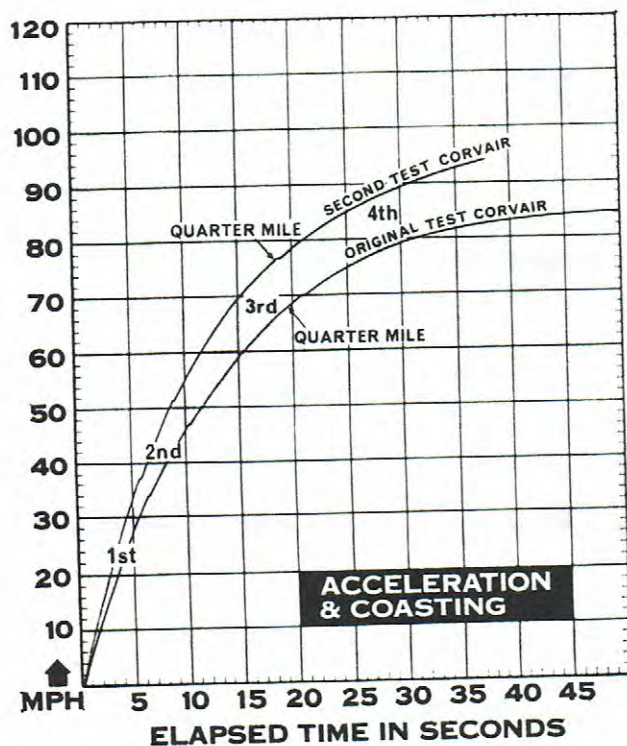
As this wave of letters began to crest, we became convinced that perhaps we hadn't given the 1968 Monza its proper due. We called the local Chevrolet zone office and asked whether we could have the same Monza back for retesting. We wanted to recheck our figures and re-evaluate the car's overall performance so we could

report back here in *ACTION LINE*.

Unfortunately, that particular car was no longer available, apparently having suffered some form of congenital smog device breakdown that it must latently have had when we drove it. But the Chevy boys promised us an identical car with precisely the same equipment—140-bhp engine, four-speed manual transmission with the same gear ratios, same 3.55:1 differential, handling package, and exactly the same convenience options. This car was *carefully* checked out to make absolutely sure it was in peak running condition.

Engineering Editor Jon McKibben, who put our first test Corvair through its paces, applied his driving touch to this second version. (Jon drove for the Golden Commandos team when he worked at Chrysler Engineering in Detroit, so he's no novice at getting the most from a car.)

Sure enough, the second Corvair proved much faster and also more driveable generally than the original test car. Jon cut quarter-mile times by nearly two seconds, added just under 10 mph to trap times, and shaved 4.2 sec. off 0-60 mph. Clearly, big things were wrong with our first test Corvair Monza. ■



CAR LIFE



Vairo 'n Spares

FOR SALE: '62 MONZA 900, 4-door, automatic, radio, \$300, Jim Bailey, 794-3728 days, 881-8290 nights. 6/88

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: '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 \$1500 value can be bought for \$1000 - 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: 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. New '65-69 front molded carpet, red, \$75; Late model NOS gas door guard, \$17.50; Used windshields for early & late model cars, 1/2 price; New main bearing set, std, \$15; New rod bearing set, +.010, \$20; '63 & '65 turbo distributors, \$40 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: '65 MONZA CONVERTIBLE, 110/automatic, light blue w/ blue interior & white top, engine completely rebuilt & body ready to paint. New trim ready to mount. New top installed, new Clark's interior mounted-ready to install, new carpet. Car is driveable. Asking \$3250 OBO. Call Gordon Cauble 299-1122.



Wrecking out over
100 Corvairs!

Ben & Son Auto & Truck Salvage

(formerly Jerry Bishop's)

4260 E. Illinois

Tucson, Arizona 85714

748-1444

DAVE'S
SWAMP COOLER SERVICE

TUCSON, ARIZONA

748 - 7105



Vehicles
Office Equipment
Mfg. Equipment
Communication Equipment

R. L. (BOB) THOMPSON

Broker

It's The Leased We Can Do For You

9273 E. 39th St.
Tucson, AZ. 85730

Phone (602) 290-0448
(602) 296-7688

MEMBERSHIP

NEW MEMBERS

Welcome to TCA

Maude Barnes
Tina Van Horne
Bill Leslie
Marcy Tucker
Donnie & Marie Williamson
Daryed Williamson

**DON'T MISS WORK WAITING FOR REPAIRS
"WE WORK WHILE YOU'RE HOME"**

**•PRIME TIME•
APPLIANCE REPAIR**

327-9240

REPAIRS AT MON thru THURS
CONVENIENT TIMES 4 P.M. 'til 10 P.M.

SERVICE CALL **\$20** WITH THIS AD

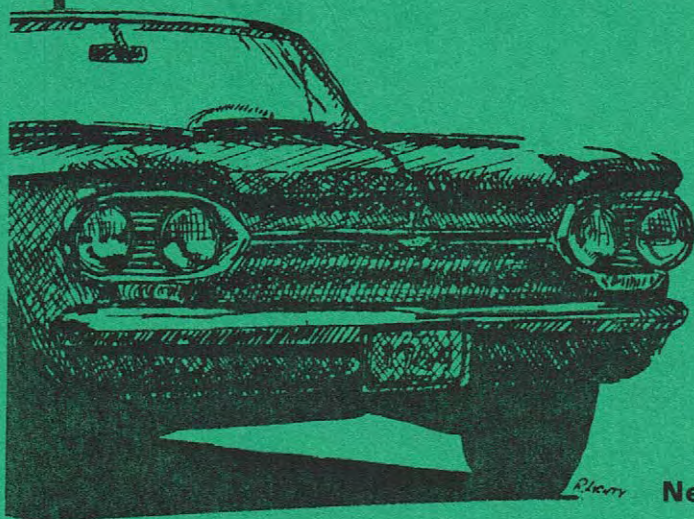
P.O. BOX 43775 •• TUCSON, AZ 85733

CUNNINGHAM'S

CORVAIR AUTOMOTIVE

747-7113

1033 N. Sonoita, Tucson
Between Craycroft & Wilmot



Barry Cunningham - Larry Dandridge

Corvair Specialists

foreign & domestic cars too

8am - 5pm Mon - Fri

no appointment necessary

Saturdays by appointment

New & Used Parts

Tune - Ups

Engine Resealing

Towing

Detailing

FUN STUFF SALES

SPECIALIZING IN TRUCKS, SPORTS CARS
RV'S & MOTORCYCLES

(602) 293-6668
631 E. PRINCE
TUCSON, AZ 85705

RICHARD & PEGGY
AUFMUTH
PROPRIETORS

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

October 8, 1988 CASA DE LOS NIÑOS CAR SHOW
Get your car ready for the big show!
(See details inside)

October 2, 1988 CRYSTAL CONCOURS D'ELEGANCE
Mission Hills, California

October 15, 1988 GREAT WESTERN FAN BELT TOSS & SWAP MEET
Palm Springs, California

SEE DETAILS INSIDE

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



FIRST CLASS MAIL