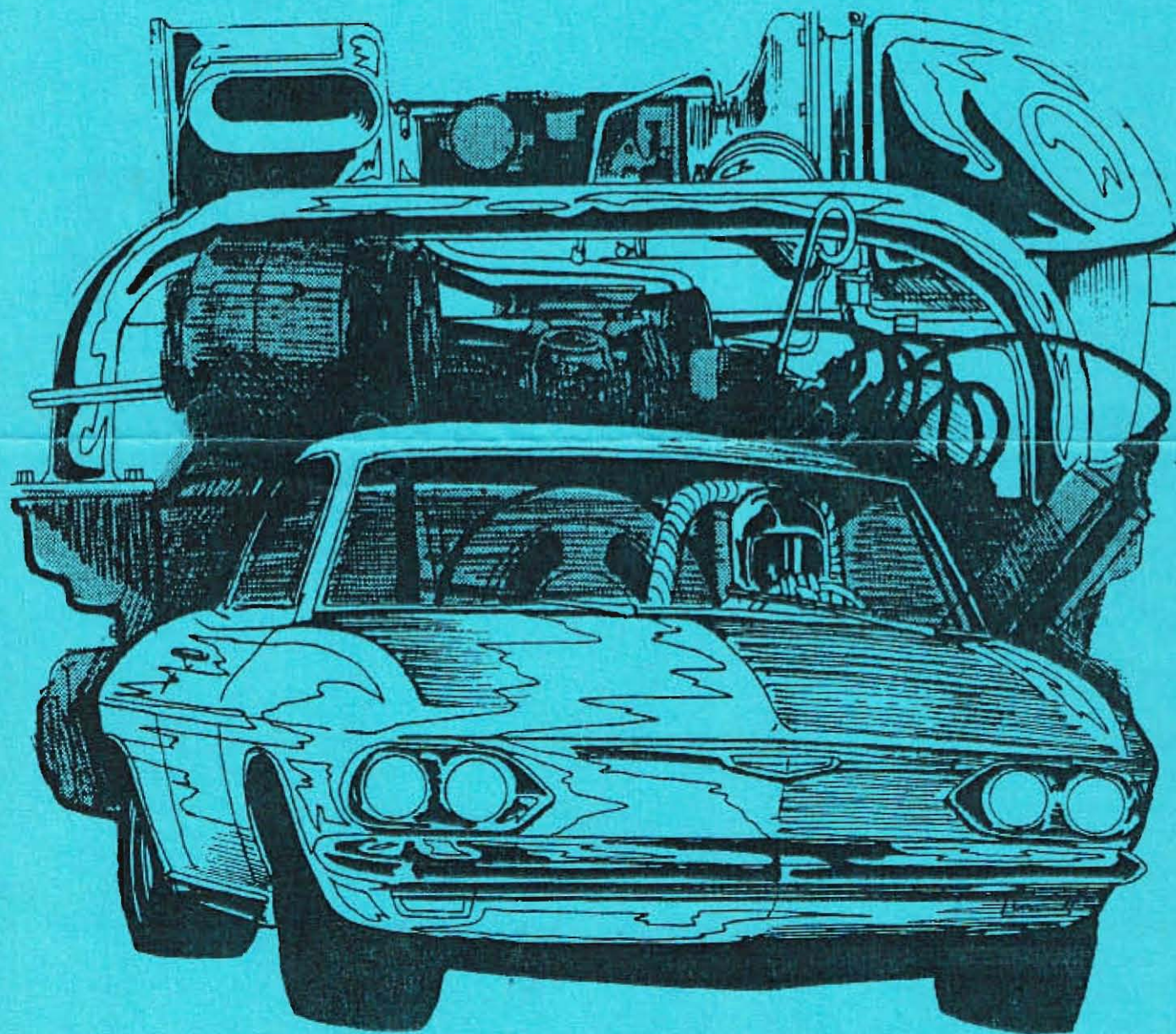


Corvairisation

Tucson Corvair Association
Volume 22, Number 7

Tucson, Arizona
August 1997



TUCSON CORVAIR ASSOCIATION

EST. 1975

Corvairsation is a monthly publication of the Tucson Corvair Association, which is dedicated to the preservation of the Corvair model of the Chevrolet Motor Division of General Motors. The Tucson Corvair Association is a chartered member of the Corvair Society of America (COSA \ 857).

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

MEMBERSHIP DUES: Initial dues \$22.00 per year for Fa. and \$ 15.00 for singles , (includes name tag) renewable \$ 18.00 and \$ 15.00 and payable to the TUCSON CORVAIR ASSOCIATION through the Membership Chairperson.

CHANGE OF ADDRESS: Report any change of address or phone number to the Membership Chairperson. Do not report such changes to the Editor.

COSA MEMBERSHIP DUES are \$28 per year and include a subscription to the COSA Communique, a monthly publication. COSA membership is not require for membership in TCA but is highly recommended. See any TCA officer for information.

CLASSIFIED ADS are free to members and \$2.50 per 4-line ad to all others.

DEADLINE for all materials submitted for publication in the Corvairsation is the 1st for that month's issue. Mail or deliver all materials to the Editor.

BUSINESS MAILING ADDRESS: 4072 E. 22nd St. #197, Tucson, Arizona 85711

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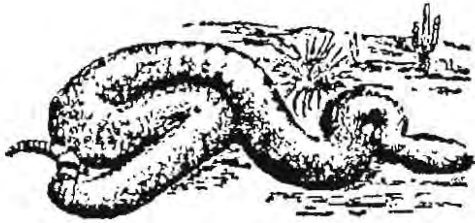
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"Presidents Word"

The "Night Vision Scope" raffle tickets have been distributed to 23 members, we need more members to take part in this endeavor.

Remember, as the tickets are sold, -turn in the stubs to the Treas.

We are invited to enter our CORVAIRS at the Chris-Town Mall Car Show in Phoenix, on Sept. 18 thru Sept. 21. The TCA will receive 25.00 for each car entered.

A list of requirements for the car's entered at the show is on a separate sheet, along with the registration form in this months CORVAIRSATION.

We had a great turn-out at the July meeting, as 24 members and guest were in attendance.

At the August meeting Gordon Cauble will present slide pictures of the Convention at Lake Placid.

The meeting was called to order on July 23, 1997 sometime around 7:30 PM, by President Don Henn. The exact time wasn't recorded because the secretary was absent due to a death in the family. Our thanks to Ann Henn for filling in and taking the minutes. The minutes of the previous meetings were approved. We had two guests, former member Don Reed and our returning guest speaker, Jim Ramsey.

Treasurer (Allen Elveck) - The treasurer's report was read and approved, but the secretary neglected to get a copy at the E-board meeting, so it will be delayed being published. We are still solvent, but not very.

Membership (Ann Henn) - Apparently everyone is up to date. The E-board will be considering a proposal to change over to all January renewals. Dave Baker did get an ad into the D-M Desert Airman. He brought in a copy and reported that he has received one membership inquiry from the ad.

Library (Dave Baker) - Dave reported that he has a new website setup for the library. For some reason, the web page address wasn't given. Call Dave for more info in the interim.

Merchandise (Don Robinson) - Nothing new.

Corvairsation (Lynn Bloom) - Lynn has gone into the hospital for surgery and will continue her every other month schedule until someone comes forth to take over the Newsletter Editor job. Van Pershing has indicated he may be able to take on some of the writing and editing tasks. Allen Elveck, Ann Henn and Bev Baker will assemble and mail. The deadline for submittal of info to the editor remains the 10th of the month.

Activities (Lynn Bloom) -

Coming up:

July 26 - Pool Party scheduled at Al Crispin's house at 4:00 PM. Bring your favorite dish (even if she's not your wife). Call Al for details.

August - No activity Planned

September 18 thru 21 - Cactus Corvair is hosting a car show at the Christown Mall in Phoenix. There are several slots open for Tucson cars. Our club will receive \$25 for each car we enter. Several members will be going up on Thursday night after 9:00 PM to put our cars in. We will return on Sunday to bring them home. Vern Griffith has applications.

October 25 - Casa De La Ninos car show.

Old Business - The raffle tickets for the night vision glasses have been distributed to a number of members. More are available.

New Business - **Gordon Cauble** returned the club banner after it's trip to Lake Placid for display at the national convention. He also had a bunch of pictures to show of both the convention and the Corvair Museum. in Richmond, Virginia,

Winners - Ron Bloom was absent and so were the raffle tickets - so we made our own. Winner of the license plate drawing was visitor Don Reed. Other winners were **Larry Dandridge, Al Crispin and Allen Elveck.**

On the hook for next month, are: **Larry Dandridge, Gordon Cauble, Don Henn and Al Crispin.**

J.O.E. - The subject for the joke of the evening once again was provided by **Gordon Cauble.** This one was entitled "The Haircut Story" (?).

Program - **Jim Ramsey** presented Chapter 2 of his talk on automobile painting and paint products. **Barry Cunningham** ejaled ...er...asked Jim to come and did the introduction. Jim's talk centered on restoration painting - preparing the surface, base coat, clear coating, etc. He demonstrated a grinder, a sander and a spray gun (We can hardly wait to see the restaurant's new paint job)
Next Month's program: **Gordon Cauble** will present a slide show of his trip to the Lake Placid CORSA Convention on **Wednesday August 24.**

Meeting adjourned around 9:00 PM
Respectfully submitted,
Herb Berkman, Secretary (with help from Ann Henn)

Over 30 Years of Braking Progress??

Van Pershing

"Okay, all you self-styled automotive experts out there, let's see if you can answer the following question correctly. Which of the follow cars requires the least distance to stop from 60 miles-per-hour: a Corvette, a Z-28 Camaro, A Datsun 280 ZX, A Ferrari 308 GTS, a Ford Mustang Turbo, a Jaguar XJ-S, a Pontiac Turbo Trans Am, a Porsche 924S Turbo or, last but not least, a 1965 Corvair?"

That was the opening paragraph of John Loughas' article "Stopping Distance Showdown: Corvair vs. the new autos" that appeared in the July 1981 issue of the *CORSA Communique*. We thought it might be fun to do it again and see how much further technology has brought us since the advent of ABS braking systems.

So, which of the following cars requires the least distance to stop from 60 miles-per-hour: a '97 Corvette, a '96 Ford Taurus LX, a '96 Cadillac STS, a '96 Dodge Viper GTS, a '95 Toyota Corolla, an '88 Pontiac Fiero or a '65 Corvair Monza Coupe?

Well, don't be silly! The '97 Corvette is the hands-down winner at 116 feet -- but, the Corvair is second!! Equipped with a new set of 6.50 x 13 tires, *Motor Trend* recorded a 60 to 0 stopping distance of 146 feet for the '65 Monza.

Car Life magazine in the January 1968 issue did a road test on the '68 Monza and made the following comments: "A strong point in Corvair performance was the brake system. Stopping is aided by the Corvair's rearward weight bias, as weight transfer during hard braking tends to equalize tire loading. [The Corvair had] superb braking performance, and such [performance is achieved] from only a handful of the best stopping cars in the world. This performance was realized from the standard Corvair braking system. No discs, no power boosters or special optional linings. Indeed the Corvair sets a commendable performance goal for standard-equipment brakes, a

standard which is not likely to met by other models for several years, if ever."

Interestingly enough, by 1980 only a few cars were stopping shorter. Cars such as the BMW 320i and Lamborghini Countach S were getting under the 140-foot mark. A few cars were in the 140's but most seemed to be in the 160's. All of these, of course, are cars that had disc braking systems with power boosters and modern well-designed radial tires. In the February 1980 issue of *Motor Trend*, the stopping distance of the BMW 320i was reduced by 35 feet by simply swapping the standard 185/70SR13 tires for 195/50VR15's. If switching from tires (which were far superior to the original tires used to obtain the Corvair's stopping distance) to fatter, lower profile units reduces stopping by 35 feet, one can only imagine what reduction one would see by switching from the OEM Corvair tires to a set of wider, flatter ones. If you subtract just the 35 feet from the '65 Monza's stopping distance you would have something that would stop 5 feet shorter than the '97 'Vette!

More than a few Corvair owners have had and are having affairs with the Pontiac Fiero, a car of similar weight to Corvair but with much more braking technology. It too has the engine on the correct end of the car but also has four-wheel power disc brakes and 215/60R14 tires. The 1988 GT model could only muster 151 feet get from 60 mph to a dead stop.

In the '60s everyone was concerned with "how fast it would go", not "how quickly it would stop" so it's almost impossible to find data on the older cars but a road test from the May 1961 issue of *Motor Life* magazine showed that a '61 4-door Monza did the deed in 143 feet, which, by the way, had 34% smaller brakes than the late model cars!

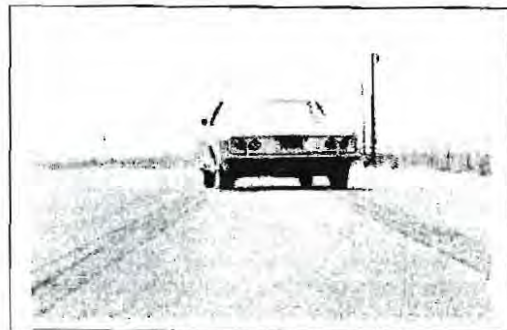
Another decade and a half has passed and automotive technology has made several giant leaps in progress. What with computer controlled ABS braking

systems how much faster can we stop in our new '97 chariots? There are superstars like the '97 Vette at \$45,000, the \$99,000 Porsche 911 Turbo and the \$222,000 Ferrari 550 Maranello that are in the 110's. Then you have Volvos, Mercedes and Lexus' that are in the 130's, but mostly the cars are coming in the 150's. There are a lot more cars in the 140s now than there were in 1980, but I was still surprised at the number of vehicles still bringing in numbers in the 150s and 160s.

From various sources the following table shows some of the stopping distances in feet for a variety of cars from the sixties up through 1997. As you well know there is a lot more to braking than just stopping distance. A vehicle with a four wheels locked up skidding down the street takes a lot longer to stop than if the wheels are turning with the brake shoes/pads doing the work instead of rubber on pavement plus who knows what direction you'll end up going. These tests were done with brake pedal pressures as close to wheel lock up as possible by guys who do this sort of thing for a living. In a panic situations when you slam on the brakes the ABS systems are a real nice because your stop is going to be a lot straighter, especially if the road surface is wet or icy. On the other hand, if you do brake hard for something that's 150 feet away it sure is nice to know that you can stop in 146 feet!

A properly maintained Corvair brake system will do just fine in the modern world of computer-controlled automobiles. Fact is, the rest of the Corvair is pretty good too!!

Year	Make	Model	Stopping Distance, 60-0 in feet
93	Camaro	Z-28	112
95	Porsche	911 Turbo	116
95	Lamborghini	Diablo VT	116
97	Chevrolet	Corvette	116
96	Mustang	Cobra	123
80	Lamborghini	Countach S	128
96	Jeep	Grand Cherokee	140
96	BMW	328i	142
64	Corvair	Monza 4d	143
96	Pontiac	Gran Prix GTP	143
96	Pontiac	Firebird Ram Air	143
68	Corvair	Monza 2d	146
96	Taurus	LX	148
66	Pontiac	Tempest Sprint	151
88	Pontiac	Fiero GT	151
96	Cadillac	STS	156
79	Camaro	Z-28	157
96	Chevrolet	Blazer	157
80	Porsche	924S Turbo	157
96	Dodge	Viper GTS	158
80	Ferrari	308 GTS	160
80	Volvo	GL	160
80	Mustang	Cobra	173
66	Cadillac	Sedan de Ville	182
95	Toyota	Corolla DX	186



"Hands-off" hot brake test results show that Corvair decelerates in straight line under adverse conditions. Car is easy to control in all maneuvers. *Road Test, November, 1965*



Panic-stop brake test reveals that front and rear wheels have equal traction. Lack of nose-dive is evident. *Road Test, November 1965*

ChrisTown

MALL

EXHIBIT B

1703 West Bethany House Road • Phoenix, Arizona 85015 • (602) 249-0670 • Fax (602) 246-8690

* MOVE IN TIMES: After 9:00 p.m. Weekdays

* MOVE OUT TIMES: 6:00 p.m. Sunday

TO: Car Owners

FROM: Nancy Fikes
Co-Manager/Marketing Director

THE PHOENIX FIRE DEPARTMENT REQUIRES THE FOLLOWING TASK BE COMPLETED BEFORE AN AUTOMOBILE MAY BE LEFT INSIDE AN ENCLOSED SHOPPING CENTER.

1. Hot battery cable must be disconnected and tape placed on the end of the cable.
2. Tape must be placed around the top of the gas cap.

CHRIS-TOWN REQUIRES THAT THE FOLLOWING BE DONE:

1. Carpet, cardboard or other material placed under each tire.
2. Drip pan or other material under each car so it will not leak onto the tile.
3. The Fire Department must have access to check the batteries of the cars. If they are locked, you must leave a key with the Mall.
4. When driving the cars into our out of the Mall, someone must walk in front of the car for the safety of people in the Mall.

SPECIAL NOTE:

The use of Armor All or any other silicone product is strictly forbidden.

I understand the above rules and I have completed all of the items on the list.

Signature

Date

Automobile:

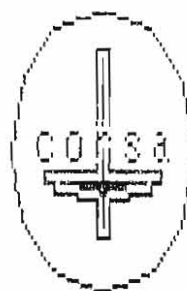
Emergency Phone Number:

Please turn in this sheet before you leave the Center for the evening. **One must be completed for each automobile in the show.**

Nancy Fikes



Chris-Town Car Show



Owner(s) _____

Make _____ Year _____

Daily Driver? _____

Other Comments _____

_____ Number



AUGUST TREASURERS REPORT 97

BEGINNING CASH ON HAND.....205.59

INCOME: (ACCOUNTS RECEIVABLE)

Ads.....(Griffith to 1/98.....	42.00
Badges/Pins.....	00.00
Raffle Tickets.....	22.00
Can Money.....	15.25
Copying Income.....	00.00
Fund raising raffle.....	141.00
Parts.....	00.00
Subtotal.....	220.25

DUES:

Van Pershing.....	15.00
Al & Gail Crispin.....	18.00
Vic & Ingrid Howard.....	18.00
Subtotal Dues.....	51.00

Donation from Frank McKenna for use as club needs.....50.00

A big thank you Frank, for your donation. It is very much appreciated
by all in TCA.

TOTAL INCOME: (ACCOUNTS RECEIVABLE).....321.25

EXPENSES: (ACCOUNTS PAYABLE)


Badges.....	00.00
Parts.....	00.00
Stamps.....	00.00
Total.....	00.00

TOTAL EXPENSES: (ACCOUNTS PAYABLE).....00.00

ENDING BALANCE: (CASH ON HAND).....526.84

Ending balance does not reflect cost for the fund raising items and tickets.

Respectfully Submitted,


Allen Elvick

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VAIRS AND SPEARS

EST. 1975

FOR SALE: 1962 RAMPSIDE, 110/4, BLUE AND WHITE, 327 DIFF. HAVE 3.89 DIFF IF YOU WANT IT. WIRE SPINNERS WHEEL COVERS. MAKE OFFER.
CALL RON J. BLOOM *** 520-747-4842 ***

FOR SALE: I wish to sell my 65 Monza Cpe. 140 eng. & 4 sp trans. Monza clock,, am/fm radio removed from a 67 Camaro, and rust free, straight body. This car runs good; the paint is very faded and may be the original paint. The color is red and where the primer shows through it is gray primer consistent with the interior and I have put in those pieces I could find although they are the wrong color and torn. The price is \$ 2000.00
Please call or write; Mark Lides, 4691 Jeanean Lane, Yorba Linda, Ca. 92686 Ph: 714-996-6773

FOR SALE: 1965 Corsa open, 110/4 new paint, new black top, new tires & chrome wheels. Az. car been in one family from 1965. Asking \$ 4000.00 WORTH MORE! For more Info: Call 520-299-1122, ask for Gordon Cauble.

FOR SALE: NEW and GOOD USED PARTS:FOR THE DO-IT-YOURSELFERS: .
Large inventory of new parts plus small selection of used parts , Call Al Crispin 520-722-9445

FOR SALE: CORVAIR PARTS. Large outdoor yard full of great Corvair parts. Call Barry Cunningham for information at (520)747-9028.

CORVAIR PARTS: Large selection of early and late. Reasonable prices. Larry Dandridge, (520) 571-9680.

*****NOTE--- Ads in Vairs and Spears are free to TCA members. Non-members can place a four line ad for \$2.50.
Send ads directly to Corvairsation editor*****

TUCSON CORVAIR ASSOCIATION REGULAR MONTHLY MEETINGS
FOURTH WEDNESDAY of each month (except December)

Mexico City Restaurant 4915 E. Speedway Tucson, Az.

6:00 pm: Parking Lot Bull Session

6:30 pm: Dinner (optional)

7:30 pm: Meeting starts

COMING EVENTS

PLEASE CONTACT A
BOARD MEMBER WITH
ANY SUGGESTIONS

Sept. 18-21 Christown Mall Auto Show

Oct. 25 Casa De La Ninos Car Show

Nov. 7-8-9 G.W.F.B.T.

Regular Monthly Meeting: Wednesday, August 27, 1997

TCA Executive Board Meeting: Thursday, September 4, 1997- 7:30 P.M.

Mexico City Restaurant 4915 E. Speedway

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