

JAN 1997

# Continuation

TUCSON CORVAIR ASSOCIATION

TUCSON, ARIZONA

Happy New Year!  
1997

From Our Family  
To Yours. 🍷

The officers of T.C.A would like to extend each and  
every one of our Corvair friends a

Joyous Holiday Season

&

Much Happiness in the New Year



## 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.

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**The meeting was called to order at 7:16:02 PM by President Lynn Bloom.** The minutes of the previous meeting were approved as published. Visitor introduced was **John Jorgensen**. John has 4 Corvairs plus one parts car that is for sale.

**Joke of the Evening (JOE)** - If there was one, it was not at all memorable. However, even when we have one, it is *usually* not all that memorable.

**Mystery Person(s)** - There was no "mystery person" designated, but the mystery deepens: Where was everybody? We only had about 12 members on hand. Of course the monsoon that hit about 5:00 PM could have drowned out a few Corvairs, but there were no 912 calls, so who knows? *[If you haven't been to a regional or national activity lately, the number 912 may escape you].*

**Treasurer (Allen Elveck)** - Started the month with \$532.26. Income = \$64.67, expenses = \$191.20. Thus the ending balance of 405.731. I think I finally got this right! We haven't serviced the copier yet, so this expense is yet to come. *Also - someone failed to pay for their meal after last month's meeting*. The club had to pay out \$7.00. If it's you, please come clean and pay us back! We can't survive if this keeps happening!

**Membership (Ruth Griffith)** - Ruth has been under the weather and was among the missing at the meeting. You may owe some dues, but we don't know who you are. If your checkbook balance looks a little high this month, you probably owe us some money. Send it in! If you can't tell that way, check your due date on the roster. If you still can't tell, call Ruth. It will be a good excuse to ask how she is and hope she is better soon.

**Library (Dave Baker)** - Dave is still back and the library is still there. Call Dave at 747-0840.

**Merchandise (Don Robinson)** - No report, but, there is a rumor that badges are in for those who ordered them.

#### **Activities (Larry Dandridge)**

**September** - The trip to the Biosphere was moved up a week from 9/28 to 9/21, so it happened the weekend *before* the meeting. Around 8 people were reported to have attended in spite of the last minute change.

**October** - Casa de Los Ninos car show on Saturday, Oct 12. Larry Dandridge is the coordinator. Those attending should bring their car(s) to the meeting place at the SW corner of the El Con Mall (in front of Foley's) by 0730. The group will leave in a caravan to enter the park at 0800.

#### **November** -

**11/2 & 11/3** - The GWFTB&SM will be held once more at **Palm Springs**. See the communiqué for info.

**11/6** - Dole/Kemp victory party at Herb's house. 7:00 PM, continuing through inauguration day.

**11/23** - **San Pedro & Southwestern Railroad** which leaves out of Benson and tours the badlands country southwest of Tombstone. For a comprehensive 3-page description of this attraction, see the September issue of *Arizona Highways*. The train leaves Benson at 11:00 AM. Our caravan will leave from the Cactus Bowling Alley on Alvernon (where on Alvernon?) at 0830. Tickets are \$18 (a \$6.00 discount from the regular price - don't ask how!) and must be ordered in advance or you'll have to buy them there at full price. Allen Elveck will be calling to get your order. A **barbeque lunch** will be available at the Iron Horse Ranch for another \$7 or you may bring your own.

**December** - **Christmas Party**. Location and date TBD. Will probably be early in the month. Stay tuned!

**Old Business** - The vendor who was supposed to re-do the banner decided he didn't want the job. The task has been given to Barry Cunningham's brother. No more details were known.

**New Business** - None

**Raffle** - Winners: Herb Berkman, Ron Bloom, Barry Cunningham, Don Henn. Next month prizes to be

furnished by : **Herb Berkman, Don Henn, Barry Cunningham, Ruth Griffith and Betty Chastain.**

**Program** - Mostly small talk about Corvair problems, etc.  
Meeting adjourned at 8:27:37 PM.

Respectfully submitted,  
Herb Berkman, Secretary

Meeting called to order at 7:21:16 PM by Vice-President **Larry Dandridge**, in the absence of the president who was out ill. The minutes of the previous meeting were approved as published. No visitors were present.

**Joke of the Evening (JOE)** - None (be thankful).

**Mystery Person(s)** - None assigned, however, once again it was fairly easy to say hello to everyone..

**Treasurer (Allen Elvick)** - The treasurer was also absent (leading to a number of furtive glances as the members, having become conditioned to the escapades of certain other "presidents" tried to put 2 and 2 together. In this case however it added up to only 3) so there was no report. Look for two reports next month.

**Membership (Ruth Griffith)** - Ruth reported that as far as she knew everyone was paid up.

**Library (Dave Baker)** - Dave is *still* back and the library is still there. Call Dave at 747-0840.

**Merchandise (Don Robinson)** - Hats and sweatshirts for sale.

#### **Activities (Larry Dandridge)**

Oct 12 - Casa de Los Ninos car show. There were 12 cars displayed by TCA members. This is almost the same number of people who have attended the last two meetings.

Nov 2&3 - The GWFTB&SM was held once more at **Palm Springs**, hosted this year by Vintage CORSA of Orange County. The only TCA members present were the Berkman's and the Alex's. For the third time, **Cecil Alex** walked away with the trophy for the oldest participant. Fortunately, if he can just manage to show up, this gets easier to win every year. However, *walking away* with the trophy gets harder.

Nov 6 - Dole/Kemp victory party at Herb's house. 7:00 PM, continuing through inauguration day.

CANCELED.

Nov 23 - **San Pedro & Southwestern Railroad** which leaves out of Benson and tours the badlands country southwest of Tombstone. The train leaves Benson at 11:00 AM. Our caravan will leave from the **Cactus Bowling Alley on Alvernon** at 0830. **Tickets are \$18** (a \$6.00 discount from the regular price).

*[As of this writing there are 19 paid participants including four from Cactus Corvair Club. Additional persons may still go, but will have to pay for their tickets at the window for full price]. A barbeque lunch will be available at the Iron Horse Ranch for another \$7 or you may bring your own.*

**Dec 18 - TCA Annual Christmas Party.** Wednesday evening, 6:00 PM, Chad's Steak House located at Ft. Lowell and Swan. *[See details elsewhere in the Corvairsation].*

**Old Business** - The new club banner is in work under the expert hand of **Barry Cunningham's** brother. It should be done by the next meeting.

**New Business** - Elections will be held IAW the TCA bylaws in February. President Bloom has appointed a nominating committee of three persons. Their identities are being kept secret so that when they approach someone to run for office, the person won't know what they want until it's too late to get away. The identities were so secret that Larry didn't know they had been appointed and thus appointed his own committee at the meeting. Those appointments were subsequently declared null and void because we can't have more people on the nominating committee than we have running for office. In addition any member may nominate any member including nominating themselves. If you *want* to be in charge, please let us know. Unlike the recent national elections, it doesn't cost anything to run an effective campaign for a club office, but it could be expensive to get out once elected.

**Raffle** - Winners: **Herb, Barry and Barbara**. Next month's prizes donors - we forgot to write down the names, but if you don't know who you are by now, we're in trouble!

**Program** - Minor tech talk on broken clutch cables by Herb, followed by general conversation about

Corvair problems, with everyone talking at once.

Meeting adjourned at 8:18:10 PM.

Respectfully submitted,  
Herb Berkman, Secretary

**DECEMBER/JANUARY TREASURERS REPORT 96/97**

**BEGINNING CASH ON HAND.....687.43**

**INCOME: (ACCOUNTS RECEIVABLE)**

|                               |               |
|-------------------------------|---------------|
| Ads.....                      | 00.00         |
| Badges/Pins.....              | 00.00         |
| Raffle Tickets.....           | 00.00         |
| Cans.....                     | 00.00         |
| Merchandise.....              | 4.73          |
| Christmas Party Payments..... | 358.28        |
| Parts.....                    | 00.00         |
| <b>Subtotal.....</b>          | <b>363.01</b> |

**DUES:**

|                            |              |
|----------------------------|--------------|
| Don Robinson.....          | 15.00        |
| Jim and Laurel Wilson..... | 18.00        |
| <b>Subtotal Dues.....</b>  | <b>33.00</b> |

**TOTAL INCOME: (ACCOUNTS RECEIVABLE).....396.01**

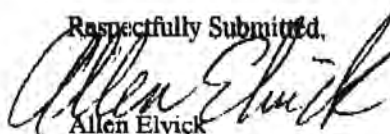
**EXPENSES: (ACCOUNTS PAYABLE)**

|  |               |
|--|---------------|
| Badges.....                            | 8.56          |
| Parts.....                             | 00.00         |
| Merchandise.....                       | 00.00         |
| Copier Supplies.....                   | 56.70 (Toncr) |
| Stamps.....                            | 32.00         |
| Christmas Party Chad's Steakhouse..... | 436.45        |
| Award.....                             | 41.20         |
| Gifts.....                             | 47.35         |
| <b>Total.....</b>                      | <b>622.26</b> |

**TOTAL EXPENSES: (ACCOUNTS PAYABLE).....622.26**

**ENDING BALANCE: (CASH ON HAND).....461.18**

Respectfully Submitted,

  
Allen Elvick



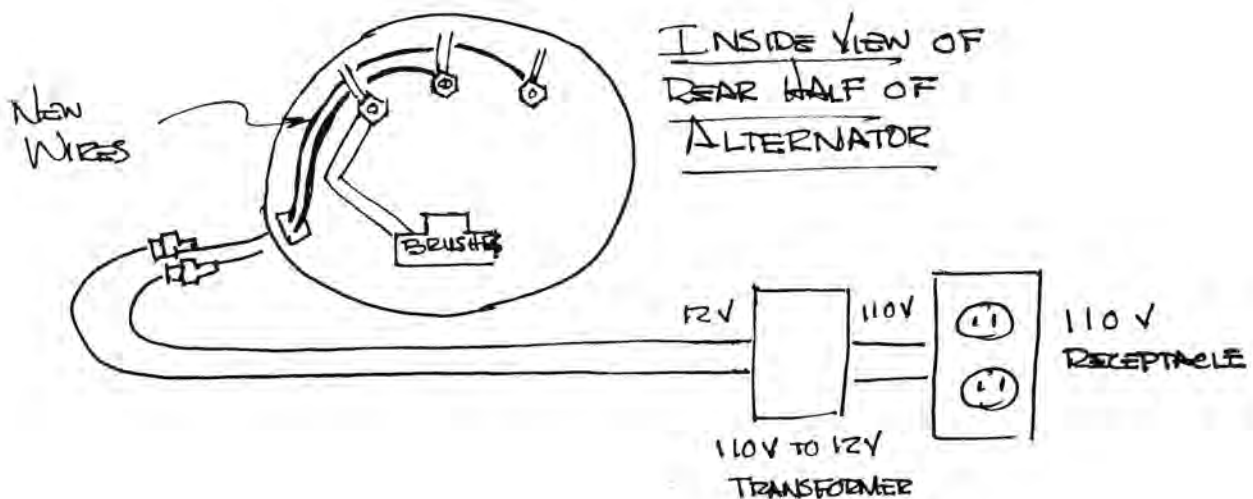
## ***How To Obtain 12 VAC & 110 VAC From A Corvair Alternator***

by Smitty Smith, Tidewater Corvair Club

This is how to wire your Corvair alternator to get a source of 12 volts AC and convert it to 110 volts AC to operate Christmas lights or other 110 volt devices. This requires going inside the alternator. This procedure will result in two permanent leads coming out of the alterator that can be connected to a transformer to obtain 110 volts. This can not be done from the car's normal 12 volt DC electrical car circuit.

1. Remove ground cable from battery.
2. Disconnect wires and rear brace from alternator.
3. Loosen idler and slack fan belt.
4. Remove the 4 hex head alternator assembly screws. Might want to scribe reference marks on the case halves.
5. Slide rear housing and stator winding core off of the alternator armature.
6. Capture brush springs if they popped out.
7. Replace springs and brushes. Retain them in place by inserting a straightened paper clip in the hole in the back of the case.
8. Fasten new wires (about 14 gauge) with terminals under the two right hand nuts (of the three) stator terminals.
9. Pass wire under stator leads around to left and exit case through small rectangular hole next to BATT terminal at rear of case.
10. Crimp female spade terminals (plug in type) on ends of wires. (One each)
11. Place heat shrink over terminals in such a manner that it extends 1/8" to 1/4" beyond terminal. Shrink tubing over terminal with match.
12. Reassemble alternator, remove paper clip holding brushes in place and retension fan belt.
13. Replace all original alternator wires before reattaching battery cable.

The above procedure gives a 12 volt AC source to hook up to a transformer. To get 110 volts, hook the new wires from the alternator to the 12 volt side of a 110 volt-to-12 volt transformer. Normally, transformers that are physically larger have higher amp ratings. Hook a standard 110 volt receptacle to the 110 volt side of the transformer. Be sure to insulate everything real good. Plug 110 volt Christmas lights or whatever into receptacle.



## Chile Bread

- 1 loaf ITALIAN or FRENCH BREAD, unsliced
- 1 stick BUTTER, melted
- 1 can (4 oz.) diced GREEN CHILES, drained
- 1/2 cup CHEESE, grated

Slice bread almost all the way through. Combine melted butter, chiles and cheese and spread between bread slices. Place loaf on plate and cover with paper towel. Microwave on 50% power until cheese melts.



## Chile Corn Bread

- 1 package CORN BREAD MIX
- 1 sm. can CREAMED CORN
- 1 can (7 oz.) whole GREEN CHILES, drained
- 1 cup LONGHORN or CHEDDAR CHEESE, grated

Prepare corn bread mix according to package directions, adding the creamed corn to batter. Pour one-half of mixture into a medium size greased baking pan. Place a layer of one-half of the chiles and one-half of the cheese on mixture. Pour remaining batter into pan, top with remaining chiles and cheese. Bake as directed on package.

## Jalapeño Cheese Rolls

- 1 pkg. CRESCENT ROLLS (from dairy case) any brand, 10-12 rolls
- 1 cup LONGHORN or MEDIUM CHEDDAR CHEESE, grated
- 1 jar pickled JALAPEÑO slices, drained

In the center of each roll place 3 jalapeño slices. Top with cheese. Roll dough and bake according to package directions.

Allow 2-3 rolls per person.



"No, I'm not going to tell you the rules. I tell you, you tell some other guy and pretty soon we have to change them again."

## Flan

*Flan is Mexico's most famous dessert. It has become a favorite everywhere. (It takes a while to make, but it's worth it!)*

- 1 cup WHITE SUGAR
- 1 can SWEETENED CONDENSED MILK
- 1 1/2 cups HEAVY CREAM
- 1/2 tsp. ground CINNAMON
- 4 EGGS

Heat sugar in skillet over medium high heat. When sugar begins to melt, lower heat and stir until sugar is caramelized. Pour into one-quart baking dish, rotating to coat the sides. In medium bowl, combine milk, cream, cinnamon and eggs. Pour mixture over sugar. Place baking dish in pan of hot water so that water comes halfway up the sides of baking dish. Bake in 325 degree oven for 1 hour and 45 minutes or until knife inserted in center comes out clean.

Serves 6-8.

## Special Oatmeal Cookies

- 2 1/2 cups FLOUR
- 1 tsp. BAKING SODA
- 1 1/2 tsp. SALT
- 1 tsp. ground CINNAMON
- 1/4 tsp. ground CLOVES
- 1/4 tsp. ground NUTMEG
- 2 cups ROLLED OATS (not instant)
- 1 cup WALNUTS, chopped
- 1 cup RAISINS
- 2/3 cup SHORTENING
- 1 cup SUGAR
- 2 EGGS
- 1 cup SOUR MILK

In a large bowl, combine flour, soda, salt, cinnamon, cloves and nutmeg. Add rolled oats, walnuts and raisins. Mix well. In another large bowl, cream together shortening, sugar, eggs and milk. Combine mixtures well. Drop by the teaspoonful on a lightly greased baking sheet. Bake in a 400 degree oven for 20 minutes.

Makes about 5 dozen cookies.

## Banana Bread

- 1/3 cup SHORTENING
- 1 cup SUGAR
- 1/2 cup SOUR MILK or BUTTERMILK
- 2 EGGS, beaten
- 2 cups FLOUR
- 1 tsp. BAKING SODA
- 2 ripe BANANAS, mashed

Cream together shortening and sugar. Add remaining ingredients, in the order listed. Bake in a lightly greased loaf pan in a 350 degree oven for one hour. Cool, turn out on plate and let cool again before slicing.



The joys of being president, are few and far between. Her job is something like a football game: first one side has it and then the other.

If she writes a letter, it is too long.

If she sends a postal, it is too short.

If she issues a pamphlet, she is a spendthrift.

If she attends a committee meeting, she is intruding.

If she stays away, she is a shirker.

If she attempts to safeguard the interest of the association she wants to run things.

If she doesn't she is letting the association go to the dogs.

If the attendance at meetings is slim she should have had her committee busy.

If she does this, she is a pest.

If dues are called for, she is insulting.

If they aren't collected, she is to blame.

If she is in a good humor, she is frivolous.

If she isn't she is a sorehead.

If the program is a huge success, the committee is praised.

If she mixes with the members, she is too familiar.

If she doesn't, she is too ritzy.

If she asks for advice, she is incompetent.

If she doesn't, she is bullheaded.

"Ashes to ashes and dust to dust,

If others won't do it

THE PRESIDENT MUST".

# T.C.A

## MEMBERSHIP REPORT

### AUG.

Bob & Barbara Eggers  
Jim & Bonnie Wright

### SEPT.

Paul & Evelyn Kennedy

### Oct.

John Bates  
Alan & Gloria Gray  
Josh Schadler  
Robert Schadler  
Jim & Laurel - *pd*

### JAN.

Nick Benett  
Ross Burton  
Van & Vicki Pershing

### FEB.

Dick Cannon  
Don Davis  
Vernon & Ruth Griffith  
Joy Stafford

Enchanted  
Corvairs





# SCI analyzes Ed Cole's Corvair



BY KARL LUDVIGSEN

It looks as if Ed Cole threw up his hands and said, "Okay, okay, I've had enough. Let's build this car that all the critics and magazines have been asking for and then see how they like it. We'll do everything they suggest and add a few ideas of our own." That's about what Chevrolet has accomplished with the Corvair. It is the most profoundly revolutionary car, within the framework of the U.S. automotive industry, ever offered by a major manufacturer.

It is a fact that, unlike the Corvette SS (promoted by GM Styling) the impetus for the Corvair came directly from Ed Cole, the engineering-oriented Vice President in charge of Chevrolet Division. When the first meetings were held in the Fall of 1956 it was possible to review fairly complete proposals for both the mechanical layout and styling of a "smaller car" which had already been prepared just in case by the Research components of both the Styling and Engineering departments. By Fall of 1957 these had been translated to detail drawings and to prototype engines which were put to work on the test benches and in such divers vehicles as a Porsche and a gutted Vauxhall sedan. A handful of complete prototypes were then built, along rather bulbous lines which have become familiar to readers of our contemporary, Motor Life. The test engineers had a real ball sending to Australia for "Holden" insignias and trim for these cars and disguising them in general. They all had fraudulent grilles in front, of course, and one car -- for testing down in the Kentucky/Tennessee area . . . even had a bug screen in front of the fake grille! There was adequate time in the Summer and Winter of 1958 to hammer the prototypes across the country from the 120 degrees of Mesa, Arizona to 30 below at Duluth, Minnesota, proving many features, but primarily the feasibility of air cooling. In the meantime the stylists had completed their revision of the lines, enabling Fisher Body to put together the final prototypes for debugging in early 1959. Only the four-door edition will be introduced for 1960, but other body styles are sure to follow if the Corvair is well received. What about a station wagon? The Chevy line of thought may be traced from a VW Kombi we saw at the proving grounds, completely outfitted with Corvair engine and suspension, used ostensibly to test the Corvair components. The possible commercial applications of the Corvair's simple and practical propulsion unit aren't likely to be overlooked.

The Corvair bears no direct relation to the somewhat similar "Cadet" project initiated by GM just after the war. Under the direction of Maurice Olley an exhaustive study was then made of all possible engine and vehicle configurations and a final proposal reached which in shape foreshadowed the 1948 Packard. The whole deal was called off probably with good reason. We hope it may be possible at some future date to publish some of the details of the Cadet study.

With only a slight attempt at badinage the Corvair project was frequently referred to at GM as the "Chevy-VW", an appellation which has very meaningful overtones. The completed Corvair reflects the same brand of restless, ruthless emphasis on essentials that characterized most of Dr. Porsche's work. It parallels the Volkswagen's imaginative approach to utility, but within the North American frame of reference, and in realistic fact closely follows the VW in its actual general layout.

## SCI Analysis:1959 Corvair

For their first essay at unitized construction in this country, GM engineers have gone the whole way. That is, there was no intermediate platform or backbone frame stage (though in all fairness a current X-frame GM car derives about 70 percent of its torsional stiffness from the body) and the integrated Corvair retains only the most subtle vestiges of a frame. At the front a pair of hat-section rails curve back from the bumper mounts over the front suspension to blend with the underbody, taking on the qualities of boxed members where their open face is closed by the wheel housings. With deeply boxed side, cross and vertical members, the body proper uses few new techniques. Over the rear suspension and alongside the engine it's also reinforced by an additional pair of channel-section members extending to the back bumper.

Many happy returns to sanity are evident in the Corvair, one being the use of an old-fashioned non-wraparound windshield which makes it a lot easier to get in and out of this relatively small car. Further help comes from the doors, which are very wide and open at a generous angle. Latching is effected by the interior handle instead of the traditional GM window sill buttons. Though the door pillars aren't especially slim they're well placed, and vision all around is superb. A special effort was made to reduce costs in the instrument panel layout, but it doesn't show it. (It isn't as cheap as the had hoped, either!) Easy adaptation to right-hand-drive is facilitated by the twin-hood layout, the radio, when fitted, being slung from the center of the dash. A 100-mph speedometer is accompanied by a fuel gauge of a new, more accurate counter-balanced-pointer type. A warning light flashes on if the oil's temperature is too high or its pressure too low, while another lights up if the fan belt ceases to drive the generator or blower. Even on the deluxe 700 model (chrome window moldings, door-operated interior light) there's no horn ring on the appealingly simple steering wheel.

For a tall driver the Corvair offers plenty of head room, and the unobstructed floor leaves adequate area for big feet, but Chevy engineers didn't quite catch the secret of the VW's remarkable habitability. When only two passengers are riding in the German car -- the most common situation you'll grant -- it's possible to move the front seat well to the back, almost touching the rear seat. Attempting to retain rear seat leg room under all circumstances, Chevy limited front seat travel just at that point where a moderately tall driver feels somewhat cramped. A running change to a longer rearward travel is respectfully but urgently suggested.

Similarly, if Renault's clever stowage of the spare tire had been imitated or at least paralleled the Corvair's "trunk" would not be any roomier but would have a more usable shape and would be easier on fine leathers. About 9 1/2-cubic feet at the front are supplemented by a 4 1/2-cubic-foot volume behind the rear seat, VW-style. A very attractive option at moderate extra cost is a rear seat that folds forward, station-wagon-style, to form a flat platform from the front seat to the firewall on which most anything can be heaped. The conversion can be made quickly and easily.

Some trunk space is stolen by the optional gas-fueled heater developed by Harrison Division of GM to lick the twin heating problems of a car that is both rear-engined and air cooled. A 2700 rpm centrifugal blower supplies air to the seven-inch cylindrical stainless-steel burner, which receives fuel at 4 to 5 psi from the engine fuel pump and is lit by a simple igniter which continues to spark constantly while the unit is in operation, as a precaution against "flame-out". Before passing to a tiny exhaust pipe under the car, the hot gases from this burner flow through a heat exchanger which warms the interior air, drawn from the cowl vent and fed to the cockpit by a two-speed centrifugal blower. A thermostatic control adjusts temperature by turning the fuel supply on and off as required.

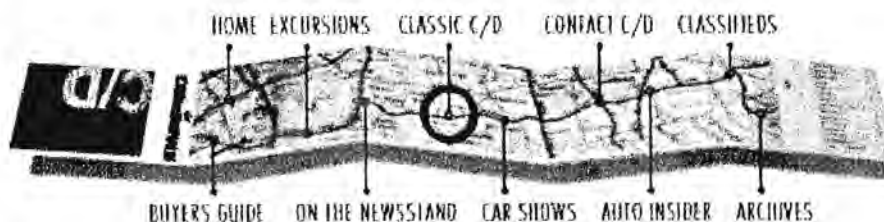
Several precautionary controls are provided. One switch cuts off the gasoline supply if the unit temperature rises too high, while another does the same if too much fuel drains back, unburned, to the gas tank. A third switch keeps the combustion blower running half a minute after the heater is shut off, to purge all gases from the system. Chevrolet states that the maximum possible fuel consumption of the unit is about a quarter of a gallon per hour, a more normal winter figure being a tenth of a gallon per hour (or

this is the 11-gallon gas tank, nestling between the front suspension and the toeboard. It's held up against a fiber cushion by a single transverse strap and receives fuel from a filler on the left front fender.

The rear "hood" (Chevy is just as confused over what to call these lids as SCI) is opened by a pressing a trigger next to the license plate light. Like all the crevices at top and bottom of the engine room this trigger is rubber-sealed to ensure that the air flow goes just as the engineers planned, a detail that was found essential to quick hot starting. Cooling air enters through rear deck louvers equipped with pans to catch and drain away rain water. Aerodynamic tests made recently, well after the styling was finalized, indicated that by lucky chance there was a high-pressure area just over the intake louvers! Ned Nickles and the special studio set up for Corvair body design deserve all possible credit for a shape which has proved aerodynamically sound and which also, less definably, reflects the functional and useful character of the Corvair without actually flaunting these facets of the car. Its lines are trim and meaningful and its ornamentation more restrained than on most European cars. Assembled completely by Fisher, the body is united on the line with suspension and engine in very quick time, the chassis assemblies rising to meet the descending body shell.

Bolted directly to the body, a massive boxed crossmember carries all the front suspension parts and permits initial wheel alignment even before the subassembly is joined to the car. Stamped upper wishbones are inclined rearward to combat nose-dive on braking, while the lower wishbones are divided into two parts, as has been done by Chrysler for some time: a stamped hat-section arm carries the lower of the two ball joints as well as the bottom ends of the coil spring and concentric shock absorber, and is braced by a rod which trails rearward at about 45 degrees. Caster can be set by varying the screw adjustment at the rubber-cushioned chassis end of this rod, which would shift the position of the lower ball joint in relation to the upper one. Rubber is used liberally to damp out sound transmission to the unitized body, there even being a rubber shim between the top of each coil spring and its retaining cup. Although an anti-roll bar was fitted on many of the prototypes and in fact appears in some of the early publicity photos, it is not being used on at least the first cars to roll off the Willow Run line.

< previous page specs next page >





WE'RE YOUR  
**DISCOUNT**  
**CORVAIR PARTS**  
FOR THE 90'S AND BEYOND!



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SELECTION  
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# VAIRS AND SPEARS

EST. 1975

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 consistant 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: 65 Monza Cpe. auto, runs, body work done before it was parked 15 years ago. Good glass except for pass. door window. \$ 500.00. CALL Michelle Lilly, 520-722-2754

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 Couble.

FOR SALE: NEW and GOOD USED PARTS:FOR THE DO-IT-YOURSELFERS: .

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

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\*\*\*\*\*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\*\*\*\*\*

7:30 pm: Meeting starts

Regular Monthly Meeting: Jan. 22, 1997  
TCA Executive Board Meeting: Jan.30, 1997 7:30 P.M.  
Golden Corral 4380 E. 22nd ST.

AAA  
A Tucson Corvair Association  
A 4072 E. 22nd St. Suite 197  
A Tucson, Arizona 85711  
A Fax [520-745-5454]

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