

Corvairisation

Tucson Corvair Association
Volume 24, Number 7

Tucson, Arizona
September 1998



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 (CORSA \ 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.

CORSA MEMBERSHIP DUES are \$28 per year and include a subscription to the CORSA Communique, a monthly publication. CORSA 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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ASSISTANT EDITOR

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Tucson, Az. 85745
520-743-9185

TREASURER

Allen Elvick
4210 S.Preston
Tucson AZ 85746
520-883-4337

CORVAIRSACTION EDITOR

Lynn Bloom
4072 E. 22nd St.*197
Tucson AZ 85711
520-747-4842

LIBRARAIN

Dave Baker
6110 E. 5th St. *127
Tucson AZ 85711
520-747-0840

RECORDING SECRETARY

Herb Berkman
210 S. Daybright Pl.
Tucson AZ 85748
520-751-9500

PREVIOUS PRESIDENTS

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520-743-3346
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520-297-1356

PRESIDENT'S MESSAGE....

Hello All,

August turned out to be a pretty good meeting in spite of the hot weather. We had four guests. Paul Dunn , Nell, Paul's mom and dad, Art and Mozelle were in attendance. Paul and Art have been corvair owners, drivers, and racers for several years. They had some interesting stories to tell.

I talked with Alice and Larry Stallsmith last week and it sounds like Larry is making progress following bypass surgery. He isn't progressing as rapidly as he would like because his asthma is a complication, but his spirits are getting better. He said one of these next months they will be coming to see us and Larry has a bunch of slides from their trip to show us.

We had a good presentation by Herb Berkman covering the National Convention. It sounds like it was an interesting but controversial affair but overall a good convention.

Even though this will probably not make it out before the outing, I will mention what is going to take place. I'm sure Larry will be contacting everyone with the details. We will be going to the Pima Air Museum on Sat. Sept 12th which, as it turns out, is Community Day with Free Admission. There will be ground breaking for the Challenger Center at 0900 am and Smith Barney exhibit preparation and unveiling 1000-1100 am. Should be a good outing.

Speaking of good outings. We had a good outing to the International Wildlife Museum on Aug 22nd. We had 3 ½ corvairs and 7 visitors. My Corvair got halfway to the outing but that is a whole different story. The Wildlife Museum is really well done and is really educational. I really enjoyed the outing.

Mark your calendars for October 28th and plan to attend the meeting. We have scheduled a slide show presentation on U.S. hiway 80 by Warren Anderson. Warren is an author and artist who has been documenting the old american roadways for the past 30 years. If you are interested in mobilia and the old roadways that are rapidly disappearing, I think you will really enjoy this presentation.

We had Cindy Peske from the Casa De los Ninos talk to us about the upcoming car show. She explained the importance of the carshow as the major fund raiser for the year. The \$5.00 entry fee was needed to help defray the costs involved in putting on the car show. They really appreciate the car clubs participation in the event to make it successful. Plan to shine up the corvairs and show them off.

Allen

Coming Attractions.....

WHAT: Pima Air Museum

WHEN: Saturday September 12th

WHERE: Meet at parking lot of Pima Air Museum at 0800 for coffee
And donuts.

And then.....

Casa Car Show----October 24th

Open-----November

Christmas Party at DM Officers Club---December 17th

Little Anthony's Host---January 9th

SEPTEMBER TREASURER'S REPORT

BEGINNING CASH ON HAND.....1167.60

INCOME: (ACCOUNTS RECEIVABLE)

Ads.....00.00
Badges/Pins.....00.00
Raffle Tickets.....00.00
Can Money.....4.20
Merchandise.....00.00

DUES: PAUL DUNN(new member).....7.50

TOTAL INCOME (ACCOUNTS RECEIVABLE).....11.70

EXPENSES: (ACCOUNTS PAYABLE)

Stamps.....00.00
Badges.....8.56

TOTAL EXPENSES (ACCOUNTS PAYABLE).....8.56

ENDING BALANCE:(CASH ON HAND).....1180.84

Respectfully Submitted,

Allen Elwick

A PEACH LOOKS GOOD WITH LOTS OF FUZZ BUT A MAN'S NO
PEACH AND NEVER WUZ BURMA SHAVE.....enchanted
corvairs newsletter

Minutes of Membership Meeting- 7/22/98

The regular meeting of TCA was called to order at Denny's Restaurant on July 22 at 7:43:10 PM, by President Allen Elvick. No guests were present. Previous month's minutes handed to all present and approved.

Treasurer (Allen Elvick) - Detailed report not available m but have ~ \$1140 in checking account.

Membership (Beverly Baker) - Welcome new member **Stephen Boutwell**. We have two potential new members, **Phil Billy** and **Arnold Carner**.

Library (Dave Baker) - See latest library list, which will be in the August Corvairsation .

Merchandise (Don Robinson) - Not present, no report.

Corvairsation (Lynn Bloom) - Not present, no report. There was no July Corvairsation due to vacations.

Activities (Lynn Bloom) -

Future:

Dave Baker, Gordon Cauble and the **Berkmans** are planning to attend the **CORSA National Convention** in St. Louis later this month.

August 22: Wild Life Museum. Note: TCA's hosting of Little Anthony's Monthly car show has been rescheduled to January 9, 1999.

September 12: Pima Air and Space Museum. Community Day, Free Entrance 9:00 AM - 5:00 PM , Ground Breaking for Challenger Center 9:00 AM, Smith Barney exhibit preparation/unveiling 10-11:00 AM

September 18/19/20: Christown Mall Car show in Phoenix, hosted by **Cactus Corvair Club**. Each car entered for the duration of the show will earn \$25 for the club.

October 24: Casa De Los Ninos Car Show, Reid Park.

December 17(?): Annual Christmas Party @ D-M Officer's Club.

January 9 : Hosts for **Little Anthony's monthly car show**.

Also to be scheduled in Early 1999: Triple C night out to see the Sons of the Pioneers, Gaslight Theater show.

Old Business - None

New Business - Suzanne Cauble has just had surgery, a laminectomy to correct back problems. We all wish her well. Chuck Pettis has volunteered to donate a Franklin Mint '60 Monza model as the raffle prize for the Christmas party. Tickets will be sold for \$1.00 each. This model is worth about \$95.

Raffle - Not held due to a dearth of prizes. People who were supposed to bring prizes **WILL** bring them next month. Ve haf vays to make zyou brink zem! (Again). **Allen, Gordon** and **Herb** volunteered to bring prizes.

Program - **Gordon Cauble** showed us a slide show on the making of a commercial in Monument Valley which starred his Spyder convertible in early June. The commercial *will not* appear in the US.

Future program will be **Warren Anderson**, an artist who does pictures of old gas stations and motels from the early days of the automobile. Probably September or October.

Tech Talk: **Dave Baker** made us aware of the complete (?) electronic fuel injection systems featured in the new Clark's Corvair catalog supplement.

J.O.E. - Cute story by **Herb Berkman** about two little kids learning to cuss.

Meeting adjourned sometime around 8:51:10 PM , more or less.

Respectfully submitted,

Herb Berkman, Secretary

TUCSON CORVAIR ASSOCIATION LIBRARY

1960 Corvair Shop Manual
1961 Corvair Shop Manual
1962-63 Corvair Shop Manual
1964 Corvair Shop Manual
1965 Corvair Shop Manual
1966 Corvair Shop Manual Supplement
1967 Corvair Shop Manual Supplement
1968 Corvair Shop Manual Supplement
1969 Corvair Shop Manual Supplement
1965-69 Corvair Service Manual
The Auto Body Repair Book
How to Keep Your Corvair Alive
Chassis and Body Parts Catalog, 1960-69
Servicing the Corvair-Powerglide Transmissions
Corvair Reference Guide
American Corvair Parts Catalog
Clark's Corvair Parts Catalog, 1995-98
Wall's Underground Corvair Parts Catalogue, 1996
Car Collectors' Magazine, 1979
Corvair Decade
Corvair Affair
How to Hot Rod Corvair Engines
Chilton's Repair and Tune-up Guide for the Corvair
Unsafe at Any Speed, Ralph Nader
Stories from a Twentieth-Century Life, Sears
Corvair History and Restoration
Windmill, 3-1-71 to 10-1-72
Corva Communiqué, 1972 to present issue
Corva Quarterly, 1971 to summer 1978
Corvairsation, 1978 to present issue
Corvair Tech Guide, 1996
Southwest Corvair Catalog, 1997

TOOLS AVAILABLE

Corvair Tow Bar with Lights
Steering Bolt Bushing Replacement Tool
Blower Bearing Greaser
Idler Arm Replacement Tool

From one Corvair lover to another...

CORVAIRS

by
CREATIVE STITCHES
2710 Cancun Court
Grand Junction, CO 81506
(970) 245-4722

VCR TAPES AVAILABLE

Engine Tune-up
Corvair Movies by GM
This Old "Vair"
National Convention, 1990, Ontario, CA
Pot Luck Party, 1991, Bakers

CHECK OUT PROCEDURE

Call Dave Baker, 747-0840

Items checked out should be returned no later than second meeting.

Items are subject to recall early if requested by another member. If checking out or returning items at a meeting, prior arrangements must be made with the librarian.

Use of library is for current members only.

Member of CORSA and Tucson Corvair Ass'n

Editor's Note: In the late 70s John Wipff published a couple of volumes called The Compleat History of the Corvair for the Corvair Nut!! In Volume 1 he presented several chapters of information that we would like to share (or reshare, as the case may be) with you over the next few months.



CHAPTER 2

TUCKER AND CORVAIR-TWO OF A KIND?

By John Wipff

For those readers too young to remember, Preston Tucker was an entrepreneur on the same order as P. T. Barnum, Mike Todd, and Malcolm Bricklin. He was, before WW II, one of the best Studebaker and Dodge salesmen in Detroit. He was a friend of Harry Miller of race car fame, and was, in fact, partners with Miller (Miller-Tucker, Inc.) starting in 1935. Tucker's family owned Ypsilanti Machine and Tool Co., and Tucker himself had designed a revolving gun turret during WW II and a Jeep-type vehicle that would top 110 mph. The turret and Tucker made a lot of money fast. (The Jeep was never produced, but the idea for a lightweight, fast vehicle with great durability never died.)

He had hoped to go into the car-making business with Miller as his chief engineer, but Miller died in 1943. However, in December 1945, Tucker announced plans to mass produce a passenger car. He had actually employed Ben Parsons as a part-time consultant in 1944. Parsons was, at that time, owner of Fuelcharger Corp., of Detroit. He was to become Tucker's Vice President of Engineering, though the 589 cid engine Parsons was asked to develop never proved to be practical.

That particular engine was to be as radical as the one Ed Cole tried to build for the Corvair, but in a totally different way. A flat-opposed 6 displacing 589 cubic inches, weighing only 385 lbs., producing close to 200 HP, 450 ft. lbs of torque at only 1800 rpm, this engine was to power the Tucker to speeds of 100-110 mph at that rpm. At 60 mph, it would have been turning only at about 1000 rpm, barely above idle. It was to have two torque converters, one on each end, and the engine was to be transverse, with the crankshaft pointing toward each rear wheel. It was to have hemi-heads and an hydraulically actuated valve train. (No cam or pushrods of the usual type.) All castings were to be magnesium and aluminum and the cylinder barrels were to be steel-plated. The hydraulic valve-actuating system used columns of oil to open the valves. The oil was 'timed' by intake and exhaust eccentrics and measured by spring-loaded plungers.

With no conventional valve train to intrude, the engine could be engineered for excellent breathing characteristics. The big problem with this 'dream engine' of Tucker's (Parsons') was that, until the engine was turning at a good clip, the idle wouldn't circulate and operate that fabulous system. Plus, with that grandiose displacement, the piston load on the starter required three times the power of an average starter, and up to 60 volts to start the car. Then there was no fuel injection (again supposed to have been designed by Parsons) that would work on the engine.

Though six of these engines were built, only one was installed in a car, the car known affectionately as the 'Tin Goose.' This was the car Tucker showed the world (and his nervous stockholders) though not with the 589 cu. in. engine installed. (It required a special electric generator to start it and Tucker feared that if it stopped during the showing, it would

be slightly embarrassing to have to start it with outside power.) So the stockholders saw an interim engine, the one re-designed from the Franklin Helicopter engine.

To be able to use this originally air-cooled engine, a team of engineers worked tirelessly for fifty-five days and totally redesigned it for water cooling, keeping only the original dimensions, crankcase, crankshaft, rods and pistons. They added a water pump, changed the idle characteristics of the crankshaft, changed the timing gears from metal to fiber to reduce noise, and figured out starter, generator and distributor location and an automotive carburetor to replace the aircraft-type usually used.

Tucker was so enthusiastic about the engine that he bought Air-Cooled Motors, the company that produced the original engine.

This engine, as finally produced, was 335 cid, 166 hp, weighed 320 lbs., produced 372 ft. Lbs. of torque, used an Autolite electrical system, Stromberg carb, AC fuel pump and air filter, Champion spark plugs, and featured a mercury-filled ring on the rear of the crankshaft that dampened vibrations. It was designed for quick removal (45 minutes for a complete engine swap, 20 minutes for removal, and this last job had been performed in as little as 8 minutes at the Tucker factory).

The engine as finally built, consisted of seven aluminum castings, two cylinder heads, two blocks, two halves of the split crankshaft and an oil pan. It used one central carburetor, two bolt-on intake manifolds with detachable runners going over to a central plenum, and two steel rocker-arm covers.

The car itself was of body-frame construction, but with the body extending to the bottom of the frame for more leg-room. It had a flat floor, a front trunk and a 'Cyclops Eye' third headlight that turned with the front wheels, so you could, theoretically, see around corners. It had a windshield that popped out in one piece in case of an accident, and virtually no dashboard on the passenger side. This was so that in case of accident the passenger could dive onto the floor and be protected by the crushable front end. This gave the front passenger compartment, perhaps, a look of more room than it actually had. As an aside, in case of the aforementioned accident, the rear-mounted engine was designed to slide down under the car, and not come charging into the passenger compartment, collecting friends as it came.

The original transmission was a Cord 810 transaxle and the story went around that Tucker's people scoured junk yards to find more. While this may have been true, Tucker's eventually-produced transaxle was based on the Cord, was called Y1, had an inch longer gearcase and all-synchromesh gears, along with several other differences. The originally planned dual torque-converters never materialized, although there was an automatic transmission in the works when the company folded.

And the company did fold, amid charges of fraud, short-cutting in production, misplaced funds and stock discrepancies. In all, thirty-one charges were leveled at Tucker and his associates. And even though all charges were eventually found wanting, the damage had been done.

The company went into receivership after building only fifty cars, and was eventually bled to death by auctioning off the facilities for eighteen percent of their value and the trustees paying themselves exorbitant fees for services both rendered and not rendered.

There are those who feel that, in spite of being found 'not guilty', by the jury, Preston Tucker was a fraud. On the other hand most people who knew him, and/or worked with him felt differently.

In an article in *Special Interests Auto*, Number 14, Bill Williams draws this conclusion:

"Preston Tucker was essentially a small time promoter who'd gone big-time. He was out of his pond. He remained a stranger and perhaps even a threat to the SEC, and he didn't know anyone in government. He was careless in some of his pencil work, perhaps in a bit of his talk, too, and when the SEC jumped on him about those initial fifteen irregularities, those irregularities did exist. The SEC was right calling him down. But the investigators made too big a deal of it. There was too little reason to turn Tucker down in his request for an RFC loan. The Federal Government, after all, sent millions to Fiat, Renault, and other foreign automakers after the war, so why not to a domestic? As for stockholders, every investor knows he might never see his money again. It's a risky business."

Preston Tucker died of pneumonia as a complication of lung cancer in 1956, after trying to launch yet another car venture in South America. By that time, though, no one would take him seriously.

Some say he died of a broken heart.

CORSA WEST
OF
LOS ANGELES
IS A CHARTERED
CHAPTER OF



CONCOURS
WASH 'N SHINE
PICNIC POT-LUCK
50/50 RAFFLE
RAFFLE



ANDRES PICO ADOBE
MISSION HILLS, CA
SUNDAY OCTOBER 4, 1998

CORSA WEST OF LOS ANGELES

Chapter 914
CORVAIR SOCIETY OF AMERICA

25th Anniversary CONCOURS D'ELEGANCE & PICNIC

ANDRES PICO ADOBE
10940 SEPULVEDA BLVD.
MISSION HILLS, CALIFORNIA

Sunday, October 4, 1998

SCHEDULE

Registration, classification, operation inspection,
entrant parking and free coffee (all day) and
doughnuts (for early birds). 7:30 to 9:00 AM
Corvaire Touch-Up to 10:00 AM
Judges Meeting 10:00 AM to 10:30 AM
Judging 10:30 AM to 2:30 PM
Break for Lunch 12:00 PM
Awards & Door Prizes/Raffle appx 3:00 PM
Cleanup and Departure by 4:00 PM

GENERAL INFORMATION

ENTRY FEES: \$10.00 per vehicle

The fee is the same regardless of classification whether it be Concours, Wash 'n Shine or Display Only.

Wash 'n Shine class is basically for daily street-driven Corvairs and are judged separately from the Concours. The Classification Committee will be the final authority as to whether your Corvaire meets the Wash 'n Shine or Concours Class criteria. Display Only are those vehicles, concours or other, which are strictly on display and are not judged - although you are eligible for the People's Choice Award.

PLEASE NOTE:

- ✓ Only light dusting will be allowed during judging.
- ✓ CORSA National Judging Rules will be used.
- ✓ Entrants must not converse with Judges unless specifically asked.
- ✓ Entrants must see to it that spectators do not interfere with Judges.
- ✓ Entrants or substitutes must stand with their Corvairs during judging.
- ✓ Classes may be increased or combined dependent upon entries.
- ✓ Fire extinguishers are mandatory in all cars.

FREE coffee and donuts for early arrivals.

FREE coffee all day!

PICNIC - Corsa West will provide a spread of meats, cheese, bread, etc. Participants are encouraged to bring a pot-luck to share. Sodas will be available for purchase. (Please recycle)

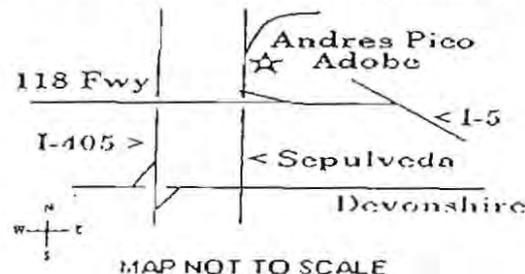
RAFFLE! 50/50 RAFFLE!

For further information contact:
Paul Peterson @ 310 / 278-7489
Norman Bloss @ 213 / 874-1614

DIRECTIONS:

From the I-5 Fwy take the 118 Fwy West. Exit at Sepulveda/Mission Hills. Turn right off ramp and stay in right lane. Andres Pico Adobe is on the right on the curve to side street (Brand).

From the I-405 Fwy exit Devonshire Blvd. and turn east to Sepulveda. Turn left (north) on Sepulveda and go under the 118 Fwy staying in the right lane. Andres Pico Adobe will be on the right on the curve to a side street (Brand)



CONCOURS D'ELEGANCE & PICNIC

Registration Form

Please PRINT and fill in all Blanks

Name: _____

Address: _____

Phone: _____

Model: _____ Year: _____
(500, Monza, etc.)

Concours Division:

Senior Primary

At \$10.00 per vehicle I wish to enter:

_____ Corvaire(s) in Concours. \$ _____

_____ Corvaire(s) in Wash n Shine. \$ _____

_____ Corvaire(s) in Display Only \$ _____

Total Check Amount \$ _____

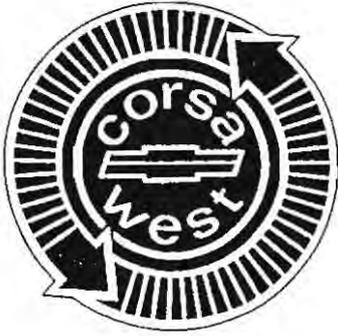
RELEASE STATEMENT: Entrant and guests, by signing this form, release and discharge Corsa West of Los Angeles, Corvaire Society of America, the City, County and State of the event, and anyone else connected with the event, from any known or unknown damages, losses, injuries, judgment, and claims from any causes to the entrant, entrant's family, guest(s), or his/her vehicle(s), or personal property.

Participant Signature _____ Date _____

Deadline for Pre-Registration is:

September 25, 1998

Make checks payable and mail to
CORSA West of Los Angeles
P.O. Box 950023
Mission Hills, CA 91395



Paul H. Peterson
Concours Chairman
120 N. Swall Dr. # 203
Los Angeles, CA 90048

September 7, 1998

Dear Corvair Enthusiast,

CORSA WEST IS CELEBRATING ITS 25TH ANNIVERSARY!

We would like this to be a special event by extending a personal invitation to you and your Corvair to attend the 25th Annual Concours d' Elegance and Picnic. You can help us make this year's concours special by sharing photos or other memorabilia of **Past** Corsa West Concours you may have attended. It will be held on Sunday, October 4, 1997 at Andre Pico Adobe in Mission Hills, Ca. (see enclosed pamphlet for more detailed information).

In addition to the Concours and Wash n Shine competition for PHOTO trophies, there will be a raffle, 50/50 raffle, and picnic / pot luck. Corsa West will be providing FREE coffee and donuts for early arrivals (encouraged) and coffee all day! Corsa West is provide a spread of meats, cheese, bread, etc. Participants are encouraged to bring a pot-luck (sampling food creations... um- um good). All this for a mere \$10 per vehicle... of course the raffle is extra cost. Raffle tickets are \$1 each or \$5 for six tickets.

For questions or further information you may call:

Paul H. Peterson
day 310 670 8425
eve 310 278 7489

Norman Bloss
213 874 1614

I look forward to seeing you and your Corvair on Sunday, October 5, 1997!

Corvairly yours,

Paul H. Peterson, Concours Chairman

