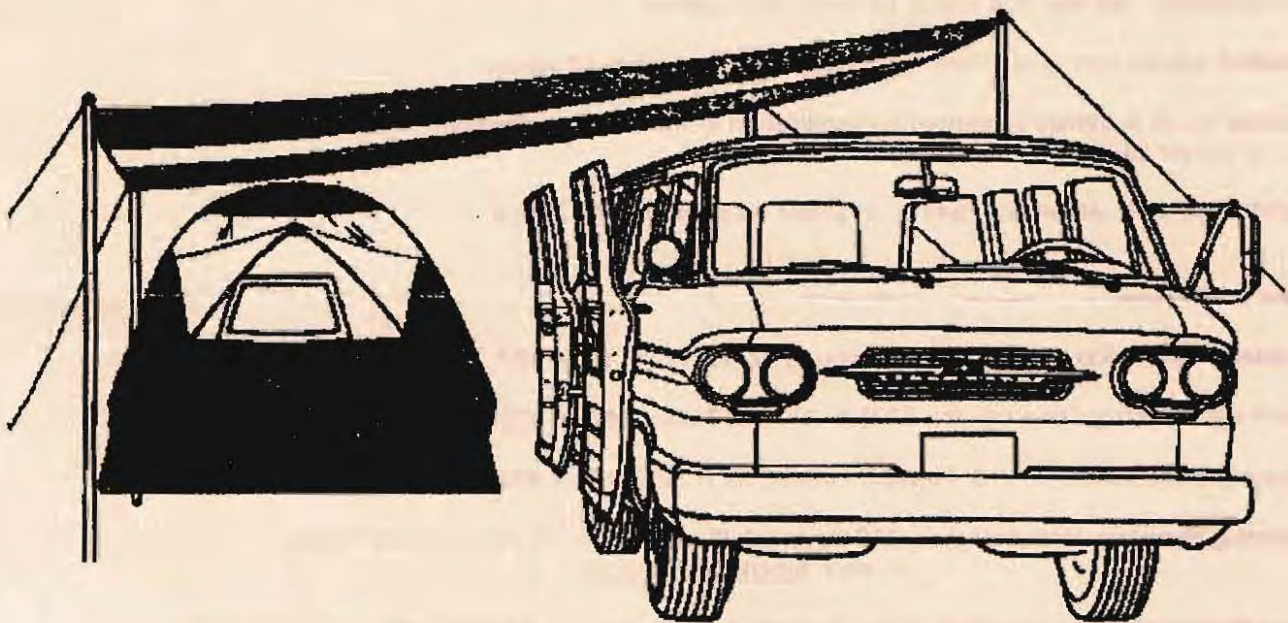


Corvairisation

Tucson Corvair Association
Volume 25, Number 5

Tucson, Arizona
July 1999



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- Chapter 10 of the Compleat History of the Corvair for the Corvair Nut!!

Tucson Corvair Association

Established 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), Chapter 857).

Monthly Meetings are held on the fourth Wednesday of each month except December. One technical/social event is planned for each month except August.

Membership Dues are \$15 per year for singles and \$18 per year for families. Initial dues are \$15 for singles and \$22 for families (includes name tags). Make checks payable to Tucson Corvair Association.

Change of Address: Report any change of address or phone number to the Membership Chairperson. Do not report such changes to the **Corvairsation** Editor.

COSA Membership Dues are \$27 per year and include a subscription to the **COSA Communique**, a monthly publication. COSA membership is not required for membership in TCA, but is highly recommended. See any TCA officer for more 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 10th for that month's issue. Mail or deliver all materials to the **Corvairsation** Editor.

BUSINESS MAILING ADDRESS: 2044 W. Shalimar Way, Tucson, AZ 85704

Board of Directors:

President: Dave Baker, 6110 E. 5th St., Tucson, AZ 85711 Ph. (520) 747-0840

Vice-President: Barry Cunningham, 3725 E. 32nd St., Tucson, AZ Ph. (520) 747-9028

Treasurer: Allen Elvick, 4210 S. Preston, Tucson, AZ Ph. (520) 883-4337

Recording Secretary: Herb Berkman, 210 Daybreak Place, Tucson, AZ Ph. (520) 751-9500
e-mail: hjberkmn@flash.net

Board Member-at-Large: Don Henn, 4812 N. Avenida Largo, Tucson, AZ 85745 Ph. (520) 743-3346

Membership Chairman: Beverly Baker, 6110 E. 5th St., Tucson, AZ 85711 Ph. (520) 747-0840

Corvairsation Editor: Don Robinson, 2044 W. Shalimar Way, Tucson, AZ Ph. (520) 297-1356
e-mail: fourcorvairs@hotmail.com

Immediate Past President: Allen Elvick

Wheels & Spokes:

Assistant Editor: Van Pershing, 4842 W. Paseo de las Colinas, Tucson, AZ 85745 Ph. (520) 743-9185
e-mail: vanp@flash.net

Librarian: Dave Baker

Merchandise Chairman: Don Robinson

The Presidential Entendment

Wow! Gordon told me that Herb Berkman was outstanding in all the events at the Tahoe convention and came within a miniscule number of points of winning the Edward N Cole Memorial award. It would have looked great in the TCA library. Maybe next year Herb! Congratulations, you are an industrious person. Wanna be president?

Did you know that we have in our midst a master machinist? Yes, Robert Pensa works for the Aero-Space industry here in Tucson. He owns a 1966 Corvair Monza, a daily driver. His '66 is running rather bumley so he bought the engine that I took out of my '67 Monza. He plans to rebuild it, hoping to keep his '66 going in the meantime.

Speaking of '66s— In the July Corsa Communique there is an article with diagrams on how to install seat belt and shoulder strap restraint systems.

According to the article all '66 and later GM cars have the roof anchorage already built in. If your Corvair is a daily driver the odds of becoming involved in a fender bender are pretty good. Withour shoulder straps and headrests your chances of being seriously hurt or killed are also pretty good. As your president (current) and longtime Corvair nut I strongly advise you to look in to installing these two safety features. J.C. Whitney sells the systems. They just don't have the inertia reel.

Le Car—We have it and Gordon tells me that it is ready for sale, that is, if he has removed all the pine needles from all the crooks, crevices, crannys and hidehoes. Gordon? Price \$1500, not a penny less!!!!

I can hardly wait to get our web site up and running with all our cars, characters and personalities pictured. It's a marvelous recruiting tool. Virtual Vairs, done by an individual chapter has had tremendous success, so good that it is or will become a Corsa site. Lets get ours going but first, do a good job on content. We could even get back to 40-50 members attending the monthly meetings and mid-months.

I just spent five weeks on my family cattle ranch in Nevada, got to fly airplanes, drive big trucks 'n every thing. I was going to ride a horse but couldn't find the ignition switch.

DAVE BAKER

from the editor.....

Our CORSA National Convention at Lake Tahoe was great. What a beautiful place to be for any reason! There were many beautiful and meticulously prepared Corvairs. It was difficult filling out the ballot for the people's choice cars. My ballot had several erasures. I really appreciated the perfect stock cars and there were lots of them. One late model that was far from stock was powered by a V12 Jaguar engine in the front (under the bonnet) and an extensive cooling system in back (in the boot), all meticulously done.

It's good to be back in Tucson after an extensive vacation and more than 3000 miles of windshield time. Nevada and eastern Oregon are great wide open places to drive, beautiful country.

I'm looking forward to our monthly meeting on July 28. Hopefully every one will be back from vacation or other summer travels and we can swap some stories. Dave Baker is back from the ranch. Can anyone help him get his horse started? Maybe next year? Bring a friend to the meeting with you!

YOUR BUSINESS CARD

or

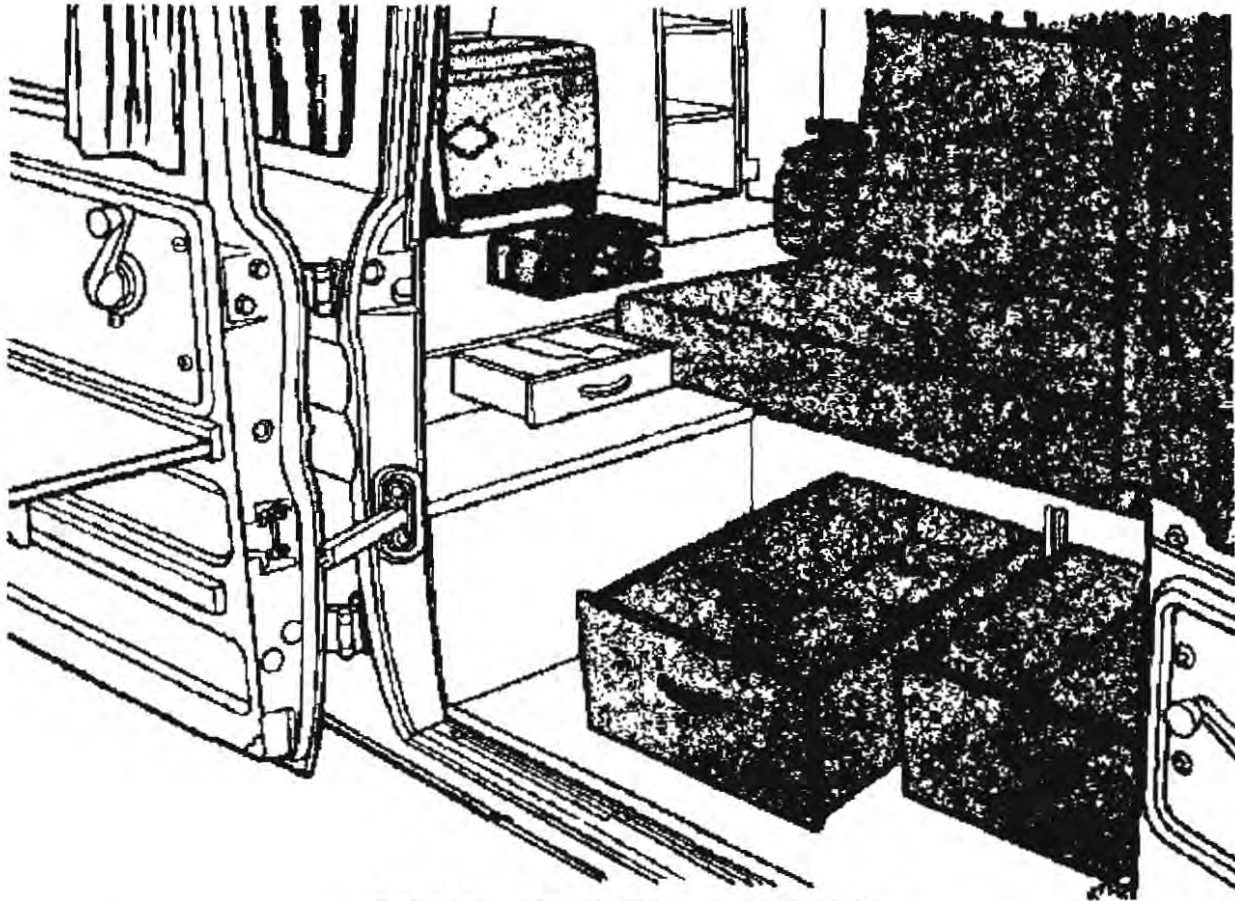
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could be here

The Greenbrier Camper

www.ziplink.net/users/mak/corvairs/camper.html

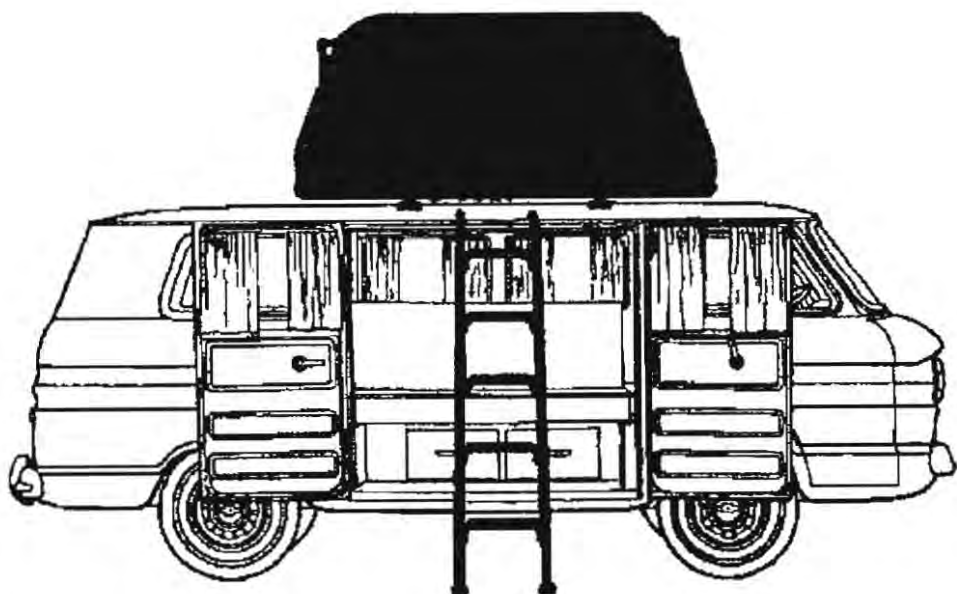
Corvair vans could be equipped at the factory or by the dealer as a camper. The interior configuration changed over the years but following is an accurate representation of what was available. A customer could order anything from a few assorted options to a fully equipped home away from home.



CUSTOM CAMPER UNIT, Option #985103

Package includes:

- Couch Base - with 2 drawers, each 17 $\frac{1}{2}$ " wide, 30" deep, and 8.5" high.
- Two Couch / Bed Cushions - each 24" wide, 63" long, and 5.5" deep. Can be positioned to form either twin beds or a double bed.
- Bolster Cushion - 9" wide, 60" long, and 3" deep. Fits at head of bed to extend length to 72".
- Kitchen Counter - with formica top and silverware drawer. Unit is 15.5" wide, 60.5" long, and 4.5" high.
- Rear Storage Wall - fits around rear doors and has 3 cabinets for clothing storage.
- Vinyl Floor - on 1/4" plywood with chrome moldings.
- Door Mounted Table - 20" x 16" drop leaf table.
- Coleman Cooler - 7 gallon capacity.
- Coleman Jug - 1 gallon with spout and handle.
- Coleman Stove - single burner LP gas stove.
- Drapes - 8 sets of drapes with spring rods and hangers. Cover all side and back windows and rear of front seat.



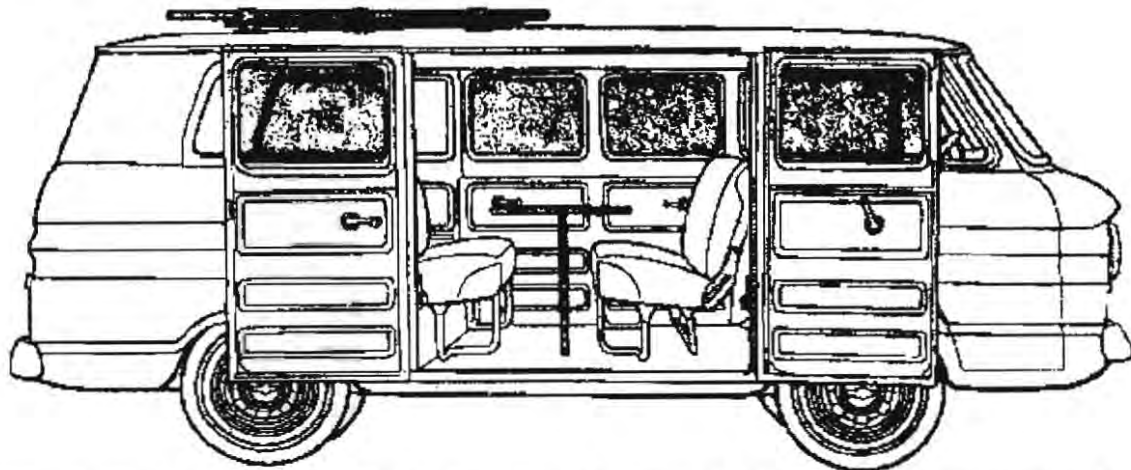
CAR TOP SLEEPER UNIT
(Option #985102)

Includes: Sleeper unit, Oak roof mounting bars, and Ladder.
Unit measures 6.5' long x 4' long x 33" high when erected.
Waterproof canvas supported by collapsible metal frame.
Entrance and side window feature nylon mosquito netting.

Unit shown stowed at right:



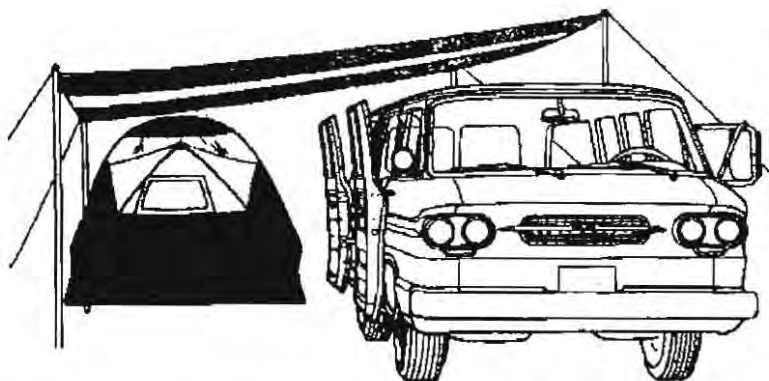
LUGGAGE RACK
(Option #988398)



Permanently mounted rack adds 19.5 sq. ft. of cargo space. Constructed of stainless and chrome plated steel.

CUSTOM GREENBRIER TABLE
(Option #985107)

Table measures 2' x 4'. Can be firmly mounted inside the vehicle as shown or used as a three legged outside table.

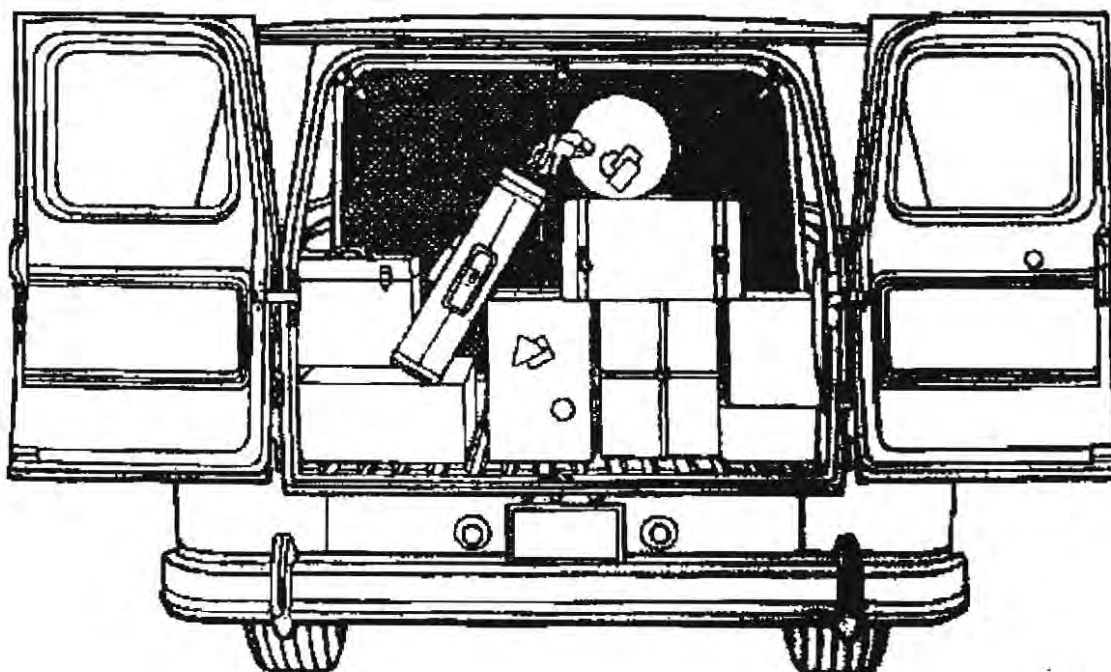


TENT UNIT
(Option #985101)

Tent measures 8' x 10' x 6'4" high and sleeps 4 adults. Constructed of red and white (7.68 oz.) sail boat cloth and supported externally by fiberglass ribs. Folds into sturdy carrying bag.

SHELTER UNIT
(Option #985106)

Tarpaulin measures 13' long x 10' wide at front and 7.5' wide at rear. Constructed of (10.10 oz.) Army Duck in red and white. Comes with 4 poles, ropes, stakes, and rope tighteners.



CARGO AND BAGGAGE SCREEN
(Option #985104)

Allows cargo to be stacked from floor to ceiling. Strong nylon mesh, reinforced with steel rods as it attaches to the floor and roof behind the rear seat.

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 I 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 10 THE BEST OF THE FIRST

On the surface, the 1964 Corvair was not much different from all its predecessors. But, they were the differences that counted. Let's detail the most important:

1. Anti-roll bar made standard, increased from 5/8 in. to 3/4in.
2. Transverse leaf-spring added to rear suspension. It carried forty percent of the rear weight, coil-springs, sixty percent.
3. Rear brake-drums incorporated fins for cooling, and better sealing.
4. Engine enlarged from 145 to 164 cubic inches
5. No more HD suspension or metallic brakes.

The dropping of the HD suspension was possible because the changes in the front-and rear-suspension made the hard-riding option of '62-'63 not quite as necessary as previously.

Corvair, with these suspension changes had received the necessary additions, the lack of which caused most of its problems in 1960, and at a retail price of only \$32 (1960 Monza-\$2,238; 1964 Monza-\$2,270) and at wholesale cost to factory, maybe \$8. So, for a cost of \$8 to GM, many of Corvairs handling problems were solved. Too bad GM didn't have the \$8 to spare in 1960.

The handling went up to 0.68g (from a 1960 reading of 0.60g), just 0.01g less than the Corvette of the same year. It was also 0.10g more than Falcon of the same year, 0.08g more than Valiant, and 0.11g better than VW.

And, since this was the last year for the Spyder, it is most desired of all years, even though the Corsa of 1965-66 is a better car.

Hurray for General Motors, but why did you wait so long?



Frank McKenna's '64 Spyder

Vairs and Spares

1962 Spyder coupe. Complete ,green, with turbo but need TLC. \$500 Call Randy, (520) 887-4734.

1969 chevy 3/4-ton. 396, AT, Pwr Disc Brakes, PS, AC, Cruise, Stereo, Shell, Carpet, Air suspension, Custom seat, Dual spots, 3 tanks, Dual batteries, Telescoping bumper, HEI, CB wiring, Traller brake controller, Manuals, Spare parts, Ugly paint. \$1/pound obo (That's \$5050, I'll start at \$4750). (520) 751-9500 eve, (520) 663-9122 day. (Note: This truck has been to seven CORSA National Conventions and has towed Corvairs to four of them.

For sale: 1967 Monza 4 door sedan. Restorable. Minor front end damage. No rust. \$500 OBO. For more Info call Eddle (520) 748-8507 or (520) 740-1234 or call Gordon Cauble (520) 299-1122.

For sale: 1965 convertible 110/auto, new mist blue paint new white top and upholstery, good tires. \$4300/make offer, call Don Henn (520) 743-3346.

For sale: Corvair parts—large outdoor yard full of great Corvair parts. Call Barry Cunningham at (520) 747-9028.

From one Corvair lover to another...

Corvairs

By

Creative Stitches

2710 Cancun Court

Grand Junction,Co. 81506

(970) 245-4722

Member of Corsa and Tucson Corvair Association

