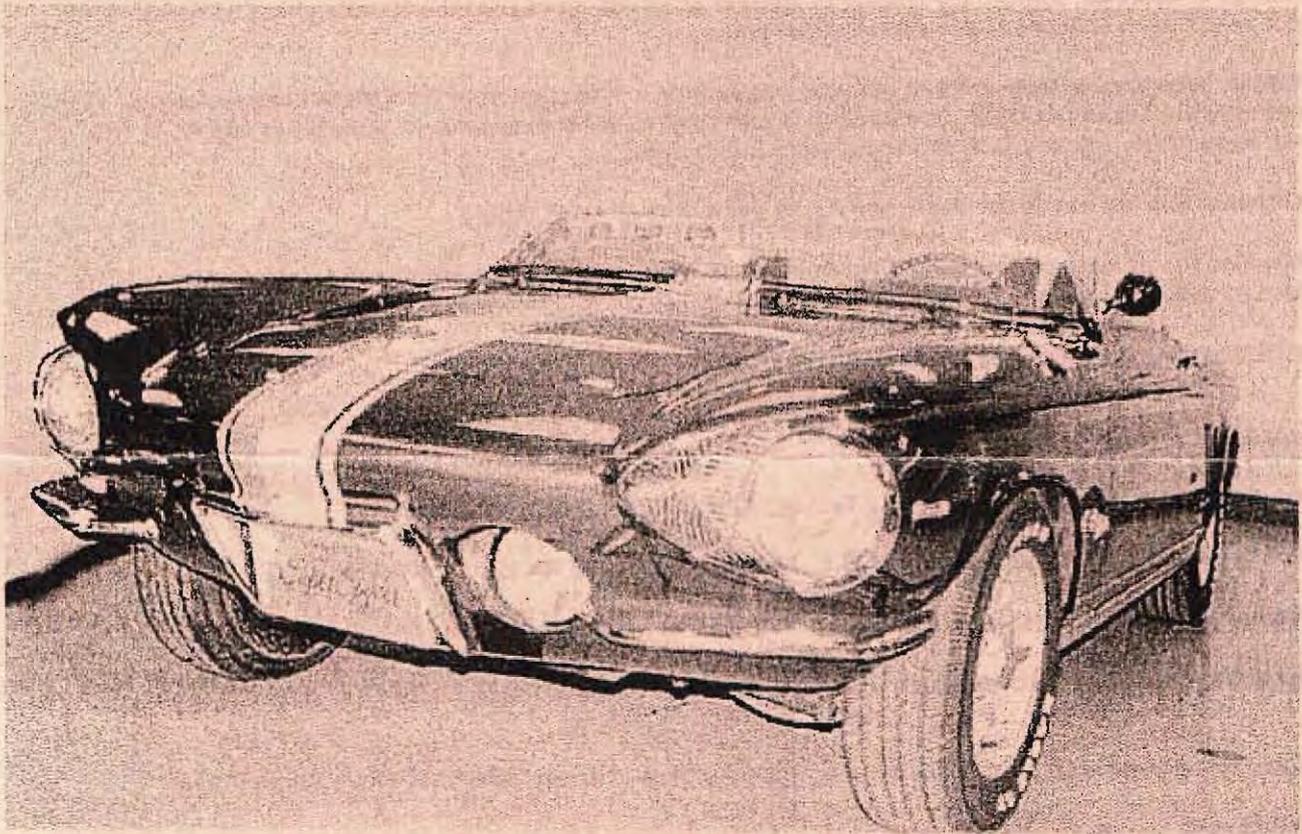


Corvairisation

Tucson Corvair Association
Volume 25, Number 1

Tucson, Arizona
March 1999



Super Spyder

has been on long term loan from GM to the Sloan Museum in Flint, Michigan for a number of years. Sloan and GM have graciously offered to exhibit the Super Spyder at the Corvair Museum, in Richmond, Virginia.

Tucson Corvair Association
Established 1975

Corvalsation 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), 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 **Corvalsation** Editor.

CORSA Membership Dues are \$27 per year and include a subscription to the **CORSA Communiqué**, a monthly publication. CORSA 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 **Corvalsation** is the 10th for that month's issue. Mail or deliver all materials to the **Corvalsation** 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: hberkman@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

Corvalsation 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

Presidential Epigraph

Looking back through some of my notes during my last presidential stint, 1991, I wrote in September that we had 47 members and guests at our last meeting. Wow, that's a group----- Can we do it again? Why not? I bet you that there are more Corvair owners in Tucson than there were then. You just don't see them on the street. They are carefully tucked away in a garage or under cover. Let's get them out. Let's have entertaining and informative meetings and current members get new or old members. What do you say?

I hope you people realize what you have done.---- You've elected, as your new president, probably the greatest brake expert that the world has ever known. I'm certain that I am the only person on this earth that drove a yellow 1965 Corvair Monza daily for over three months with no brake drum on the left front wheel. I couldn't figure out why it stopped so bumley and pulled to the right. I removed the right front wheel and drum innumerable times overhauling, sanding, changing the shoes and machining the drum, all to no avail. It wasn't until I noted a brake drum with yellow paint on it sitting on an old refrigerator that a bell rang. You can guess the rest.

That's not all. My first car, \$40, was a 1931 Model A Ford. I took it to Salt Lake City 120 miles away to attend college and drove in Salt Lake City traffic. Only the right rear brake worked. Well!!!!!!

DAVE BAKER

MARCH 99 TREASURER'S REPORT

BEGINNING CASH ON HAND.....1286.08

INCOME: (ACCOUNTS RECEIVABLE)

Ads.....00.00
Badges/Pins.....00.00
Raffle Tickets.....14.00
Can Money.....7.00
Larry Dandridge memorial.....50.00

DUES: Roger Finkenbine15.00
Chuck Pettis.....20.00
Herb & Jonnean Berkman.....18.00
Tom Skarda.....15.00
Al & Gail Crispin.....18.00
Barry Cunningham.....15.00
Jim & Bonnie Wright.....18.00
Rex & Tammie Smith.....18.00
Jim & Laurel Wilson.....18.00
Fred Zimmerman (to year 2002).....35.00
Charlotte Haskell.....18.00

TOTAL DUES: 208.00

TOTAL INCOME (ACCOUNTS RECEIVABLE).....279.00

EXPENSES: (ACCOUNTS PAYABLE)

Stamps.....23.10
Badges.....8.40
Colored paper for Corvairsation.....28.86

TOTAL EXPENSES: (ACCOUNTS PAYABLE).....60.36

ENDING BALANCE: (CASH ON HAND).....1504.47

Respectfully Submitted,

Allen Eluick

from the editor.....

Thanks Allen Elvick for the great job you did as president last year!
We really appreciate all of your hard work.

The new model is out!! For 1999 Tucson Corvair Association has
its newly elected officers in place. They are fully equipped for the
job with a 365 day limited warranty.

Congratulations to: Dave Baker, President
Barry Cunningham, Vice President
Allen Elvick, Treasurer
Herb Berkman, Recording Secretary

I'm sure all agree last year was a great year for the club and I know
this year will be a good one too! Let's get behind our officers and give
them the support they need to do the job.

What's coming up??

March 20th A trip to the Reed Park Zoo— that's this weekend [10 AM]

March 24th Monthly meeting at Denny's 6484 E. Broadway

Prizes for license plate, raffle, and identify the Corvair part
tech session and comradery

April 18th Picacho Peak picnic with Cactus Corvair fun and games

April 28th Monthly meeting at Denny's

May 26th Monthly meeting at Denny's

May 28th Gaslight Theater—get ready for a big night-more at the meeting

Minutes of Membership Meeting – 2/24/99

President Allen Elvick called the regular meeting of TCA to order at Denny's Restaurant on at 7:38:34 PM. Three Guests were present. Fred Christenson and his brother Bob. Tom Skarda was the other guest. Tom, who is from Seattle is based at D-M and owns a 65 140-hp Corsa convertible. He contacted us via e-mail. Previous month's minutes approved as distributed.

Treasurer (Allen Elvick) – Treasurer's report was distributed separately.

Membership (Beverly Baker) - **All membership dues were due in January.** The amounts are \$18 family and \$15 single. A new membership list is being done. Beverly made up mailing labels and they were given to Don Robinson.

Library (Dave Baker) – The library includes all vendor catalogs, Corsa publications and some special tools. A new item is the summit racing catalog.

Merchandise (Don Robinson) - Next month we will be collecting money for new club logo shirts, which will be order from Jim Wilson's Creative Stitching in Grand Junction. The price will be \$15. Jim Wilson is a current TCA member who moved to Colorado a few years ago. See the Creative Stitches ad in the Corvairsation.

Corvairsation (Don Robinson) – Nothing new. Deadline is the 10th of the month.

Activities (Barry Cunningham) -

Past:

Triple February 20: Triple C Chuckwagon night out to see the Sons of the Pioneers. About 10 persons went and had a great time tumbling with the tumbleweeds and sipping cool water.

Future:

March 20: Reid Park Zoo . Meet at the zoo entrance at 10:00 AM. The entrance is off 22nd St between Alvernon and Country Club (Same place as the entrance to the Casa car show.

April 17: Picacho Peak Picnic with Cactus Corvair Club

May 28: Gaslight Theater

June: CORSA Convention at Lake Tahoe

Old Business - Paul Dunn has registered our new website under the URL www.corvairs.org. It's not up yet, because we have to decide what it will look like and contain. This will be discussed at the next E-board meeting. We also need to appoint a webmaster.

New Business -

Motion to elect the slate of candidates submitted by the nominating committee. Passed unanimously.

New Officers: Pres: Dave Baker, VP: Barry Cunningham, Sec: Herb Berkman, Treas: Allen Elvick.

Paul Dunn gave us a report on the VARA vintage car races last week at PIR. He may start racing, either a 69 Camaro or a Corvair.

Program/Tech Talk - Painting Specialist Jim Ramsey returned once again to TCA to give us some expert information on the newest auto finishing products and some of the new laws affecting car painting. Jim used to work at NAPA, but now has his own company West Coast Coatings at 920 Warren Ave.

Raffle: Winners – Allen Elvick, Paul Dunn, Tom Skarda. Next month's prizes: Paul D., Vern G, Barry C.

JOE – None given.

Meeting adjourned sometime around 9:00:00 PM, more or less.

Respectfully submitted,
Herb Berkman, Secretary

Donald J. Schwarz



BORN: Sept. 22, 1929, Cincinnati

EDUCATION: Western Hills High School, Cincinnati, 1947 Pratt Institute, Brooklyn, N.Y., Bachelor of Industrial Design, 1952

FAMILY: Married to Anastasia Malamas Schwarz in 1954. The Schwarzes have three daughters and four granddaughters.

CAREER HIGHLIGHTS:

1954 - Joined General Motors Design Staff, Product and Exhibit Department; worked on the 1956 and 1957 Kitchens of Tomorrow for Frigidaire; led the design team responsible for GM's "Man, Wheel and the World" exhibit at the 1957 Brussels International Exposition.

1957 - Assistant Chief Designer of Cadillac Interior

1962 - Chief Designer of Chevrolet Interior. The parade of new designs that emerged from the studio included the 1964 Chevelle, 1964 Corvette, 1965 full-size Chevrolet and 1965 1/2 Caprice Classic. The 1963 Super Nova Show Car *influenced the instrument panel designs and interiors of the 1965 Corvair*, original 1967 Camaro and 1968 Corvette.

1967 - Assistant to the Executive in Charge of Interiors for General Motors Cars and Trucks

1970 - Executive Designer in Charge of Chevrolet, Pontiac and Trucks. Co-created influential "Branch Out" show challenging fabric suppliers to embrace new technologies and aesthetics.

1974 - Assigned responsibility for Automotive Interior Engineering and Human Factors; spearheaded the use of math model testing of new instrument panel designs; chaired the SAE Committee of the Controls and Displays Subcommittee; served as the U.S. delegation leader to ISO/TC22/SC13, responsible for "Ergonomics Applicable to Road Vehicles." For his efforts, the SAE Technical Board awarded him a Citation of Appreciation in 1978.

1977 - Executive Designer of the Industrial Design Department. The Exhibit Design Studio under his direction developed the Transcenter Exhibit for the General Motors "World of Motion" pavilion that opened in 1982 at Disney World's EPCOT.

1980 - Truck Interior Design was added to his responsibilities. The studio design team began the effort to upgrade light truck interiors to the level of car interiors and initiated a harmony program to assure visual matches of interior surface, color and texture. The program also gave consideration to the ergonomic requirements of controls and the legibility of labeling and instrumentation.

1984 - Truck Exterior and Interior Design. All-new 1994 Chevrolet and GMC mid-size truck and utility vehicles named the NAIAS "Truck of the Year." Introduced second door on an extended cab Highlander Concept Truck, for which William Davis and he received a Gold 1993 Industrial Design Excellence Award.

1987 - The Industrial Design Department and Color and Materials Studio were added to his responsibilities. Presented a "Color Forecast" report to all GM marketing divisions.

1994 - Retired from General Motors

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 reshore, as the case may be) with you over the next few months.

CHAPTER 6

STRIKE ONE! YOU'RE SAFE AT FIRST!!

Most people look on a labor strike as trouble, both for the Company struck (lost production, lost sales, etc.), and for the strikers (lost money, unpaid bills, etc.).

But if Providence had wanted to help the Corvair, it couldn't have done a better job than the strike of December, 1959. It lasted three months and through the help of Robert Benzinger and others it gave Chevy the breathing spell it needed to fix many of the Corvair's maladies.

Benzinger: *"This (strike) shut down the whole mess, Engineering Operations as well, because mechanics, many of the technicians, all of the skilled trades in the Engineering Operations, were members of the UAW and were carrying signs out in front of the Engineering Center. But with problems at hand, and work to be done, something had to be kept moving.*

A few months before, in Colorado Springs, we found that all the work we had done to keep the intake-temperature down in the summer, to keep the air density and power up, turns into disaster in icing weather.

That car, at that time, was probably the worst icing car that ever hit the streets!!

So panic hit the program again. Cold room running, dynamometers. And, of course, that's where the heat pipe came from that goes down between the cylinders, up through the turkey roaster and puts some warm air up there. For those who had 160's and were in icing country, this was almost a fix. It handled a fair amount of icing problems, but when you got really into the rough part of winter, when it was right around freezing and one hundred percent relative humidity, you were likely to be shut down by the side of the road, anyway. It really wasn't totally resolved satisfactorily until the complete shroud re-design, with the damper doors on the outlet, that recirculated the air. From then on, we completely forgot about any kind of carburetor icing.

Meanwhile, back at the strike, Milford Proving Ground and Mesa Proving Ground were still working, since they were non-union. All of our engines and parts, however, were locked up behind picket line.

This was when the air-suspension cars from 1958 were in tremendous demand. These things, you could load down to the gunwales, put an enormous load in them, then pump up the air bags until they came right back to level height. You could sail out through the picket line and nobody knew you had anything in there but the driver."

It was through such means, and borrowing a few tools (unbeknownst) from the striking workers outside, that Benzinger and the Motor Room foreman spent twelve to fourteen hours a day building experimental engines.

There were approximately a dozen modifications worked out to correct problems that popped up that first winter: the new emergency brake, the choke assembly was revised, and to assist cold weather starts, aluminum spacers were used under the carbs instead of plastic. And to help the famous fan-belt breakage, a new idler pulley and belt were developed, along with careful instructions on belt tensioning.

And through such means the faults were gradually cured. But at the time they seemed to pose such a threat that in some quarters, there was doubt the Corvair would last out the year. Design work began, only six months after the Corvair's introduction on the Chevy II, a Falcon-beater that was planned to take over in the wake of the Corvair's demise.

But to paraphrase Mark Twain: "The account of its death had been greatly exaggerated." Enter Zora Arkus-Duntov, sorcerer.

He produced a 'special camshaft' package which made the engine breathe better, adding 15 hp and extending its rev range. The original proposal had also included four-carb induction, but that was shelved for the production version. By February, some of these engines behind special four-speed gearboxes, were racing at Daytona. The new box, all synchro, and made from existing parts, as the three-speed had been, was a blessing to Corvair.

It allowed 66 mph in 3rd, compared to 50 in 2nd with previous three-speed. This gave much better passing ability and even though they weren't spaced evenly (for the sport car crowd), the ratios gave much more sporting performance.

And then there was the Monza.

The Corvair Museum Richmond, Virginia

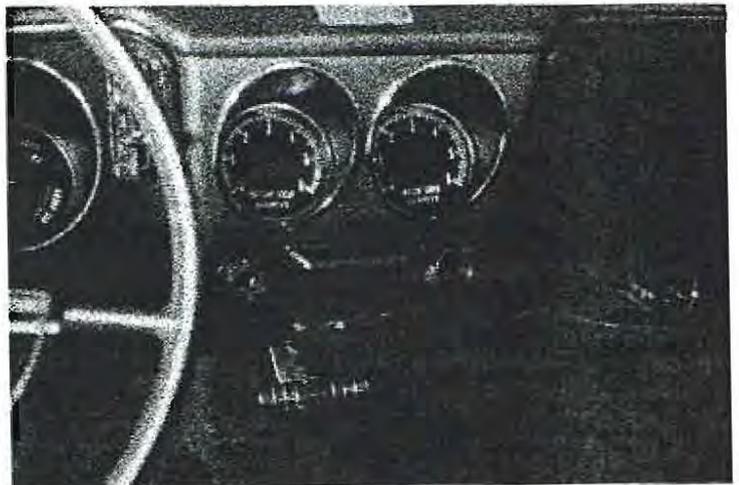
If you want to see some really cool stuff, I would highly recommend a visit to the Corvair Museum in Richmond, Virginia. Someone should talk to the Vice President and get it on the calendar for an upcoming mid-month activity. Okay, so maybe it isn't something we do on a Saturday. But...hop on the internet and visit the CORSA site (<http://www.corvair.org>) and click on the Corvair Museum and have a mini-tour without leaving the comfort of your own home!!

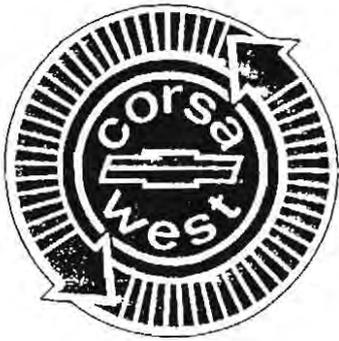
There is all kinds of neat stuff. Like the Super Spyder (on the cover) and the Astro I, pictured here with the Electrovaair and the 1960 Super Monza. Plus a ton of other good stuff.



Here's a shot of the grill of the Electrovaair. There are a couple nice pictures of under the hood and truck on the web site.

Notice the extra gauges used to monitor battery condition on the Electrovaair.





February 10, 1999

For Immediate Release:

November 5-7, 1999
Great Western Fan Belt Toss and Swap Meet
CORSA WEST of Los Angeles

Pavilion Field in Palm Springs, CA will again be the site of the 22nd Annual GWFBT&SM. The world's largest all-Corvair parts market opens at noon on Friday, with a welcoming party on Friday night and a banquet on Saturday night. The peoples's choice car display will feature 69's. Host hotel is the Ocotillo Lodge at \$63.00 per night, plus 10% tax. All suites are non-smoking. Call 760/416-0678 or e-mail ocotillolodge@worldnet.att.net. "Corvair Event" rate good until October 15. Smoking and non-smoking rooms also available at the Quality Inn at \$59.00 per night plus tax. Call 800/472-4339. Call Norman Bloss at 323/874-1614 for information or e-mail at gwfbtssm@yahoo.com. Event registration material available about July 15.

Paul H. Dunn
Executive Director



4425 E. Broadway Blvd
Tucson, AZ 85711
520-323-8585
FAX 520-323-0088
pdunn@computerlandsss.com

Vairs and Spares

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, Trailer 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 Eddie (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

For sale: 1966 Monza sport coupe. AC, AT, look nice, runs well. \$2495/OBO will consider nice truck or van in trade. (520) 629-0257 leave message.

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

Ads are free to TCA members. \$2.50 for up to four lines for non-members.

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

DENNY'S RESTAURANT 6484 E. BROADWAY. Tucson, Az.

6:00 p.m: Parking Lot Bull Session
6:30 p.m: Dinner (optional)
7:30 p.m: Meeting starts

COMING EVENTS

PLEASE CONTACT A
BOARD MEMBER WITH
ANY SUGGESTIONS

Regular Monthly Meeting, Wednesday Mar. 24, 1999
TCA Executive Board Meeting: Thursday, Apr. 1, 1999
DENNY'S RESTAURANT 6484 E. BROADWAY



AA

A Tucson Corvair Association
A 2044 W. Shalimar Way
A Tucson, Arizona 85704

FIRST CLASS MAIL



Returned for Better Address
Please deliver
Pases

Van and Vickie Pershing
4842 W. Avenida de los Colinas
Tucson AZ 85745

AA

Pases?