

1966 CHEVROLET CORVAIR MONZA - THE CORVIN8ER

Fast. Sharp. Affordable. Hey, Three of Our Favorite Things.

[Bill McGuire](#) [Mar 07, 2012](#)

Here's one more answer to the popular question, "How do I get my car into HOT ROD?" You can't rule out complete accidents--that's how this one happened. We'd arrived a few hours early to cover an event in the Pittsburgh area, so to kill some time in a semiproductive way, we wandered over to watch the autocross guys using another part of the facility. It was there we discovered a white '66 Corvair Monza giving all the shiny new Porsches and BMWs a good spanking. And you know that's a good time. A closer look at this slick little piece and a chat with the owners, dad John and son Cory Black, closed the deal for us. We had to share.

The CorVin8er, as John and Cory call their creation, began as a high school class project for Cory. John has always been a big fan of the Corvair, including the Crown and Kelmark V8 conversions from decades ago. Rodders who were around in the '60s and '70s will remember those mid-engine Corvair deals. The package had tremendous appeal--in theory, anyway. In practice, there were some problems. John and Cory have solved them with savvy parts-scrounging and sound, practical engineering.

One weak point of the original mid-engine Corvair setups was their reliance on the stock transaxle. It's just too flimsy to withstand V8 torque, especially in standing starts. John went his own way, assembling a driveline that consists of a drag racestyle shorty Powerglide coupled directly with a C5 Corvette rear centersection. Now here's the hilarious part, in John's words: "I discovered that a C5 Corvette differential had a 27-spline pinion gear. I knew the

Powerglide had a 27-spline output shaft, and with a cheap eBay differential, I experimented. It fit like it was meant to be there." Is that neat or what?

The rest of the necessary pieces were fabbed up by John and Cory with the aid of their 100-year-old lathe. The '67 Powerglide is equipped with a transbrake, a manual valvebody, and a 3,500-rpm-stall converter and has had its tailhousing



amputated. The resulting assembly is plenty stout enough for their 383ci small-block and still modest enough in length to allow sufficient legroom in the front of the Corvair's cabin. The powertrain is rigidly mounted at both ends to a pair of rectangular steel tubing rails that also serve as frame connectors for unibody.

The independent rear suspension is a mix of Corvair, Corvette, and fabricated pieces and was engineered to be fully adjustable to facilitate chassis tuning. The front end uses a GM intermediate-style steering box which enables power steering--with new, shorter

steering arms made by John to get the Ackerman and bumpsteer just where he wanted them. Brakes are four-piston Wilwood at the front on fabricated mounts (no store-bought pieces available), while the rear brakes are Cadillac Eldorado, operated by a Wilwood master cylinder in the stock Corvair location.

The CorVin8er has met and exceeded all its objectives--and without breaking the bank. The car is a sweetheart on the street. At 2,890 pounds, it drives like a big, happy go-kart. The combination works like a champ everywhere: at the strip, where it runs 12 flat at 115 mph; on the road course, where it corners on the proverbial rails; or at the autocross, where we first encountered the CorVin8er. The car practically owns its category at the annual Pittsburgh Grand Prix, where it's finished First or Second for the past five years. Most important, Cory got an A+ on his high school project and has since gone on to the University of Pittsburgh to receive his mechanical engineering degree. This makes dad John, an aircraft mechanics instructor by trade, very proud. Mission accomplished, CorVin8er.





TUCSON CORVAIR ASSOCIATION
Established 1975

TCA 2024/5 Events at a Glance

The **Corvairsation** is a quarterly 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) as Chapter 357.

Membership dues are \$25 per year for individuals. Make checks payable to the Tucson Corvair Association and mail to the TCA Treasurer.

Change of Address: Report any change of address or phone number by emailing changes to tucsoncorvairs@yahoo.com

CORSA membership dues are \$45 per year (\$90 for 26 months) and include a subscription to the CORSA Communiqué, a monthly publication. Rates are \$37 per year and \$74 for 26 months for a "virtual" membership. CORSA memberships is not required for membership in the Tucson Corvair Association, but is highly recommended. See any TCA officer for more information.

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3rd Sat of each month

Monthly Meetings: 9:00am, Old Times Kafe, 1485 W Prince Rd, Tucson, Arizona

Sat, Oct 18, 2024

Tucson Classics Car Show: 10a to 4p, Gregory School, 3231 N Craycroft, Tucson

Oct 25-28, 2024

Great Western Fan Belt Toss & Swap Meet, Sunrise Park, Palm Springs, Ca

May 19-24, 2025

CORSA International Convention, Santa Monica, CA

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So now cocaine is legal in Oregon, but straws aren't. That must be frustrating.

Still trying to get my head around the fact that 'Take Out' can mean food, dating, or murder.

I, too, was once a male trapped in a female body...but then my mother gave birth.

How did doctors come to the conclusion that exercise prolongs life, when.....the rabbit is always jumping but only lives for around two year, and.....the turtle that doesn't exercise at all and lives over 200 years?

FINDING THE RIGHT DISTRIBUTOR

by GARY JARVIS

A distributor is pretty reliable, in fact, most of them will outlast several engines. Because of this many units that have parted company with one engine will find a new home in another. The most popular swap of this type is the 65-66 140 hp distributor used for high-performance applications. The problem here is that this distributor will not always be the best choice, and if installed without certain guidelines followed, it will actually hurt performance.

The problem of swapping distributors is compounded by the fact that 15 or more different models were used on Corvairs. While they look almost identical from the outside, the advance characteristics are entirely different, and some disastrous combinations can result.

Two different types of distributors were used on Corvair engines. In 1960-61 a General Motors model was used and it had the mechanical advance located under the distributor cap itself. While the advance mechanism is easier to service, this distributor is second choice for reliability and performance. It can be quickly identified by the longer looking distributor cap and the apparent lack of a distributor body. Chevy no longer produces this model and advises replacement with the 62-69 model, which is a Delco-Remy design.

The Delco-Remy model has the advance mechanism located under the point breaker plate and is easily identified by the short distributor cap and large distributor body. Identifying this model is made simple by the Chevy part number stamped on the housing. A list of distributor specifications is extremely helpful in identifying the various 62-69 models. By juggling around the numbers and knowing the engine you plan to use, it is possible to pick the distributor best suited to your needs.

Let's look closer at how to use distributor specifications to aid in the selection of a certain model. The two important numbers used on the chart are the Initial timing and the full Centrifugal advance in degrees. The initial timing is set by using a timing light and rotating the distributor itself to the starting point for the distributor's added centrifugal advance. The theory here is that as the engine speeds up the spark plug must get the spark sooner for maximum power to result.

The springs and weights that make up the distributor's mechanical advance unit automatically advance the timing further ahead as the engine speeds up. From these two sources, total advance can be established (initial advance + mechanical advance = total advance). A general rule of thumb for Corvair engines is to keep total advance around 34-36 degrees. Some engines will ping at this point, others will tolerate near 40 degrees. 34-36 degrees is a good starting point to experiment from with your engine.

Here is a list of various combinations that are possible and some that are disastrous. The ultimate solution is modifying a distributor you have on hand to the specs your engine calls for. It's simple, inexpensive, uses stock Chevy parts that are still available and will be the subject of future tech articles.



'62—'69 Distributor



'60—'61 Distributor

2024 Corvair Spring Fling



On Saturday April 20, 2024, The Club held it's first, of hopefully many, Corvair Spring Fling at the Catalina State Park near Oro Valley, Arizona.



COMBINATIONS

1) '65 110 hp, from Powerglide to 4-speed:

no change in timing

2) '69 standard to automatic -engine remains the same

	Initial advance		Dist Advance		Total
110 hp std.	4°	+	26°	=	30°
w/std distributor					

110 hp auto.	12	+	26°	=	38°
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w/st d distributor note: 38° may cause pinging with an AIR engine)

3) '63 80 hp std. distributor in a 1963 150 hp turbo

	Initial		Dist.		Total
	24°	+	32°	=	56°

Note: 56° advance would destroy a turbocharged motor.

4) '65 140 hp distributor in '69 140 hp manual or auto.

	Initial		Dist.		Total
	4°	+	18°	=	22°

Note: 22° results in lack of power, poor economy.

5) '65 110 hp with 65 turbo distributor

	14°	+	18°	=	32°
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Note: Distributor advance occurs at 4100 rpm, about 3000 rpm too high to be useful in a 110 hp motor.

6) Changing '65 110 hp to 140 hp engine, using the 110 hp dist.

	18°	+	20°	=	38°
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Note: This combination will work, but may cause pinging, necessitating a decrease of 2-3° in initial timing. Also, the 140 hp distributor has all advance in by 2800 rpm, while the 110 hp model takes until 4800 rpm to achieve full advance. This can hurt overall performance slightly.

CORVAIR DISTRIBUTOR SPECIFICATIONS

at rpm

Year	Model	Part #	Initial Timing	Advance Start	Full Advance
'62	80 hp std	110269	4°	0°-2°/1200	34°/3600
	80 hp auto	110271	13°	0°-4°/1600rpm	26°/3700
	102 hp std	110272	13°	0°-4°/850	26°/4800
	102 hp auto	110278	13°	0°-4°/1850	22°/4100
	150 hp turbo	110290	24°	0°-2°/3900	12°/4500
'63	80 hp std	110294	4°	0°-2°/600	32°/3600
	80hp auto	110295	13°	0°-2°/1400	24°/3700
	102 hp std	110296	13°	0°-2°/700	24°/4800
	102 hp auto	110297	13°	0°-2°/1600	20°/4100
	150 hp turbo	110228	24°	0°-2°/900	12°/4500
'64	95 hp std	110310	2°	2°/900	28°/4200
	95 hp .auto	110311	10°	2°/1950	2°/4200
	110 hp all	110319	12°	12°/1000	20°/4800
	150 hp std	110314	24°	2°/4000	12°/4500
'65-'67	95 hp std	110310	6°	2°/900	28°/4200
	95 hp auto	110311	4°	2°/1950	20°/4200
	110 hp all	110312	14°	2°/1000	20°/4800
'65-'66	180 hp all	110329	24°	2°/4100	18°/4500
	140 hp all	110330	18°	2°/100	18°/2800
'67	95 hp AIR	110369	0°	0°/900	40°/4400
	110 hp AIR	110389	4°	0°/900	26°/4400
'68	95 hp std	110434	6°	0°/900	28°/4200
	95 hp auto	110311	14°	0°/1700	20°/4200
	110 hp std	110389	4°	0°/900	26°/4400
	110 hp auto	110319	12°	0°/800	20°/4800
	140 hp all	110371	4°	0°/900	32°/3000
'69	95hp std	110452	6°	0°/900	28°/4200
	95 hp auto	110453	14°	0°/1700	20°/4200'
	110 hp std	110454	4°	0°/900	26°/4400
	110 hp auto	110455	12°	0°/800	20°/4800
	140 hp all	110454	4°	0°/900	26°/4400

Editor's Note: This article appeared in the August 1976 Corvairsation

The Monza name plate has been defiled once again!!

Our beloved Monza name plate has been thrown about like yesterday's garbage. It all started in the early 60's with the beautiful Corvair Monza. In the mid 70s the Monza took a step down after the failure of the Chevy Vega when the Vega platform was used to create a second Monza. Over the years the Monza name was used on several other sub-standard automobiles.

Recently, GM introduced yet another Monza. This Monza is produced in China and is positioned one step below the Chevy Cruise.

Will the blasphemy never end??



**Too much time
on their hands!!**