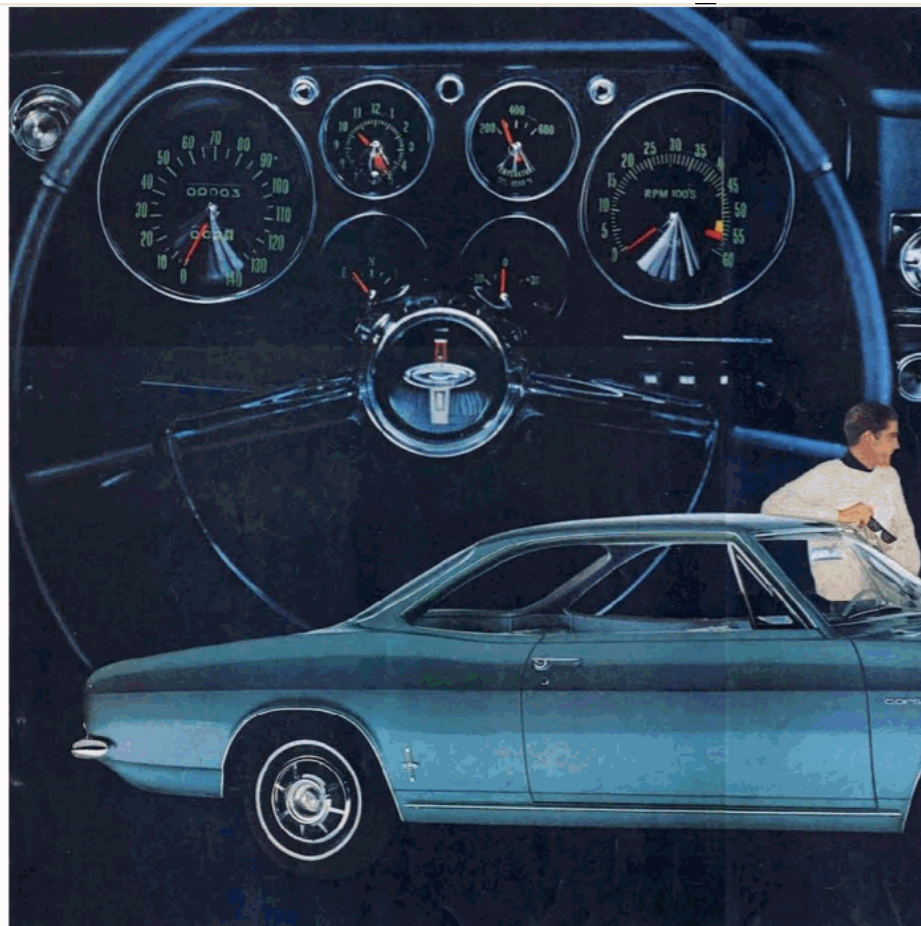


## From family car to sports car!!



You speak independent suspension, four-on-the-floor, bucket seats and like that? We hear you, yes, we do.

### '66 CORVAIR '66 CORVETTE

Now you can sample America's sportiest looking, sportiest acting low-priced car for 1966: Corvair by Chevrolet. A lot's new. Trim touches here and there. Adjustable headrests you can add if you like. A new fully-synchronized 3-speed for creamy smooth shifting.

A lot's not new. You still get bucket seats in Corsas and Monzas. Corvair's engine still rides in back so you go when other cars won't. It's still air-cooled—away with water and hoses and antifreeze! You still get a big choice in flares, from our 90-hp mixer to the 180-hp Turbo-Charged version you can order in Corsas. The '66 Corvair: for people who like to drive.

Now you hear the big news about Corvette by Chevrolet. For 1966, it's horsepower! Standard V8 is 327 cu. in., 300 hp. There's a 350-hp edition you can order, too. You swoonbuilders just ask, and we'll drop in our new Turbo-det 427 under its own high-domed hood. "Street" version's 390 hp with a 4-bbl and hydraulic lifters. The performance engine (special cast, solid lifters and more) cranks out 425 hp!

And Corvette knows how to handle all this, full independent suspension, sports-car steering, four-wheel disc brakes. If a package like this doesn't tempt you into the '66 Corvette, just look how it's wrapped.



Corvette Sting Ray Sport Coupe

Corvair Corsair Sport Coupe—All this and more. Turn the page...



**CORVAIR BY CHEVROLET**  
THE PRESTIGE CAR IN ITS CLASS





## TUCSON CORVAIR ASSOCIATION

Established 1975

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](mailto: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.

**Business Mailing Address:** 4842 W Paseo de las Colinas, Tucson, Arizona 85745

**Website:** [www.corvairs.org](http://www.corvairs.org). Email address: [tucsoncorvairs@yahoo.com](mailto:tucsoncorvairs@yahoo.com)

# TCA 2025 Events at a Glance

**3rd Sat of  
each month**

**Monthly Meetings:** 9:00am, Rudy's BBQ, 2130 E Ajo Way, Tucson, Arizona. **NEXT MEETING IN SEPTEMBER.**

**October, 24  
-26, 2025**

Great Western Fan Belt Toss & Swap Meet, DoubleTree by Hilton Golf Resort Palm Springs  
67967 Vista Chino, Cathedral City, CA 92234

**Sat, April 6,  
2026**

Chevy Showdown, Desert Diamond Casino, Sahuarita, Arizona

**June 22-26,  
2026**

CORSA International Convention:  
Gettysburg, PA

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## Trailer Power

Several years ago at the Great Western Fan Belt Toss and Swap Meet in Palm Springs, a fellow enthusiast showed up with a Corvair powered trailer that he towed with his Greenbrier and another Corvair loaded on board. He had it set up so that he could control the trailer motor from the cab of his Greenbrier. It turns out that towing a trailer with a car on it with a Greenbrier has a bit of a problem going up even the slightest of hills. Problem solved!!



## This Date In History

Eva (Corvair Lady) McGuire

May 14th commemorates the 55th anniversary of the last day of Corvair production which took place at the Willow Run Assembly Plant in Ypsilanti Twp., Michigan, with the press, Willow Run officials, and some GM Executives in attendance.

In its last year of production, a total of 6,000 1969 Corvairs were built at Willow Run. On May 14, 1969, at the historic time of 1:30 PM, the last made Olympic Gold Monza coupe (car #6000) rolled out of the plant, was placed in a covered truck, taken downtown to GM's garage, and was never seen again. This left the Corvair



world an unsolved mystery as to its whereabouts all these many years as it was never issued an MSO nor was it ever registered. My confidential sources told me that car #6000 was scrapped due to the infighting of those who wanted to own the last made 1969 Corvair.

There were a few historic pictures taken on May 14, 1969, and Mr. Joe Strayhorn, former Senior Reliability Engineer and Superintendent of the 6,000 1969 Corvairs made, was the last known person to be photographed in car #6000. I've attached some photos from that day including some very rare ones I'm privileged to share from the private collection of Mr. Strayhorn when I first interviewed him several years ago. Unfortunately, Joe has since passed away.

There were also a couple of news clippings about those last Corvairs including car #6000 and a photo of the next to the last Corvair, car #5999. Car #5999 wouldn't start; resulting in a backfire condition, and the car had to be pushed aside to make way for car #6000 to roll out.

I had a former Willow Run auto worker relay this little unknown gem of a story on the last day of Corvair production... When he and his fellow workers saw the last made car passing by, those who wore hats took them off and placed them over their hearts to pay homage and tribute to a car they were Vairy proud and honored to make. That says a lot about how these guys felt about making our favorite air-cooled vehicle.

Corvair Fun facts: Mr. Linus "Pete" Rausch was the only known gentleman who was photographed in two historic Corvair production moments at Willow Run: As the Corvair Plant Manger in 1959, he officially drove the first production made 1960 Corvair (car #1) off the assembly line and was also photographed in the last made 1969 Corvair (car #6000). The first and the last. This would make for a good trivia question for Corvair aficionados.

Due to a high demand of Novas being made (producing around 57 cars an hour with three Corvairs running on the line in between); the Corvair was taken off the main assembly line in mid November of 1968. From there, a separate "Corvair Room" was created to hand assemble the remaining 1969 cars. On November 15, 1968, the firsthand assembled pilot line car (#2195) was built. According to Joe Casey, Supervisor of the Corvair Room, they only built one convertible in a day because he said, "They were a pain in the a\$% to make."

Other facts: Corvairs were produced for model years 1960-1969 with a U.S. production total of 1,786,243 vehicles made (with the vast majority of them being made at Willow Run = 1,397,698 out of that total). The grand total number of 1,786,243 Corvairs made does not include Canadian or CKD cars built which would put the ultimate total just over 1.8 million. The dream began in 1960 with just over 250,000 cars made in the U. S. In its last year of production, a total of 6,000 1969 Corvairs were built at Willow Run (of which 521 were convertibles).

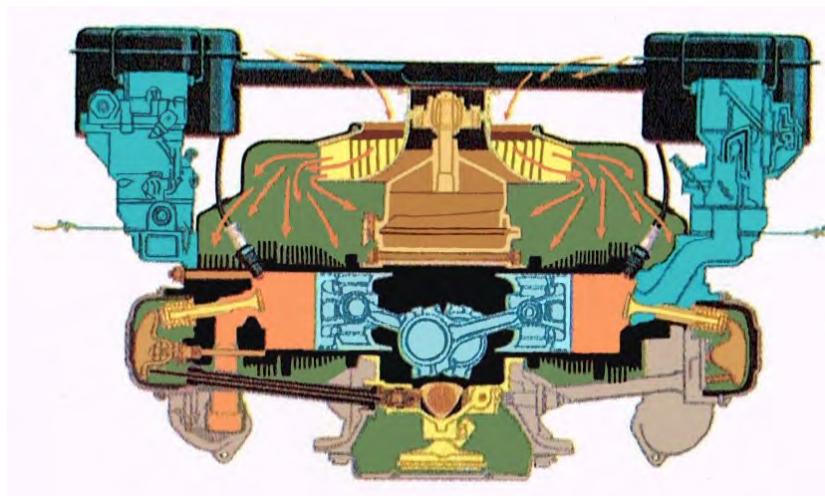
For rare film footage taken on May 14, 1969, of the last Corvair made (car #6000), please click on the link below for the Walter Cronkite news report announcing the last day of production (by the way, the announcer made a mistake, the first day of production was July 7, 1959 (not July 5th): [youtu.be/VNKHvMwC4](https://youtu.be/VNKHvMwC4).



*Fresh Cooling air ducted directly the cooling fan!*



This car was seen for sale in February 2025:  
65 Special Arizona Edition



There have been many articles about “balancing” Corvair carburetors. For the Corvair engine to operate at its highest efficiency, the carburetors must be balanced. What is sometimes overlooked is that “balancing” and “synchronizing” are not the same thing. For success, the adjustment process is iterative\*. Thus, this article.

## Balancing:

“Balancing” is typically conducted at idle speed. It is both the first step and the last step in “synchronizing”.

The Corvair engine is essentially two (2) three (3) cylinder opposed “engines” sharing a common crankshaft. Remove the carburetors and crank the engine with the starter and for one part of the four (4) engine cycles, the engine is an air compressor. Atmospheric air enters, is compressed and is exhausted.

Now add the carburetors. That “air” mixture becomes a “fuel/air” mixture. The gas mixture characteristics change. The gas density changes given the resulting “carbureted” fuel vapor and emulsion. The temperature may even change as the fuel evaporates.

To truly balance carburetors, the resulting air/fuel characteristics of each “engine” must be the same. Some balancing techniques measure the **intake air flow**. Others measure the **intake manifold pressure**. Yet others measure the **head temperature** assuming balanced combustion equals balanced temperatures.

These methods assume the engine displacement on the right or left heads are identical and that the carburetors have the same air flow and fuel characteristics. They also assume that the connecting linkage responds in the same manner to each carburetor.

Balancing using the **intake air flow** relies on the characteristics of the intake atmospheric air and not the impact of the fuel on the mixture. The intake air is a surrogate to determine balance if both carburetors are identical in flow characteristics. The measurement is obtained by removing the air cleaner and intake plenum and using an air flow measuring device like the “Snail” (Pro-Sync Carburetor Synchronizer Tool, or equal). If the Snail is applied to each carburetor and the same reading is obtained, then the carburetors are considered “balanced”.

## Uni-Syn Carburetor Synchronizer Measuring Device

The Uni-Syn operates using a venturi through which the incoming air must pass. The higher the air speed the lower the pressure reading. If the carburetors themselves are identical, each “three-cylinder engine” is therefore balanced. Using the **intake manifold pressure**, a reading of the combined air AND fuel flow characteristics are measured. The sensing port is the one used for the choke pull-off, Therefore the port location is after the fuel delivery portion of the carburetor. GM made this measurement using mercury filled manometers. If the height of the mercury column is the same for each cylinder head, the mixture flow is balanced. If one wants to favor the flow to the head using the manifold reading that controls the vacuum advance as suggested by GM, the carburetors can be adjusted to favor the flow to that cylinder head. The null reading Dwyer (Dwyer Instruments) gauge performs the same task but without the mercury. The Dwyer does have a diaphragm material that is less resistant to gasoline vapors, so the gauge is used for short durations but there is no need to remove the air cleaner, etc.

Using **head temperature**, a non-contact temperature gauge is used to measure the head temperature at a common point below the carburetor insulator/gasket pack. This reading assumes that uniform head temperature means the combustion is the same thus is balanced. Some Corvair mechanics can sense whether dual exhaust Corvair engines are balanced by “feeling” the exhaust temperature at each exhaust pipe. Same temperature, balanced.

## Synchronizing:

Being balanced doesn’t necessarily mean the carburetors are “synchronized”. Synchronized means that the carburetors respond in unison to the accelerator pedal. Thus, “slop” in the control linkage can adversely affect even “balanced” carburetors. Accelerator pump actuation differences can also upset the balance between the right and left “engines”.

To synchronize, the linkage is adjusted after balancing at idle. First the linkage slack is removed and then the linkage is adjusted at an engine speed above idle (about 1000-1200 rpm or

## Carburetor Balancing *(continued)*

so). First, one carburetor is held "fixed" by holding that carburetor open slightly using a wedge (popsicle stick, feeler gauge, rubber band, or the like) between the idle speed screw and the throttle fulcrum at the carburetor. For adjustment, the adjustable linkage has a retainer clip on one "engine" (this can vary at least from my experience), a threaded swivel and a threaded actuating rod connected to the carburetor cross shaft. That clip is released so that the threaded linkage rod can be disengaged and be turned to adjust the carburetor that is not held a bit open.

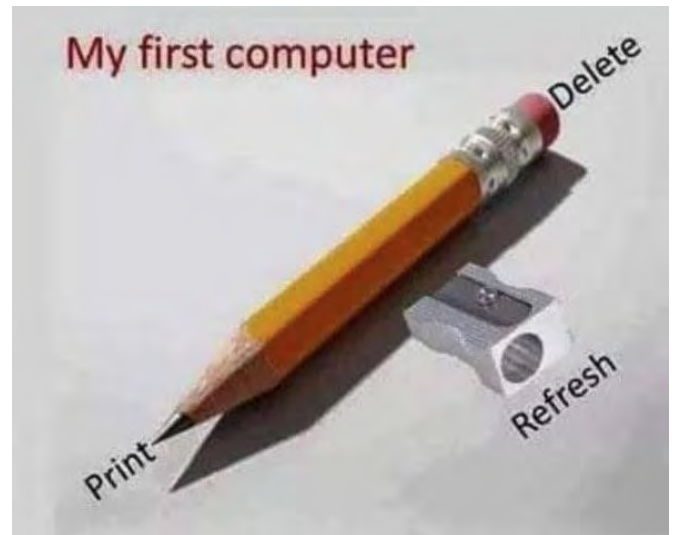
The threaded linkage allows one full turn in or out to make an adjustment. Crude but good enough. The carburetors are now "balanced" again at this higher rpm by turning the threaded linkage in or out to achieve a balance. The linkage is pulled upward to reduce the tendency of the throttle to open and to remove slop. The link "hook" is then slid into the carburetor cross shaft using the clip to hold the link in place.

The "wedge" or whatever is then removed. The cross shaft main throttle spring will then bring the carburetors to the idle position...but the carburetors may not now be balanced because the idle speed screws have landed on a point on the carburetor fulcrum that is now modified by the linkage adjustment. Most likely only very fine rebalancing may be needed but should be performed.

\*Iterative: repetition of an action in sequence or a cycle of operations to achieve a desired result but that invariably takes longer than just guessing.



Uni-Syn Carburetor Synchronizer



**Marry a girl who says things  
like: "I'm proud of you"  
"I had fun tonight"  
"I appreciate you"  
"700hp seems completely  
reasonable for a family car"**

Bear walks into a bar and says, "One  
whiskey and.....one coke."

"Why the big pause?" asks the  
bartender.

"I don't know," says the bear, "I was  
born with them."