

# Corvairisation

TUCSON CORVAIR ASSOCIATION

VOL 1 ISSUE 4



TUCSON  
*Corvair*  
ASSOCIATION

TUCSON, ARIZONA July 76





July 76

THE SEPTEMBER 1976 NEWSLETTER OF THE TUCSON CORVAIR ASSOCIATION

1. Another busy month. I have a tiger by the tail at the U of A. I don't need a Corvair mechanic, I need a Math mechanic. Oh, well. As stated in the July minutes, I met with the U of A Dean of Students concerning our use of the Student Union for association meetings. The Board was receptive to our application, however, the mandate under which the Student Union operates requires officers of any organization using the union to be students or faculty members of the UofA. This would require a change in our constitution and deny our members that were not students or faculty members the privilege of holding office. I don't think we can live with that, however we will discuss it at the meeting.

The feedback from the "Gimmick Rally" was mostly "con". Seems the rules were ambiguous and the course a bit too long. I apologize for not being there, but my allegiance that night was to the Tucson Dragway.

I certainly enjoyed the gathering last Sunday at Randolph Park. I know it was short notice for many of you and I appreciate your support. Our 17 cars looked great and the Phoenix club enjoyed the opportunity to look at some different Corvairs for a change. Mark McKenna's paint job and John DiLauro's sign attracted quite a few non-Corvair owners to admire our cars. The Phoenix club would like to meet at Picacho Peak one Sunday in November for a similar get together. I'm still thinking about a tune-up clinic/ picnic some time in October. Think about it.

Lee Vader's son was rear ended in Phoenix last week. He was not hurt seriously however, the Corvair suffered considerable damage. That's two unavoidable accidents in the past two months; a heck of a way to get our Corvairs off the street.

John North will be working in Michigan and the adjacent states for the next six months. We will miss his expertise and wish him the best of luck.

I have included two technical articles in this newsletter, one was copied from the Long Island Corvair Association newsletter and the other ordered from Clark's Corvair Parts.

SEE YOU AT THE MEETING

2. Have you ever had your engine start running rough for no apparent reason? Plugs, harness, points, condenser, timing all check OK. Pull one lead from the distributor and it runs smooth as silk. Problem-Distributor cap cracked between two terminals and one spark impulse is attempting to fire two cylinders at the same time. This can also happen right after you wash your engine and some moisture seeps into the distributor cap.

3. Talk about mechanics! I watched three wrenchers remove and replace the following from an engine in a little under two hours time: the supercharger, both heads, one piston, two rod bearings plus an intake and exhaust valve. In addition, they ground the two valves and honed out the cylinder. This was done under ideal working conditions; in the dirt, at night( their aux power unit failed halfway through the project and they had to use flashlights part of the time). Oh, something else, the engine was in a car that had just made a 200 plus mph run down the Tucson Dragstrip and the supercharger had blown off the engine when passing the timing lights at the end of the quarter mile. The car won

3. Cont. its next race. That's part of the behind the scenes action at the Tucson Dragway this past Saturday night. I won't tell you what happened to my son's car.

4. Just to keep you guessing, the meeting will be at Randolph Park this month. Time 7:30 P.M., Tuesday, September the 28th. The address is 200 South Alvernon; The first building on the right after the tennis courts heading South off Broadway. Remember, we have to elect a vice-president during this meeting. Therefore, to express the desires of the majority we will need max attendance.

5. We still have a money problem reproducing the newsletter. I guess the copier Dave Stafford used to print our last newsletter has never been the same.

6. The Phoenix club is having a car show October 9 & 10. Cars will have to be in place prior to the shops in the Mall opening on Saturday morning and will remain parked in the Mall Saturday night and until closing on Sunday. The purpose of the show is to exhibit the Corvairs and no judging will take place. I hope to have more details by next Tuesday.

#### FOR SALE

Two Blue Bucket for a 1965 Convertible. Good Condition. Frank McKenna 885-8571

12 Plate oil cooler for 140.; 3 plate oil cooler for 1966, Steering gear for 1966. 140 Distributor, tail light lens for 1962 (new still in the box) Left muffler bracket (140). John North 326-2086

1966 Corvair 4dr. Power Sludge, engine needs work Frank McKenna 885-8571

1963 SPYDER distributor Ted Lloyd 885-7766

#### ASSOCIATION EXPERTS

Seat Covers, Convertible Tops, Custom Interiors --- Jake Webster--  
J&F Auto Upholstery 294-2630

Pin Striping, distinctive lettering, art work ---- John DiLauro--  
D-Signs & Art 747-7272



INSTRUCTIONS FOR TURNING BACK ALL ODOMETERS ON ROUND  
SPEEDOMETERS (Spydors, Corsas, and all 1955-69 Corvairs)  
and all 1960-1964 regular speedometers

G22

1. Remove speedometer from dash.
2. Have hands clean so you don't soil the numbers.
3. Remove the 2 screws that hold the face on -- (there is no need to remove needle on face).
4. Find black piece of metal (brass colored on 1960-64 except "Spyder" at end of number tumbler opposite gear end - pull this out with pliers. (note how it is installed)
5. Carefully move face forward, push number tumbler towards the end you just removed metal from, until you completely remove number tumbler.
6. Hold number tumbler with gear end in your right hand and the 5 metal tabs down towards table - the numbers that are on the direct opposite side from these tabs are the ones that show in the odometer.
7. The metal tabs must stay lined up or be moved as instructed.
8. Hold all tabs in place (down towards table) except the one farthest from gear end. Turn this tab (move tab-tumbler will move itself) such that it is going counter clock wise, as looked at from non-gear end. Continue to turn it completely around the tumbler until 0 shows on top (directly opposite the tabs) when this tab is in line with others.
9. Now hold all tabs except the 2 farthest from gear end - turn these 2 together in the same way you did in Step #7 until both show 0 on top when the 2 tabs are lined with other tabs.
10. Now hold all tabs except the 3 farthest from gear end - turn these 3 together in the same way as in Step 7 & 8 until zeros show on top when all tabs are aligned - continue this process until no tabs are left to hold - the 10ths can then be adjusted while you hold the tabs. (On Corsas the 10ths don't show anyway).
10. Keep the tabs lined up and install number tumbler back in speedometer (and without gear goes in first). **BESURE THE TABS ALL ENGAGE ON THE BAR** - this holds them in place, engage gear - re-install metal holding piece removed in Step 4.



← This side always is towards backside of face of speedometer

BE SURE TABS ARE ALL ENGAGED

11. Center speedometer face and reinstall 2 screws.
12. With your fingers you can now align all zeros so they are level and evenly placed in opening.
13. If you don't have zeros showing but instead have all 9's or all 1's you went too far in one direction each time. Remove and repeat steps carefully.

27,783

---

# 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.

continued on other side----->

DISTRIBUTORS, CONTINUED

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. w/std distributor	4°	+	26°	= 30°
110 hp auto. w/std distributor	12°	+	26°	= 38°

( 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°

(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°

(22° results in lack of power, poor economy)

5) 65 110 hp with 65 turbo distributor

	14°	+	18°	= 32°
--	-----	---	-----	-------

(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°
--	-----	---	-----	-------

(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

Year	Model	Part #	Initial timing	at rpm	
				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 turbe	110290	24°	0-2°/3900	12°/4500
63	80 hp std	110294	4°	0-2°/600	32°/3600
	80 hp 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	110298	24°	0-2°/3900	12°/4500

continued on next page....

## DISTRIBUTORS, continued

Year	Model	Part #	Initial Timing	Advance Start	Full Advance
64	95 hp std	110310	2°	2/900	28/4200
	95 hp auto	110311	10°	2/1950	20/4200
	110 hp all	110319	12°	2/1000	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	14°	2/1950	20/4200
	110 hp all	110319	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	95 hp 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