

Corvairisation

TUCSON CORVAIR ASSOCIATION

TUCSON, ARIZONA

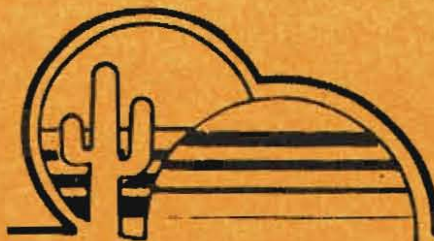
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1961





TUCSON CORVAIR ASSOCIATION

CORVAIRSATION is a monthly publication of the TUCSON CORVAIR ASSOCIATION, which is dedicated to the reservation of the Corvair model of the Chevrolet Motor Division. The Tucson Corvair Association is a chartered member of the CORVAIR SOCIETY OF AMERICA (COSA).

MONTHLY MEETING are held on the 4th Wednesday of each month except December. One technical/social event is planned for each month except July and August.

MEMBERSHIP DUES are \$10 per year and are payable to the TUCSON CORVAIR ASSOCIATION through the Membership Chairman.

COSA MEMBERSHIP DUES are \$22 per year and include a subscription to the COSA Communique, a monthly publication. See a TCA Officer for a membership application.

CLASSIFIED ADS are FREE to all TCA members and are \$1.00 per line to others. The deadline for materials submitted for publication is the 10th of the month for that month's issue. Mail or deliver all materials to the Corvairsation Editor.

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Current TCA Officer,
Mark McKenna, Bob Gay,
Carole Sanford, and the
Corvairsation Editor.

From the President...

Last month we went back to some of our old ways with a parking lot swap meet. I didn't see any items change hands, but it was interesting seeing the variety of good things available. Do you know the difference between a 1965 and 1966 "Corvair" script logo? Those are two things you learn when talking swap. I hope you will bring your swap items again this month.

The mid-month activities start again in September with a tour to Kitt Peak. This is something special that Alan Atwood is planning.

Dave Thompson is the new Can Man. Dave and Maureen have been faithful supporters of the TCA. Thanks, Dave, for volunteering for this job. Dave has a Greenbrier, so he is well prepared for the job. Bring your cans to the meeting so Dave won't go home empty-handed.

I finally got through the data of the "Owners' Survey". You will find the summary elsewhere in this issue. Thanks for your interesting inputs. We will have additional survey blanks at the meeting. If you haven't filled one out, do it. We would like to get your feelings about Corvairs.

Jim Robinson

NON-MEMBERS:

We would like to join the Tucson Corvair Association. We will send you three complimentary issues of the Corvairsation and welcome you to all of our activities. This is a great chance to get to know us. No matter what your Corvair interests are, you'll find a lot of good folks with similar interests in the Tucson Corvair Association. If you decide to join us, the dues are \$10.00 per year.

The regular monthly meeting of the Tucson Corvair Association was called to order at 7:45 PM by President Don Robinson at the Picadilly Cafeteria at 6767 E. Broadway, Tucson, Arizona, on Wednesday July 23, 1986.

The minutes of the previous meeting were approved as corrected by the changing Mr. Post's first name to Mack.

Under old business, the National Convention begins this week and Gordon Cauble and his wife are among those attending this affair in Grand Rapids, Michigan.

New business, Alan Atwood announced that he had the Clark's Corvair Parts, Inc. Catalog for 1986-87 on sale. Carol Sanford gave reports on several of our members who have moved away, and the librarian, Dave Baker gave a brief announcement on what he has for the members to use.

It was announced that Don Chastain is our Custodian of some tools that are available for use, including a tow bar, blower bearing luber, and differential brackets. The Chastains have moved to their new home at 7041 Crestline.

One guest was introduced.

After the break, the drawing of the door prizes was held. The gifts were donated by Cunningham Corvair, Inc. (formerly known as The Boys from Barneys) and the Tucson Corvair Association. Alan Atwood won the license plate prize and the other gifts were won by Larry Dandridge, Ernie Alloy, Ed Sanford, Betty Chastain and yours truly.

A short tech session followed concerning checking compression and tires.

The meeting was adjourned at 8:35.

Respectfully submitted,

Leverly

OWNERS' SURVEY - SECOND REPORT

Here we go again --- stuff from the original Owners' Survey filled out by eighteen people/families a couple of months ago. The ownership and preferences was not really what I expected. Nine people owned cars during their production years '60 to '69. None of the respondents first owned Corvairs between 1967 and 1972.

Would you buy another (Corvair)? Fifteen said "yes" and one said "no"! Two surveys had a question mark.

What production car would you purchase today that is equivalent to a Corvair? There were two question marks and two blanks. Two people indicated that their Corvair replacement needs to be tough. One chose an MG Unimog and the other chose a Chevy truck. Cavalier and Fiero received two votes each. Other preferences were Porsche, Nissan Maxima, Honda, Corvette, and a Ford. There were four blanks or question marks; one said there is nothing as good and one wrote "funny".

In the problem area, by far the biggest complaint was the quality of gasoline they can buy for their cars. Eight people mentioned gas or engine knock. Three people complained of oil leaks. Alignment, suspension, paint and lack of parts availability were all mentioned by at least two people. Several people were using gas additives and most people do preventive maintenance. Patience, viton seals and keeping engine temperature down were mentioned as special fixes.

Everyone does some of their own maintenance and many do most everything to keep their Corvairs running. The local Corvair shop (Cunningham's) gets work some don't do or don't want to do.

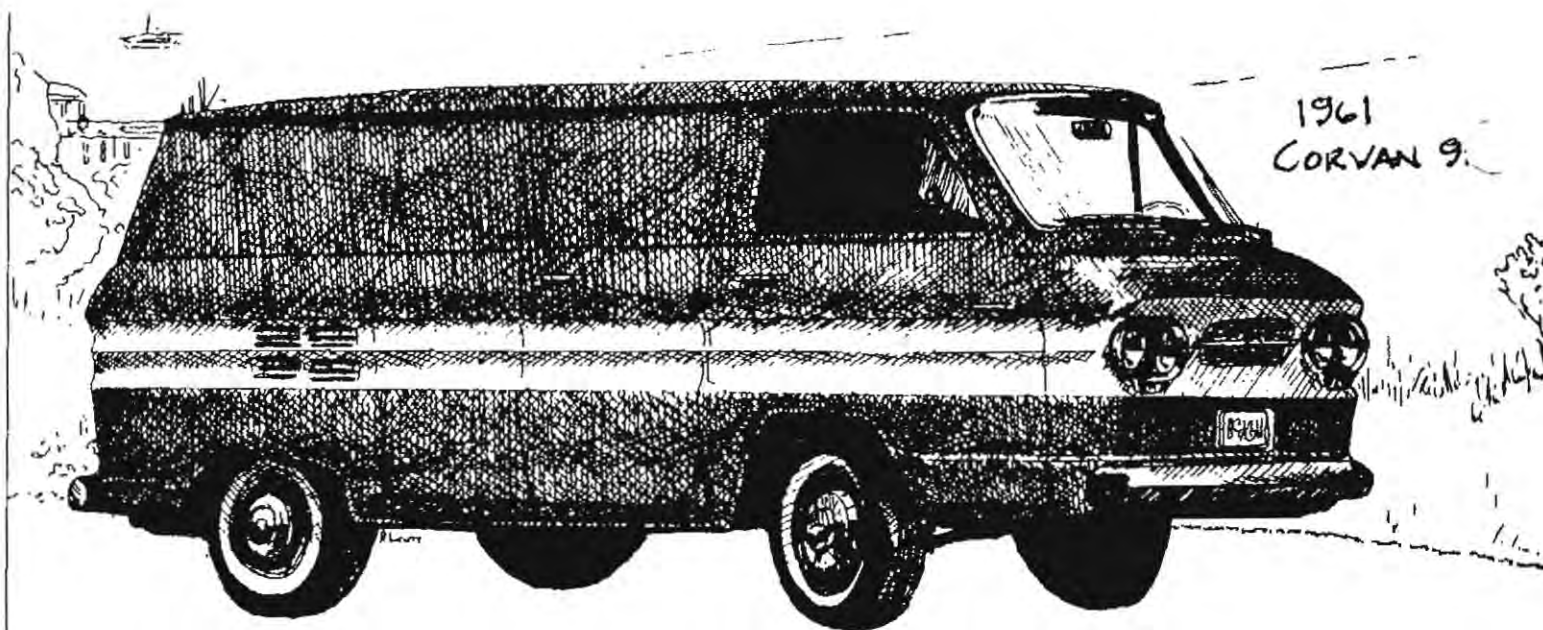
Two people mentioned that they were not satisfied with their maintenance for reason or another. One said "No", his car was unappreciative. All other said "Yes", they liked the way their car was maintained.

The best features indicated by the respondents about their Corvairs was no surprise to me, nor would they be to others who have owned them --- handling, easy and fun to drive, economy, styling, size --- all of the superlatives were mentioned many times. It's obvious most would agree with the statement "Corvairs may be the best car ever built by Chevrolet".

The feature most would add to make their car more appealing was a 3-speed automatic transmission, four people mentioning it. More power, disk brakes, better engine cooling, wider tires, better radio and air conditioning were mentioned by some.

Favorite model? It's a draw between the '64 Spyder and a '66 Corsa coupe/convertible. Why? Timeless style and handling were the big reasons.

Don Robinson



LIBRARY INVENTORY
TUCSON CORVAIR ASSOCIATION

Corvair Shop Manuals 1960
1961
1962-63
1964-Supplement
1965-Chassis Shop Manual
1967-Supplement
1968
1969-Chassis Shop Manual

The Auto Body Repair
The Auto Repair Book
How To Keep Your Corvair Alive
Chassis and Body Parts Catalog, 1960-1969
Servicing the Corvair-Powerglide Transmissions
Corvair Reference Guide, 1977
Clark's Corvair Parts Catalog, 1982 and 1986-87
American Corvair Parts Catalog, 1978
Corvair Underground
Cotrofeld Corvair Parts and Accessories
Car Collector Magazine, August 1977
Corvair Decade
Corva Membership Roster, 1930
Windmill, 3-1-71 to 10-1-72
Corva Communique, 1972 through 1982
Corva Quarterly, 1971 to Summer Issue 1978
Corvair Affair
Corvairsation from 1978 to present time.

According to the last inventory, TCA did have a 1966 Corvair Shop Manual, but it is not there now. If you know where it is please return it to Dave Baker. Also the 1961 Manual was checked in 1982 and not returned and the 1964 Manual was checked out in 1984 and has not been returned.

CORVAIR FOREVER !

This is the second month we are spotlighting each year of the Corvair in the Corvairsation. This month will spotlight the 1961 Corvair.

1961 PRODUCTION: 329,632 units

Coupe: 151,588

500: 16,857

700: 24,786

Monza: 109,945

Sedan: 104,445

500: 18,752

700: 51,948

Monza: 33,745

R-95: 47,557

Rampside: 10,787

Loadside: 2,475

Corvan: 15,806

Greenbrier: 18,489

Station Wagon: 26,042

500: 5,591

700: 20,451

TUNE-UP SPECS

Distributor: dwell: 31-34 deg

gap: .016"(used) .019"(new)

breaker arm tension: 19-23 oz.

Timing: 80 HP-Manual (Dist P/N: 1110258): 4 degrees BTDC

80 HP-Automatic (Dist P/N 1110259): 13 degrees BTDC

98 HP-All (Dist P/N 1110260): 13 degrees BTDC

Spark Plugs: Standard: AC 46FF

Colder: AC 44FF

Tightening Torque: 20-25 Ft-Lb

ALL CORVAIR ENGINES:

Firing Order: 1-4-5-2-3-6 (Front to Rear; Right Bank = 1-3-5, Left Bank = 2-4-6)

Compression @ cranking speed with throttle valves wide-open: 130 psi
Maximum Variation between cylinders: 20 psi

Blower Belt Tension: 55 lb. ± 5 lb.(used); 75 lb. ± 5 lb. (new)

SPECIFICATIONS

1961

Overall length 180.0 in.

Height 51.3 in.

Width 67.0 in.

Wheelbase 108.0 in.

Displacement 145 cu. in.

Bore x Stroke 3.437 x 2.60 in.

Horsepower/Torque:

Turbo-Alr 60 @ 4400/126 pounds-

feet @ 2300

Super Turbo-Alr 98 @ 4600/132 @ 2800

Compression Ratio:

Turbo-Alr 8.0:1

Super Turbo-Alr 9.0:1

Transmission Ratios:

3-speed 3.50, 1.99, 1.00:1

4-speed 3.85, 2.35, 1.44, 1.00:1

Automatic 1.62, 1.00:1

Rear Axle Ratios:

Standard 3.27:1

Optional 3.55, 3.89:1

MANUFACTURER'S SUGGESTED RETAIL PRICES

1961

500 sedan 2-dr 1,820

500 sedan 4-dr 1,874

500 wagon 2,288

700 sedan 2-dr 1,985

700 sedan 4-dr 2,039

700 wagon 2,331

900 sedan 2-dr 2,201

Greenbrier 2,651

CORVAIR REAR AXLE IDENTIFICATION

CORVAIR 3-Speed or 4-Speed (3.27 ratio) . . . — BQ

CORVAIR Automatic Transmission (3.27 ratio) . . . — BC

CORVAIR 3-Speed or 4-Speed (3.55 ratio) . . . — BF

CORVAIR Automatic Transmission (3.55 ratio) . . . — BJ

CORVAIR 3-Speed or 4-Speed (3.89 ratio) . . . — BL

CORVAIR Automatic Transmission (3.89 ratio) . . . — BY

R10 . . . 3-Speed or 4-Speed (3.89 ratio) . . . — 8L

R10 . . . Automatic Transmission (3.89 ratio) . . . — 8Y

CHAPTER 8

HOW TO GO FROM ECONOMY TO PERFORMANCE IN ONE EASY YEAR

In 1960, Falcon sold 435,000 units, Rambler sold 332,000. And Corvair? Well, Virginia, seven more than a quarter of a million ain't bad. Or is it?

Chevy wasn't used to taking second place, let alone third place in sales (except in 1957 and 1959, when it gave up first place in auto sales to Ford) so something had to be done. One thing, as already mentioned was the crash Chevy II program. But another was diversification of the line.

From a somewhat pathetic lineup of two four-door sedans in the fall of '59, the 1961 Corvair line expanded to **thirteen** distinct candidates for the consumer dollar. New this year were: the 500 and 700 Lakewood wagons, a Monza 900 sedan, two Greenbriers, two pickup trucks, and the 95 Corvan panel truck. If that couldn't woo that fickle beast, the public, nothing would.

But, the public saw only the Monza Club Coupe. Of the 280,000 passenger cars sold in the Corvair line, the MCC accounted for almost 110,000.

Of course, there was very little change in the '61 model. The major difference was in the motor. It was an almost complete detail change. The former cooling fan collar was gone, as was the choke in the air cleaner. The displacement went from 140 cid to 145 by an increase of 1/8" in. bore. The horsepower rating stayed the same, however, on the standard engine. The horsepower rating on the optional Super Turbo-Air was now 98 hp. The cooling system added damper-doors to the lower-shroud, controlled by two thermostats, one per shroud. A hand-operated choke now graced the carburetors, operated by a single cable from under the dash and the battery was moved from the right side of the engine compartment to the left, the air-cleaner was changed to two individual units connected by a cross-over duct with a central air-intake. Those changes made way for the mounting of the spare tire in the engine compartment, the weight of which, in that place, was about as necessary as 'tits on a boar,' as my grandfather used to say. (Add the condensor and compressor of the new-for-'61 optional air conditioner and you had approximately 35/65 front-rear weight ratio. Good luck!)

With the removal of the spare from the trunk, not only did trunk space increase (0.2 cu. ft. plus the volume of the spare) but gasoline tank capacity increased from 11 to 14 gallons.

While the gasoline heater was still an option, there was a new Forced-Air heater, made possible by the ducting change around the motor. The gas heater became a dealer-installed option and few were installed.

A word about the optional 98 hp engine is in order. This engine had a 9:1 compression, a HP camshaft, larger valve springs, revised ignition timing, modified carbs, 1/2" larger exhaust and tail-pipes, and a smaller (!) clutch disc, theoretically for better shifting. This rip-snorter required premium gas, as did the standard engine when installed on the Monzas with Powerglide. (The same heads were used on both engines.) Falcon people had a chuckle over this choice tid-bit, since **all** Falcon engines ran on regular. Plus in the '61 Mobilgas Economy Run, the Falcon got 2 mpg better than the Corvair. And Falcon outsold Corvair again in '61.

Taking a look at the sales figures for the year, the least popular models in the Corvair line were the Lakewood 500 wagon and the Loadside 95 pickup truck, 5600 and

2500 sales, respectively. The Monza, on the other hand, with 110,000, seemed to be leading from utilitarianism to sportiness.

The fickle beast was again pointing the way for Corvair. While 500's were backing up on dealer's lots, Monzas were selling like mosquito spray at a nudist picnic.

GREENBRIER AND GREENBRIER DE LUXE SPORTS WAGON OPTIONS

TRANSMISSIONS

Corvair PowerGlide.....	R.P.O. 667
4-Speed Synchro-Mesh Transmission.....	R.P.O. 652

COMFORT—SAFETY—CONVENIENCE— APPEARANCE

Manual Radio and Antenna.....	F.O.A. 123
Heater-Defroster.....	F.O.A. 138
Forced-Air type.....	
Heater-Defroster.....	F.O.A. 128
Aircraft type.....	
Greenbrier De Luxe Custom Equipment.....	R.P.O. 431
Includes red, blue, green, or gray color-keyed upholstery, vinyl interior trim, floor mats, and spare tire cover, two tone instrument panel and glove compartment door bright trim plate; cigarette lighter; right-hand sun visor, front and rear armrests; rear dome light, foam cushioned seats and seat backs; red plastic inserts at taillights; and bright metal hub caps, bumpers, and windshield and ventpane trim.	
Rear (Third) Seat.....	R.P.O. 269
Double Left-Hand Slide Doors.....	R.P.O. 645
Chrome-Plated Front and Rear Bumpers.....	R.P.O. 393
Wheel Covers—Set of four.....	F.O.A. 132
White Sidewall Tires—7.00 x 14 6-ply rating.....	R.P.O. 647
Black Sidewall Tires—7.00 x 14 6-ply rating.....	R.P.O. 648

White Sidewall Tires—7.00 x 14 6-ply rating.....	R.P.O. 674
2-Speed Electric Windshield Wiper.....	R.P.O. 355
Includes Pushbutton Windshield Washer.	
Pushbutton Windshield Washer.....	F.O.A. 130
Two-Tone Paint.....	See Album page 96 for R.P.O. numbers

HEAVY-DUTY EQUIPMENT

Heavy-Duty Battery.....	R.P.O. 345
54-Plate, 40-Ampere hour rating	
Heavy-Duty Generator.....	R.P.O. 650
35-Ampere, low cut-in	

4-DOOR SEDAN, CLUB COUPE, AND LAKEWOOD STATION WAGON OPTIONS

POWER TEAMS

88 H.P. Super Turbo-Air Engine.....	R.P.O. 649
Corvair PowerGlide.....	R.P.O. 360
4-Speed Synchro-Mesh Transmission.....	R.P.O. 651
Axle Ratio—3.55:1.....	R.P.O. 693
For Sedans and Coupes. Standard in Lakewood	
Axle Ratio—2.89:1.....	R.P.O. 662
For all models.	

HEAVY-DUTY EQUIPMENT

Heavy-Duty Battery.....	R.P.O. 345
54-Plate, 40-Ampere hour rating	
Heavy-Duty Generator.....	R.P.O. 650
35-Ampere, low cut-in.	

COMFORT—SAFETY—CONVENIENCE— APPEARANCE

Heater-Defroster.....	F.O.A. 113
Forced-Air type.	
E-Z-Eye Glass.....	R.P.O. 398
Windshield only or all windows.	
2-Speed Electric Windshield Wiper.....	R.P.O. 333
Includes Pushbutton Windshield Washer.	
Fold Down Rear Seat.....	R.P.O. 664
For Sedans and Coupes. Standard on Monza.	
De Luxe Body Equipment.....	R.P.O. 347
Includes cigarette lighter, right-hand sun visor, front armrests. Standard on Monza.	
Comfort and Convenience Equipment.....	F.O.A. 120
Includes backup lights, outside rearview mirror, windshield washer, glove compartment light.	
Rear Door Armrests.....	R.P.O. 248
4-Door Sedan and Station Wagon only.	
Instrument Panel Pad.....	R.P.O. 427
Vented Wheel Covers—Set of Four.....	F.O.A. 117
Standard on Monza.	
White Sidewall Tires—6.50 x 13.....	R.P.O. 661
White Sidewall Tires—7.00 x 13.....	R.P.O. 449
Lakewood Station Wagon only.	
Spare Tire Lock.....	R.P.O. 384
4-Door Sedan and Club Coupe only.	
Two-Tone Paint.....	See Color and Fabric Selector
Not available on Monza Club Coupe.	
RADIOS	
Manual Radio and Antenna.....	F.O.A. 103
Pushbutton Radio and Antenna.....	F.O.A. 104

Vairo 'n Spares

FOR SALE: '64 MONZA Coupe, Good running engine. 110 HP automatic transmission. Body needs work. Leave message at 327-4718.

FOR SALE: TUNE-UP PARTS for 1960 and early 1961. See the Merchandise Chairperson, Pete Moga at the next meeting.

FOR SALE: ESPECIALLY for the do-it-yourselfers: tune-up kits, distributor caps, wrapped fan belts, air filters & oil filters; also viton O-rings, trunk and engine lid weather strips; plus many other Corvair parts. Call Gordon Cauble @ 299-1122.

FOR SALE: '61 LAKEWOOD, 110HP/Automatic, alternator, Bright Yellow paint, brown/tan velor/vinyl interior w/ cut pile carpet, 3-prog wire wheel covers, radials, good looking inside & out. Was 4-speed-have most of the parts to change it back. PLEASE MAKE OFFER! Call Van @ 743-9185 (home) or 799-4012 (office).

FOR SALE: '66 MONZA 2-door, 110hp/4-speed, radials, regal red, nose cover, GOOD CONDITION. \$1000 or best offer. Call Dave Thompson @ 748-7105.

FOR SALE: '65 MONZA Coupe Resealed engine, rebushed rear suspension and new exhaust one year ago. New battery and regulator. New steel radials. No rust, very original, runs great, drive anywhere. \$800. Don Robinson 297-1356.

TREASURER'S REPORT

Balance July 1, 1986.....\$969.54

Income

Dues.....40.00

Corvairsation ads.....45.00

Raffle tickets.....26.00

Merchandise sales.....9.00

Aluminum cans.....29.66

Total Income.....\$149.66

Expenses

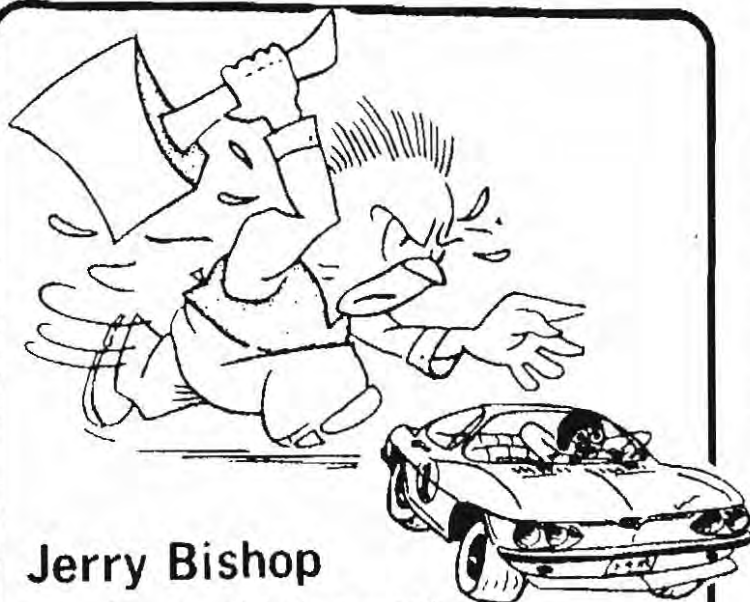
Corvairation.....77.00

Miscellaneous.....2.92

Total Expenses.....\$24.92

Balance August 1, 1986.....\$1094.28

Alan Atwood



Jerry Bishop

is wreckin' em out -
100 plus Corvairs!!!

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- Rebuilt fan bearing ass'y
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- 61 '65 Counter shafts
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- Reconditioned connecting rods
- Corv-8 mid engine kits

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no appointment necessary

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TUCSON CORVAIR ASSOCIATION REGULAR MONTHLY MEETING

FOURTH WEDNESDAY of each month.
Piccadilly Cafeteria, 6767 E. Broadway, Tucson

6:30 pm: Parking Lot Bull Session
7:00 pm: Dinner (Optional)
7:40 pm: Meeting Starts

COMING EVENTS

SEPTEMBER MID-MONTH ACTIVITY: A SPECIAL TOUR OF THE KITT PEAK FACILITY WHICH WILL INCLUDE A LOOK AT A CORVETTE RESTORATION PROJECT. SOUND STRANGE? KEEP TUNED TO TO YOUR CORVAIRSATION FOR DETAILS.

NOVEMBER 7-9: Great Western Fan Belt Toss and Swap Meet!
Palm Springs, California. Details will be published in the Corvairsation later. Call Alan Atwood @ 888-4433 if you can't wait!

CORVAIRSATION EDITOR
P.O. Box 50401
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FIRST CLASS MAIL

