

Corvairisation

TUCSON CORVAIR ASSOCIATION

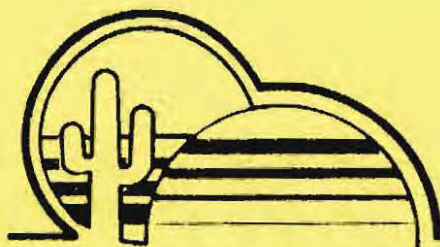
TUCSON, ARIZONA

VOLUME 12 NUMBER 10

JANUARY 1987



1966



TUCSON CORVAIR ASSOCIATION

CORVAIRSATION is a monthly publication of the TUCSON CORVAIR ASSOCIATION, which is dedicated to the preservation 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.

BUSSINESS MAILING ADDRESS: P.O. Box 50401, Tucson, Arizona 85703

WHEELS & SPOKES

PRESIDENT

Don Robinson
2044 W Shalimar Way
Tucson AZ 85704
(602) 297-1356

VICE-PRESIDENT

Ernie Alloy
3434 E 5th Street
Tucson AZ 85716
(602) 327-3121

TREASURER

Alan Atwood
4287 N Lumberlost Place
Tucson AZ 85705
(602) 888-4433

RECORDING SECRETARY

Beverly Baker
7041 Arrowhead Drive
Tucson AZ 85715
(602) 296-1392

BOARD MEMBER AT LARGE

Allen Elvick
4201 S Preston
Tucson AZ 85746
(602) 883-4337

MEMBERSHIP CHAIRMAN

(Dues & Change of Address)
Carole Sanford
1710 S. Ceylon Place
Tucson AZ 85748
(602) 885-9214

LIBRARIAN

Dave Baker
7041 Arrowhead Drive
Tucson AZ 85715
(602) 296-1392

CORVAIRSATION EDITOR

(Newsletter items - want ads)
Van Pershing
4842 W Paseo de las Colinas
Tucson AZ 85745
(602) 743-9185

BOARD OF DIRECTORS

Current TCA Officers,
Mark McKenna, Carole Sanford,
and the Corvairsation Editor.



NON-MEMBERS:

We would like to invite you to join the Tucson Corvair Association. We will send you three complimentary issues of the Corvairsation and welcome you to attend 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 only \$10 per year.

FROM THE PRESIDENT...

1987 is here and I don't feel much different! Maybe a little optimistic about the New Year and what may lie ahead.

Sunday, January 18, at 1:30 p.m., at the southwest corner of El Con shopping center, it will be rally time. We will be able to start up to 30 cars, so there's plenty of room for all. I have fine-tuned the rally for beautiful scenery and a country bouquet. This rally is easy to run by the seat of your pants (SOP). In addition to pencil, paper and calculator, one more handy piece of gear will be a clipboard so you will have something solid to write on. Hope you can make it.

On February 15, we will meet with the Cactus Corvair Club for a potluck at Picacho Peak. Details later.

It's been a long time since our last regular meeting in November. So it will feel good to be back talking Corvairs at the regular meeting January 28. See you there!

Don Robinson

TREASURER'S REPORT

Balance December 1, 1986.....\$1245.79

Income

Dues.....30.00

Corvairsation ads.....45.00

Aluminum cans.....33.18

Total Income.....\$108.18

Expenses

Corvairsation.....118.30

Merchandise & raffle.....130.72

Christmas Party.....170.70

Insurance for rally.....40.00

Total Expenses.....\$459.72

Balance January 1, 1987.....\$849.25

Alan Atwood

CONFRONTATIONAL DUES SECTION

DUES DUE NEXT MONTH:

Alex	Light
Atwood	Ransom
Aufmuth	Roberts
Cable	Sears
Chastain	Sproles

DUES DUE THIS MONTH:

Alloy	Pershing
Bortle	Thompson, D.
Droz	Wright
Hayden	

DUES PAST DUE

Wilkins

(Note that the Heartless Computer allows you ONE month's grace, then DELETES you from the membership rolls. Don't let the Heartless Computer claim you as its next victim!!)

FOR YOUR INFORMATION

CORVAIR MYTH SHATTERED: The much-maligned (by safety crusaders) Corvair, reports Automotive News' feisty Joe Callahan, may yet turn out to be one of the safest cars on the road. An unpublished study, instigated by an insurance company, statistically proves that Corvair's accident and injury rates are significantly lower than those for standard sedans. But, says Joe, this information is being swept under a carpet of secrecy. Callahan also points out that crash-testing has shown the Corvair's more "crushable" front end (i.e. one without an unyielding engine block) actually gives occupants a better chance in head-on collisions. Whaddya think about that, Ralph?

The regular monthly meeting of the Tucson Corvair Association was called to order at 7:45 PM by President Don Robinson on Wednesday November 26, 1986 at the Picadilly Cafeteria, 6767 E. Broadway, Tucson, Arizona.

Minutes of the previous meeting were corrected to change the date of the Christmas party to December 18, 1986, to add the names of Milt and Diane Evans as new members, and to amend the winner of the spark plugs to Alan Gray.

Guests were introduced, Les Hodges, Dave Albani from the Phoenix group, Alan and Pam Stone, and Ken Krol. Marilyn Lynch, one of the first members of the TCA was present and hopes to attend future events and meetings.

The Titan Museum tour was attended by 12 members and enjoyed by all and Milt Evans went to the Fan Belt Toss in Palm Springs.

A thank you of appreciation was given to Van Pershing for all his fine work on the Corvairsation.

Under new business, a rally will be the mid-monthly activity for January, 1987 and a tech session is slated for February. The nomination committee has been formed and the membership was requested to consider accepting if approached by any of the committee.

After the break, the drawing was held. Two prizes were awarded for license plates, after no one responded to 62 RAM, Bob Eggers won with RLC 219 and Ed Sanford with N 86. Larry Dandridge, Jim Wright, Van Pershing, Ed Sanford, Al Rivas, and Mark McKenna won the door prizes.

A tech session followed and the For Sale items announced.

The meeting was adjourned at 9:00.

Respectfully submitted,



A VISIT TO THE 9th ANNUAL "GREAT WESTERN FAN BELT TOSS"
by Cecil and Ester Alex

On arriving at Angel Stadium, we were welcomed by a very friendly group of people and given a schedule of events. We had never attended an event such as this and didn't know what to expect; we were amazed to see so many activities and all the very very friendly people. We talked with one couple who drove their Corvair from Denver, Colorado and other people who came from as far as Vancouver, B.C. Many people drove their show cars from afar, others trailered them. Also the Ultra Van Club showed 17 vans.

We attended most of the events and enjoyed every minute of the meet. After seeing all those beautiful Corvairs, swap stands, and friendly people, we are ready to go again. In between events we'll be working on our Corvair, even though we're not aspiring for a show car.

CORVAIR FOREVER !

This month, Corvairsation is spotlighting the 1966 Corvaire.

1966 PRODUCTION: 103,743 units

Coupe: 68,980
500: 24,045
Monza: 37,605
Corsa: 7,330

Sedan: 21,276
500: 8,779
Monza: 12,497

Convertible: 13,487
Monza: 10,345
Spyder: 3,142

TUNE-UP SPECS

Distributor: dwell: 31-34 deg
gap: .016"(used) .019"(new)
breaker arm tension: 19-23 oz.
Timing: 95 HP-Manual (Dist P/N 1110310): 4 degrees BTDC
95 HP-Automatic (Dist P/N 1110311): 13 degrees BTDC
110 HP-All (Dist P/N 1110319): 13 degrees BTDC
140 HP (Dist P/N 1110330): 18 degrees BTDC
180 HP Turbo (Dist P/N 1110329): 24 degrees BTDC
Spark Plugs: Standard: AC 46FF (95 HP); 44FF (110, 140 & 180 HP)
Colder: AC 44FF
Very Severe Service on 140 HP & 180 HP: AC 42FF
Tightening Torque: 20-25 Ft-Lb Gap: .035 (46FF)
.030 (44FF)

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)

REAR AXLE IDENTIFICATION

(3.27 ratio) AA
(3.55 ratio) AB
Positraction (3.27 ratio) AC
Positraction (3.55 ratio) AD
Powerglide (3.27 ratio) AE
Powerglide (3.55 ratio) AF
Positraction w/Powerglide (3.27 ratio) ... AG
Positraction w/Powerglide (3.55 ratio) ... AH

MANUFACTURER'S SUGGESTED RETAIL PRICES

1966
500 hardtop 2-dr..... 2,063
500 hardtop 4-dr..... 2,157
Monza hardtop 2-dr..... 2,350
Monza hardtop 4-dr..... 2,424
Monza convertible..... 2,493
Corsa hardtop 2-dr..... 2,519
Corsa convertible..... 2,662

SPECIFICATIONS

1966
Overall length 183.3 in.
Height..... 51.2, 51.3, 51.5 in.
Width..... 69.7 in.
Wheelbase..... 108.0 in.
Displacement 164 cu. in.
Bore x Stroke..... 3.437 x 2.94 in.
Horsepower/Torque:
Turbo-Air..... 95 @ 3600/154 @ 2400;
110 @ 4400/160 @ 2800;
140 @ 5200/160 @ 3800
Turbocharged. 180 @ 4000/265 @ 3200
Compression Ratio:
Turbo-Air..... 8.25, 9.25, 9.25:1
Turbocharged 8.00:1
Transmission Ratios:
3-speed..... 3.11, 1.84, 1.00:1
4-speed 3.11, 2.20, 1.47, 1.00:1
Automatic 1.82, 1.0:1
Rear Axle Ratios:
Standard 3.27:1
Optional 3.53:1 (also standard)

ENGINE NUMBER SUFFIX CHART

Manual Trans. RA
Manual Trans. RB
Turbocharger RL
Spec. High Performance RM
Air Cond. RE
Spec. High Performance and Air Cond. RZ
Air Cond. RR
High Performance and Air Cond. RF
A.I.R. RS
A.I.R. RT
High Performance and A.I.R. RU

Spec. High Performance and A.I.R. RQ
Powerglide RG
High Performance and Powerglide RH
Spec. High Performance and Powerglide RN
Powerglide and Air Cond. RJ
High Performance, Powerglide and Air Cond. RK
Special High Performance, Powerglide and Air Cond. RY
Special High Performance, Powerglide and A.I.R. RX
Powerglide and A.I.R. RV
High Performance and A.I.R. RW

Generally speaking, Chevy used the same RPO numbers for 1966 as they did for 1965.

CORVAIR FACTORY-INSTALLED OPTIONAL EQUIPMENT for all Corvair and Greenbrier models except as otherwise specified

1965 Options

	RPO		RPO
▪ ENGINES		REAR AXLE, POSITRACTION —Available ratios: same as standard axle	G81
110-HP TURBO-AIR 164—(6). All except Corsa	L62	BATTERY, HEAVY-DUTY —70-ampere-hour rating	T60
140-HP TURBO-AIR 164—(6). Corvair 500 and Monza	L63	LOCK, SPARE WHEEL —Not offered for models equipped with air conditioning	P19
180-HP TURBO-CHARGED 164—(6). Corsa only	L87	TIRES, 6.50 x 13 —Blackwall, highway rayon 4 pr tubeless	Standard
▪ TRANSMISSIONS		TIRES, 6.50 x 13 —Whitewall, highway rayon 4 pr tubeless	P53
POWERGLIDE —Not available on Corsa	M35		
4-SPEED SYNCHRO-MESH —All engines	M20		
▪ CORVAIRS OTHER THAN GREENBRIER		▪ CORVAIRS INCLUDING GREENBRIER	
AIR CONDITIONING, ALL-WEATHER —Available on Corvair 500 and Monza models with 95- or 110-hp engine. Includes 47-ampere Delcotron	C64	AIR CLEANER, PRE-OIL BATH	K47
AIR CLEANER, HEAVY-DUTY —Monza and Corvair 500 models. Not available with air conditioning	K46	DELCOTRON GENERATOR 12-47-AMPERE —Included with air conditioning	K84
ARMRESTS, REAR —For Corvair 500 4-Door Sedan	D10	CUSTOM DELUXE SEAT BELTS WITH RETRACTORS Color-matched	A49
HEATER AND DEFROSTER DELETION —Credit option. Not available with air conditioning	C48	SEAT BELT DELETION —Credit option	A62
COMFORT AND CONVENIENCE EQUIPMENT		WHEEL COVERS —Set of four. For Corvair 500	P01
Corsa and Monza: outside rearview mirror, non-glare inside mirror and 2-Speed windshield wipers and washer. Corvair 500 Series: Same as Monza plus back-up lights and glove compartment light	Z01	▪ GREENBRIER	
COMFORT AND CONVENIENCE EQUIPMENT —Same as Z01 except with remote control outside mirror	Z13	GREENBRIER DELUXE EQUIPMENT —Includes red, green, turquoise, or fawn color-keyed upholstery, vinyl sidewall panels, color-keyed vinyl-coated rubber floor mats; vinyl tire cover; white vinyl-coated headlining between roof bows; two-tone steering wheel; instrument cluster and glove compartment door bright trim panel; cigarette lighter; dual sun visors; front armrests; rear ashtray; rear dome light; foam-cushioned seats and seat backs; red plastic inserts at taillights; and bright metal hub caps; bumpers, and windshield trim	Z60
CONVERTIBLE TOP —Choice of white, black, or beige. See Sales Album, Colors and Fabrics section.		CHROME-PLATED HUB CAPS, FRONT AND REAR BUMPERS —Included in RPO Z60 option	V37
POWER-OPERATED CONVERTIBLE TOP	C06	REAR SEAT (THIRD) —When ordered with RPO Z60 rear armrests are included	A59
GLASS, SOFT-RAY TINTED —For all windows	A01	DOORS, DOUBLE LEFT-HAND SIDE	E85
GLASS, SOFT-RAY TINTED —Windshield only	A02	GLASS, LAMINATED —Front door windows	A09
GUARDS, FRONT BUMPER —All models	V31	HAZARD WARNING SWITCH	V74
GUARDS, REAR BUMPER —All models	V32	HEATER-DEFROSTER —Aircraft-type gasoline heater	C45
INSTRUMENT PANEL, PADDED	B70	HEATER-DEFROSTER —Forced-air type	C40
SEAT, FOLD-DOWN REAR —Corvair 500 models. Standard on other models except Convertibles	A67	MIRROR, OUTSIDE REARVIEW	D32
STEERING WHEEL, SPORTS-STYLED —Walnut-grained plastic rim	N34	MIRROR, OUTSIDE REARVIEW —West Coast type	D29
TELESCOPIC STEERING COLUMN —Includes Sport-Styled Steering Wheel option	N36	MANUAL RADIO AND ANTENNA	U60
TWO-TONE FINISH —See Sales Album, Colors and Fabrics section, for samples and availability.		REAR AXLE, POSITRACTION —3.55:1 ratio	G81
WHEEL COVERS, SIMULATED WIRE —Set of four	P02	SPRINGS AND SHOCK ABSORBERS, HEAVY-DUTY FRONT	F60
AM-FM PUSHBUTTON RADIO AND ANTENNA	U69	TIRES, 7.00 x 14 —Blackwall, highway rayon 4 pr tubeless	Standard
AM-FM PUSHBUTTON RADIO, REAR SEAT SPEAKER AND ANTENNA —Not available on Convertibles	U69/U80	TIRES, 7.00 x 14 —Whitewall, highway rayon 4 pr tubeless	R20
PUSHBUTTON RADIO AND ANTENNA	U63	TIRES, 7.00 x 14 —Blackwall, highway rayon 6 pr tubeless	R21
PUSHBUTTON RADIO, REAR SEAT SPEAKER AND ANTENNA —Not available on Convertibles	U63/U80	TIRES, 7.00 x 14 —Whitewall, highway rayon 6 pr tubeless	R22
MANUAL RADIO AND ANTENNA	U60	TIRES, 7.00 x 14 —Blackwall, highway rayon 6 pr tubeless. Extra-capacity (45 p.s.i.) Truck-type	R24
REAR ANTENNA	U73	TIRES, 7.00 x 14 —Blackwall, highway rayon 8 pr tubeless. High-capacity (60 p.s.i.) Truck-type	R25
REAR AXLE RATIO, 3.55:1 SPECIAL PURPOSE OR MOUNTAIN —Available with Monza and Corvair 500 with 95-hp engine and all transmissions or 110-hp engine and 3- or 4-Speed transmission	G95	WINDSHIELD WIPER, 2-SPEED ELECTRIC —Includes pushbutton windshield washer	C14
REAR AXLE RATIO, 3.27:1 PERFORMANCE CRUISE Available with 140-hp engine and 3- or 4-Speed	G93		

CORVAIR DEALER-INSTALLED CUSTOM FEATURE ACCESSORIES
for all Corvair and Greenbrier models except as indicated

	Part No.		Part No.
ADAPTER —Back-Up Lamp—Corvair with 4-Speed Transmission	986262	LUGGAGE CARRIER —Roof—Greenbrier	988398
ADAPTER —Front Armrest—Greenbrier	986304	MIRROR —Inside—Non-Glare	985657
ARMREST, FRONT —Greenbrier	986303	MIRROR —Outside—Remote Control—Corvair	986049
AIR CONDITIONING —All-Weather (Not available with Greenbrier and Corsa models)	986373	MIRROR —Outside—Body Mount	986046
ANTENNA —Manual—Front Corvair	986114	MIRROR —Deluxe 6" x 11"—Greenbrier	985711
Greenbrier	985444	MIRROR —6" x 11" Replacement Head—Greenbrier	985411
ANTENNA —Manual—Right Rear—Corvair	986120	MIRROR AND COMB —Vanity Visor	987919
CIGARETTE LIGHTER —Greenbrier	986344	MIRROR REPAIR KIT	985884
CLOCK —Electric (Standard on Corsa)	986231	PARKING BRAKE WARNING LIGHT	986209
COMPASS	986298	RADIO AND ANTENNA —Manual—Greenbrier	986340
DOOR EDGE GUARDS —Corvair		RADIO AND FRONT ANTENNA —Manual—Corvair	986112
2-Door Models	986039	RADIO AND REAR ANTENNA —Manual—Corvair	986119
4-Door Models	986038	RADIO AND FRONT ANTENNA —Pushbutton Corvair	986115
EXTINGUISHER —Fire (2½-lb. dry chemical)	985592	RADIO AND REAR ANTENNA —Pushbutton Corvair	986121
EXTINGUISHER —Fire (5-lb. dry chemical)	986276	RADIO AND FRONT ANTENNA —AM-FM Push-button—Corvair	986117
EXTINGUISHER —Refill Cartridge	985593	RADIO AND REAR ANTENNA —AM-FM Push-button—Corvair	986122
FLOOR MAT —Deluxe Rubber Full-Width—Front (Except Greenbrier)		SEAT BELT —Standard—Rear	
Aqua—986053, Black—986057, Blue—986055, Fawn—986052, Gray—986058, Red—986054, Saddle—986056		Black—986093, Blue—986358, Fawn—986356, Red—986357	
FLOOR MAT —Contour Rubber Front (Except Greenbrier)		SEAT BELT —Deluxe—Front	
Aqua—986061, Black—986065, Blue—986063, Fawn—986060, Gray—986059, Red—986062, Saddle—986064		Aqua—986361, Black—986368, Blue—986365, Fawn—986360, Green—986364, Red—986362, Saddle—986366, Gray—986367	
FLOOR MAT —Contour Rubber Rear (Except Greenbrier)		SEAT BELT —Deluxe—Rear	
Aqua—986169, Black—986174, Blue—986171, Fawn—986168, Gray—986230, Green—986172, Red—986170, Saddle—986173, White—986177		Aqua—986086, Black—986306, Blue—986090, Fawn—986083, Green—986089, Red—986087, Saddle—986091, Gray—986092	
GAS FILLER CAP —Locking Corvair	985895	SEAT BELT RETRACTOR	986068
Greenbrier	985893	SPEAKER —Rear Seat—Corvair	986218
GAS FILLER DOOR GUARD —Corvair	986078	SPOTLIGHT —Left-Hand—Greenbrier	985932
GUARDS —Front Bumper—Corvair	986138	SPOTLIGHT —Portable	987112
GUARDS —Rear Bumper—Corvair	986139	STEREO MULTIPLEX —Corvair (For AM-FM Radio with Rear Seat Speaker)	986376
GUARDS —Front or Rear: Painted	985070	STEREO MULTIPLEX ADAPTER —For Convertible	986375
Chrome	988373	TISSUE DISPENSER	986045
HAZARD FLASHER SWITCH	986294	TISSUE DISPENSER —Saddle Type	
HEATER AND DEFROSTER —Forced-Air—Greenbrier only—Standard on Corvair	985698	Black—985966, Blue—985965, Red—985967, Fawn—985968	
HEATER AND DEFROSTER —Gasoline-Type Greenbrier only	985648	TOOL KIT	988032
LAMP —Ash Tray	986239	TRAILER HITCH —Corvair	986244
LAMP —Dome—Greenbrier only	988346	TRAILER WIRING HARNESS —Corvair	986336
LAMP —Glove Compartment—Corvair 500 and Greenbrier	986288	VENTSHADES —Greenbrier	985025
LAMP —Luggage Compartment—Corvair	986043	VISOR —R. H. Sun—Greenbrier	985900
LAMP —Underhood—Corvair	986042	WHEEL COVERS —Set of 4—Corvair 500 Models	986123
LAMPS —Back-Up—Corvair 500 with Powerglide	986261	WHEEL COVERS —Simulated Wire—Set of 4—Corvair	986013
LAMPS —Courtesy / Standard on Convertible	986287	WINDSHIELD WASHER —Pushbutton—Corvair	986048
LICENSE PLATE BEZEL	985325	Greenbrier	986180
LITTER CONTAINER —Saddle Type			
Black—985822, Blue—985741, Fawn—985742, Red—985740			
LOCK —Rear Door Safety—Corvair	986073		
LOCK —Spare Wheel Not used with Air Cond.	986026		

■ GREENBRIER SPECIAL CUSTOM FEATURES

SCREENS —Side Windows—Set of Four	985100
TENT UNIT —8' x 10' x 6' 6"	985101
CAR TOP SLEEPER	985102
CAMPER UNIT	986324
TABLE UNIT	985107

Chevrolet Corvair Corsa

DURING the past year, General Motors must have begun to doubt the old adage that there's no such thing as bad publicity. The Chevrolet Corvair has suffered a series of slashing attacks both by Ralph Nader and in court by various people who have sought to attribute the responsibility for their accidents to the designer rather than to the driver. Certainly the Corvair which we tested in 1960 had a marked oversteer which, because of its very low geared steering, it was wiser not to invoke by excessively fast cornering and it was very sensitive to tyre pressures which most owners treat with casual indifference.

But all this fuss has obscured the fact that the Corvair, a car which is almost unknown in this country, underwent design changes two years ago so drastic that criticisms of the earlier version could not reasonably be extrapolated to current models. We felt we ought to bring our acquaintance up to date and since the nearest car available was at General Motors in Antwerp, this involved going abroad to make a test of limited scope and duration in Belgium and Holland.

It is worth recapitulating some of the features which make the Corvair entirely different from any other American car. For a start it has a flat six-cylinder air-cooled light alloy engine mounted at the rear—originally of 2.3 litres capacity but now grown to nearly 2.7 litres. Secondly, it has independent suspension on all four wheels; these two features together distinguish it from any other production car in the world except the Porsche 911.

The Corvair, of course, was one of the original American compact cars and, although it has grown, it remains a compact by U.S. standards with external dimensions comparable with those of a Vauxhall Cresta or a Ford Zodiac. It grew (longer, wider and lower) in autumn '64 when it had its first major styling change; at the same time it acquired much bigger brakes and, most important of all, the swing axle rear suspension (modified in the meantime) was replaced by a fully articulated system with a low roll centre (shown in the accompanying photograph) which is very similar to that used on the Corvette sports car.

The 1966 models in ascending order of price were the 500, Monza and Corsa, the first two available in two- or four-door coupé or sedan form with 95, 110 or 140 b.h.p. (SAE) engines and with three- or four-speed manual gearboxes or automatic transmission. The Corsa was the top model of the range, a two-door four-seater coupé normally fitted with the four carburettor 140 b.h.p. engine but available also with a 180 b.h.p. unit supercharged by means of an exhaust-driven turbo-blower.

It is announced this week that the Corsa, the model we tested, will be dropped from the 1967 Corvair range and so will the 140 and 180 b.h.p. engines. This elimination of the faster models may possibly be a General Motors reaction to so much ill-directed criticism. If so it seems a pity; we are still publishing this test partly to show that we found nothing dangerous about its handling characteristics and partly because the Corsa is basically so similar to the remaining Corvair models that most of what we have written is still directly applicable to them.

In America the Corsa cost about £925; in Belgium, where sales were considerable, about £1,350 without tax; in England it was obtainable only to special order (with left hand drive) at about £2,300 although we don't think that any were imported.

Performance and transmission

Air-cooled engines tend to be noisy but this isn't a criticism that can be levelled at the Corvair flat six even in this high output form. There is a subdued burble from the exhaust when accelerating hard from low speeds but if there is any mechanical clatter it doesn't penetrate to the inside of the car—probably because it enjoys the luxury of hydraulic tappets.

The 140 b.h.p. engine has a camshaft with long opening periods and considerable overlap which makes it just a little bit flat below 2,000 r.p.m.; above this it really gets into its stride and revs very freely right up to the red sector on the tachometer which starts at 5,500 r.p.m. (preceded by a yellow warning band from 5,200 r.p.m.). At low engine speeds it pinks a little on Belgian premium fuel which, like ours, has an octane rating of 97-99 R.M. The compression ratio is 9.25 to 1 and the presence of a cylinder head temperature gauge on the fascia serves as a reminder that air-cooled combustion chambers run hotter than the water-cooled variety. In point of fact

it indicated about 400°F when cruising continuously around 90 m.p.h. on the motorways; there is no indication of the maximum temperature permissible but we never reached it; otherwise we should have been warned by a light in the tachometer dial and also by a buzzer connected to it.

So it pays to use the gearbox even though the engine remains smooth and tractable at low speeds. With a maximum speed of 104 m.p.h. and acceleration from rest to 50 m.p.h. in 8.8 sec., the performance is very similar to that of an MG B and rather better than that of most European touring cars in the 2- to 3-litre class. Our car had the all-synchromesh four-speed box which is a slightly more expensive alternative to the standard three-speed. Its ratios are not ideal, the upper three gears being rather widely spaced and bottom very close to second; the gearchange is rather notchy and heavy but the gears are quiet except for a little growl at very low speeds. The clutch is smooth and light but has a long travel.

For the whole test, which comprised a mixture of fast driving or very heavy traffic, not unlike that of our road tests at home, we averaged 20.6 m.p.g.—a very creditable figure for a car of 2.7 litres capacity. This gives a range of 200–240 miles on a tankful of fuel.

Handling and brakes

Before we had even left Antwerp after collecting the car one suspension characteristic became obvious—the Corsa rides over pavé with remarkable quietness and stability. Following other cars with orthodox rear axles it was often possible to see daylight under their rear wheels but the Corvair i.r.s. felt well glued down and the whole integral body/chassis structure has an extremely solid, shakefree feel. Road noise generally is low and the front seat ride very comfortable although on bad roads there is some pitching which leaves the front occupants very little affected but contributes to an appreciably less comfortable ride in the back.

This is one of the few American cars which doesn't offer optional power steering and which doesn't need it. The front wheels carry only about 9 cwt. of the unladen weight and the steering is low-geared—4.8 turns for an indifferent lock—so is never heavy, not even for manoeuvring. An optional "Sport Handling Package" is available which includes harder springs and dampers and a steering gear giving about three turns lock to lock. Unlike the earlier Corvair, it is only mildly sensitive to cross-winds (less so than some front-engined cars) and normally feels extremely stable right up to maximum speed unless you try to drive along a narrow road of changing camber at speeds in the region of 80–90 m.p.h. when it starts to wander appreciably. This, of course, is a very severe test for any car.

Certainly, the steering feels much higher geared than it is for a number of reasons which collectively confer on the Corvair an un-American degree of activity in response to the controls. By this we don't mean that it is in any way twitchy—it isn't—but it lacks the exaggerated understeer built into so many of its compatriots. The real question, though, in view of the GM court cases, is whether it has the unstable degree of oversteer attributed to the earlier swing axle models and the answer is an emphatic negative.

Its cornering, to European hands, feels practically neutral. There is little roll, the tyres don't squeal easily and the car follows a pre-determined line without steering correction. Wet or dry, you can use heavy acceleration on a bend without beginning to unstick the rear tyres and in the hands of a heavy-footed driver this is a real safety factor. In the absence of a closed test-track and in the presence of so many Dutch weekend motorists we couldn't press it over the limit to see what happened—all we can be sure about is that you can drive it fast for well over 500 miles and never experience anything but impeccable behaviour.

The brakes were less satisfactory. They use self-adjusting duo-servo shoes inside large drums without power assistance; we found them quite adequate in the dry—they were heavy but they stopped you well if you pressed hard enough and they continued to do this without fade when used frequently and hard (in, of course, a flat country). But they seemed unduly sensitive to water and on several occasions when cruising fast on wet motorways we found that a first application would reveal a considerable pull to one side or, sometimes, very little deceleration at all.

Apart from this we would say that the current Corvair is a very safe and roadworthy car.

(continued from the previous page)

Performance

*All Data World & Copyright reserved no unauthorized reproduction in whole or in part

Conditions

Weather: Dry, warm little wind
Temperature: Approx. 65°F
Surface: Dry tarmac/adam
Fuel: Premium grade, 98 octane (R.M.)

Maximum speeds

	m.p.h.	Top
Mean two-way maximum	104.0	sec
Best one-way kilometre	104.5	11.0
3rd gear	75.0	11.0
2nd gear	50.0	10.3
1st gear	35.0	11.6

Acceleration times

m.p.h.	sec	Overall
0-30	3.8	Total test distance
0-40	6.2	Fuel capacity (maker's figure)

0-50
0-60
0-70
0-80
0-90

m.p.h.
10-30
20-40
30-50
40-60
50-70
60-80
70-90

Top
sec
—
11.0
11.0
10.3
11.6
12.8
16.2

Fuel consumption

Overall	20.6 m.p.g.
	13.7 litres/100 km
Total test distance	510 miles
Fuel capacity (maker's figure)	11.1 gal

8.8
12.1
16.4
23.0
32.6
3rd
sec
8.6
5.9
6.5
6.9
7.7
—
—

Steering

Turning circle between kerbs 35 ft
Turns of steering wheel from lock to lock 4.8

Speedometer

Indicated (k.p.h.)
20 30 40 50 60 70 80 90 100 110 120 130 140
True (k.p.h.)
21 30 40 51 61 71 81 91 101 112 123 134 146
Distance recorder 2% slow

Weight

Kerb weight (unladen with fuel for approximately 50 miles) 23½ cwt
Front/rear distribution 38:62
Weight laden as tested 27 cwt

Vairo 'n Spares

FOR SALE: TUNE-UP PARTS for 1960 and early 1961. See the Mechanic's 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: '64 MONZA 2-door, automatic, needs work but sound body, engine & air conditioning. Call Del Light 883-6794.

FOR SALE: '65 MONZA 2-door, reconditioned engine installed, running, needs body and interior work. 3-speed manual transmission. Call Del Light 883-6794.

FOR SALE: '61 MONZA Coupe, 30K original miles, still has original exterior paint & interior. Perhaps the last of the little old ladies' cars! Located in Highland Falls, NY & has been garaged every winter. Car is driveable but is not currently licensed. Asking \$1000 but negotiable to put this baby in a good home. Call Gordon Cauble. 602-299-1122.

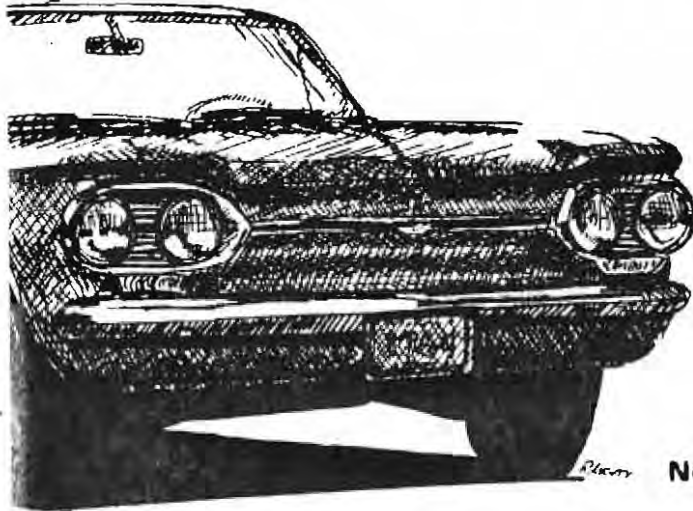
FOR SALE: Good parts at a reasonable prices: '63 black steering column w/wheel; vent window assys for early convertible; Corsa air cleaner asm; '65 Corsa wheel covers; '66 Corsa wheel covers; early & late model clutch cables; '63-64 rear axle & bearing; like new carburetor cross shaft; new blower bearings for early & late; '65 Corsa wiring harness (all); '65 tail & backup light asm; new '66-'69 wheel well moldings, and more. Call Gordon Cauble, 602-299-1122.

CUNNINGHAM'S

CORVAIR AUTOMOTIVE

622-0478

2635 N. Stone Ave. #6, Tucson
(behind Bimsco Hardware)



Barry Cunningham - Larry Dandridge

Corvair Specialists

foreign & domestic cars too

8am - 5pm Mon - Fri

no appointment necessary

Saturdays by appointment

New & Used Parts

Tune - Ups

Engine Resealing

Towing

FUN STUFF SALES

SPECIALIZING IN TRUCKS, SPORTS CARS
RV'S & MOTORCYCLES

(602) 293-6668
631 E. PRINCE
TUCSON, AZ 85705

RICHARD & PEGGY
AUFMUTH
PROPRIETORS

INTERIORS

CORVAIR SEAT UPHOLSTERY

EXACTLY LIKE ORIGINAL IN EVERY DETAIL

EXACT COLOR, GRAIN & DESIGN

Correct vinyl, colors & heat pressed inserts.

YEARS AVAILABLE: 1962 to 1967

Specify: Cpe./Conv./4-Dr./SW & color.

\$249⁹⁵

FULL SET, front & rear

CARPETS

1960 thru 1964

CPE./CONV./4-Dr./Wagon

SPECIFY: Color

\$89⁹⁵

HEADLINERS

\$59⁹⁵

Original designs & colors.

SPECIFY: CPE./CONV./4-Dr./SW & color.

ALL YEARS AVAILABLE.

UPS Shipping: Add following:

- Seats \$7.50
- Carpets \$6.25
- H/liners \$3.50
- Tops \$5.25
- Top Boots \$4.
- Wells \$2.75

1965-69

MOLDED CARPETS

SPECIFY: CPE./CONV./4-Dr. & color.

\$129⁹⁵

BILL COTROFELD AUTOMOTIVE

PO BOX 235

E. ARLINGTON, VT. 05252

(802) 375-6782

CONVERTIBLE TOPS

Designed to original factory specifications, and fabricated by expert craftsmen from the finest quality grain-finished vinyl.

- ORIGINAL Style Smooth Grain Finish
- ORIGINAL Style Full View Rear Window
- PAD KIT-Included

\$149⁹⁵

TOP BOOTS

Correct vinyl, grain, colors & snaps.
SPECIFY: color, & year.

\$149⁹⁵

TOP WELLS

EXACTLY as original complete
with reinforcement strip.
Black only.

\$39⁹⁵

OTTO PARTS

FOR CORVAIR ENGINE & TRANSAXLE PARTS
MANY NEW PARTS

- Fail-safe cam gears
- Aluminum fan bearing ass'y
- Rebuilt fan bearing ass'y
- '65-'69 Trans. main shaft
- '61-'65 Counter shafts
- Throw out bearing collar, steel
- High temp. diff. gasket sets
- 4 spider diff. kits
- Reconditioned connecting rods
- Corv-B mid engine kits

NEW '86 CATALOG NOW AVAILABLE \$4.00

Catalog FREE with \$20.00 minimum order

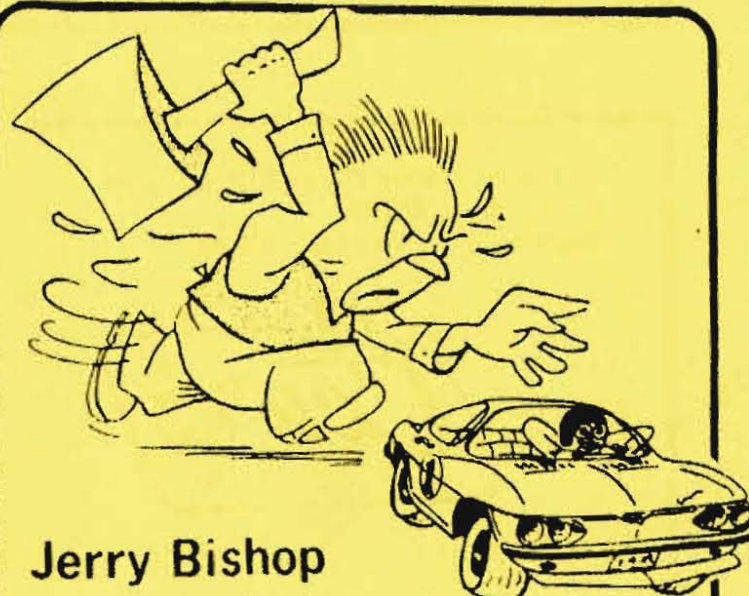
OTTO PARTS Super Belts 2/\$22.00 + \$1.50 shipping

California Residents add \$1.43 tax • '86 Catalog FREE with order

9659 REMER STREET, SO. EL MONTE, CA 91733

(818) 579-5875

Catalogs available at the
TCA meetings for \$2.00 ea.



Jerry Bishop

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

JERRY BISHOP'S TOWING

& SALVAGE 748-1444

4260 E. ILLINOIS,

TUCSON, ARIZONA 85714

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

Jan 18: Tucson Corvair Association OLD PUEBLO WINTER RALLY
Meet SW corner of El Con Mall at 1:30 pm.
Finish at one of Tucson's finer dinning establishments.

Bring: A clipboard, pencil or pen, small calculator, a
car to drive, and a navigator!

Feb 15: TCA and Cactus Clubs' picnic at Picacho Peak. Details later.

TUCSON CORVAIR ASSOCIATION
P.O. Box 50401
Tucson, Arizona 85703



FIRST CLASS MAIL

