

Corvairisation

TUCSON CORVAIR ASSOCIATION

TUCSON, ARIZONA

MAY 1987

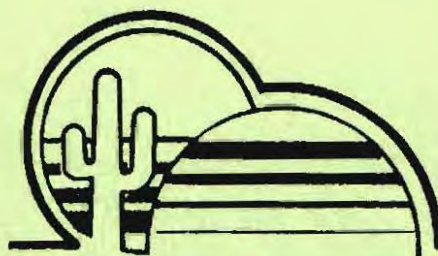
VOLUME 13

NUMBER 2



1969 CORVAIR

1969



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 MEETINGS are held on the fourth Wednesday of each month except December. One technical/social event is planned for every 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 \$25 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 a TCA Members and \$1.00 per line to all 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. Articles are welcome for publication.

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

WHEELS & SPOKES

PRESIDENT

Alfonso Rivas
3489 Via Guadalupe
Tucson AZ 85716
(602) 325-0781

VICE PRESIDENT

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) 883-4337

TREASURER

Mike Hayden
6971 N Blue Sky Terrace
Tucson AZ 85741
(602) 297-6219

CORVAIRSATION EDITOR

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

RECORDING SECRETARY

Beverly Baker
7041 Arrowhead Drive
Tucson AZ 85715
(602) 883-4337

BOARD OF DIRECTORS

Current TCA Officers, Don Robinson, Carole Sanford, and the Corvairsation Editor

BOARD MEMBER-AT-LARGE

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



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.....

I want to thank those of you that drove Corvairs out to our April mid-month activity. It got off to a shaky start, but everyone had a good time once we figured out where it was being held. The Corvairs driven out to the show did an excellent job of representing our Club. We can all be proud, not just of the show cars that turned out, but of the daily drivers as well.

The mid-month activity for May will be held at the end of the month on May 31st. Details for the potluck picnic can be found further on back in this newsletter. It's a very nice place to have a picnic, so try to make it out there.

One item I'd like to mention briefly is Project Monterey which is sponsored by the Cactus Corvair Club of Phoenix. The CCC is helping to restore Doug Roe's early model Corvair race car. Hopefully it will be ready in time for Doug Roe to drive it in the Monterey Vintage Car Race in August. To raise money for the project, a raffle is being held. First prize will be a freshly built Corvair motor of up to 140 HP. Don Robinson will handle the sale of the tickets. He should have them in time for our May meeting. We'll also give you more details at that time.

Finally, Frank Held our temporary Vice President and full-time can man would like those of you turning cans to crush them beforehand. If your turning in newspapers, bundle them up. Taking time to do these things will make his job just a little easier.

Al Rivas

from Bill Fisher's How to Hotrod Corvair Engines



Doug Roe's turbocharged racer has been drastically modified with a front "snow-plow" which cleans up the car aerodynamically -- and provides an unusual appearance.

The regular monthly meeting of the Tucson Corvair Association was called to order at 7:45 PM by newly elected President Al Rivas on April 22, 1987 at the Picadilly Cafeteria, 6767 E. Broadway, Tucson, Arizona.

The minutes of the previous meeting were approved as printed in the Corvairsation.

Under old business, we were reminded that the organization is still in need of a vice-president. The location of the car show featuring Corvairs and Porsches has been changed to the Gemco parking lot at Speedway and Kolb. This event will take place on April 25, 1987.

Paul Stewart introduced his wife, Julie, who came to the meeting for the first time.

The suggestion to have guest speakers at the meetings was introduced under new business. The monthly activity for May will be at Aqua Caliente Park on May 30th. More details will follow. There will be no mid-monthly activities in the months of July and August.

After the break, the drawing was held with gifts donated by Cunningham Corvair, Inc., Tucson Corvair Association, and Picadilly Cafeteria. After license plate numbers TTR 429 and 3AL666 were called with no response, a \$10.00 gift certificated from the cafeteria was given to Al Rivas, for his plate No. H 27. Other prizes were won by Mike Hayden Al Rivas, Don Bortle, Diane Evans, and John Eliot.

An interesting tech session followed and for sale items announced.

Alan Atwood will have the program for next month.

The meeting adjourned at 9:00PM.

Respectfully submitted,



CORVAIR FOREVER !

We come the the end of our yearly highlights with the 1969 Corvair.
We hope you have enjoyed our series featuring all the model years.

1969 PRODUCTION: 6,000 units.

Coupe: 5,479
500: 2,762
Monza: 2,717

Convertible: 521
Monza: 521

TUNE-UP SPECS:

Distributor: dwell: 31-34 degrees
gap: .016" (used); .019" (new)
breaker arm tension: 19 - 23 ounces

Timing:	95 HP-Standard (Dist No 110452):	6° BTDC
	95 HP-Automatic (Dist No 110453):	14° BTDC
	110 HP-Standard (Dist No 110454):	4° BTDC
	110 HP-Automatic (Dist No 110455):	12° BTDC
	140 HP-All (Dist No 110454):	4° BTDC

SPECIFICATIONS

1969

Overall length 183.3 in.
Height 51.2, 51.8 in.
Width 69.7 in.
Wheelbase 108.0 in.
Displacement 184 cu. in.
Bore x Stroke 3.437 x 2.94 in.
Horsepower/Torque:
Turbo-Air 95 @ 3600/154 pounds-
feet @ 2400; 110 @ 4400/160 @ 2800;
140 @ 5200/160 @ 3600

Compression Ratio:
Turbo-Air 8.25, 9.25; 9.25:1
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 3.55:1 (also standard)

MANUFACTURER'S SUGGESTED RETAIL PRICES

1969

500 hardtop 2-dr 2,242
Monza hardtop 2-dr 2,508
Monza convertible 2,625

REAR AXLE IDENTIFICATION

CORVAIR	(3.27 ratio)	AA
CORVAIR	(3.55 ratio)	AB
CORVAIR	Positraction (3.27 ratio)	AC
CORVAIR	Positraction (3.55 ratio)	AD

ENGINE NUMBER SUFFIX CHART

Manual Trans.	AC
High Performance	AD
Powerglide	AE

High Performance Powerglide	AF
Special High Performance	AG
High Performance Powerglide	AH

CORVAIR MODEL SERIES IDENTIFICATION 1965-69

Corvair 10100-10500-10700
Corvair (2-Dr.) 10137-10537-10567-
10737-10767
Corvair (4-Dr.) 10139-10539
Corvair Std. 10137-10139
Corvair Std. (2-Dr.) 10137
Corvair Std. (4-Dr.) 10139
Monza 10537-10539-10567-10737-10767

Monza (2-Dr.) 10537-10567-10737-10767
Monza (Conv.) 10567-10767
Monza (4-Dr.) 10539
Corsa 10737-10767
Corsa (exc. Conv.) 10737
Corsa (Conv.) 10767
F.C. R1206
Greenbrier R1206

letter to '69 convertible owners

By Mark Ellis

Thanks very much for your reply to and interest in a roster for '69 Corvair convertible owners.

What makes '69 convertibles so interesting to Corvair enthusiasts? Well, obviously, 1969 was the last year for manufacture and the convertibles do have the lowest production of any Corvair car. To one owner, though, this model represents the peak of development and refinement of the Corvair, limited though it may be due to corporate marketing policies. True, the Corsa with its special instrumentation and turbo-charged engine option had been discontinued two years earlier, but improvements continued to find their way into the car thanks to the new federal safety standards — headrests, side marker lights, dual brake systems, collapsible steering column, etc. We should also mention the air injection reactor system (smog pump) which may reduce exhaust pollutants, but which is also such a bother for engine servicing. But even the A I R system necessitated a few improvements: a twelve plate oil cooler (previously only on the 4 carb and turbo engines)

and the aluminized muffler(s). Three and four speed cars are also blessed with a much improved clutch cable, having an aircraft quality "sperco" joint at the pedal end, in place of the previous stationary ball. No more broken cables!

On the negative side, '69 Corvairs do suffer from poor assembly quality and body/chassis rust, especially in the wheel wells and front crossmember. Structural failure of the crossmember could cause a serious accident. It is strongly suggested your car be checked. Chevrolet has indirectly acknowledged this problem by remanufacturing a supply of crossmembers — they are available from dealers.

Hopla the information enclosed is of interest to you

Mark Ellis
Radnor, Pa.



CORVAIR IS DEAD. General Motors drove the final nail into the coffin with a cool announcement that production had stopped and that the facilities will be used for building the Nova and components for the XP-887.

The news came as no surprise. From its sales peak of 317,389 in 1961, the Corvair went steadily downhill, to 86,211 in 1966, 24,306 in 1967, and 12,887 in 1968. When the end came, 2,183 had been sold in the 1969 model year, and some 1900 remained in stock. When the 1969s were introduced, Corvair was the only GM car without the locking steering column that becomes a government requirement in 1970, so it didn't take much guesswork to know that the car's days were numbered.

What happened? We think it was a natural death. Ralph Nader did his bit, but we doubt he deserves all the credit or the blame. He made noise, but like most reformers Nader preaches to the converted. Those who decided not to buy a Corvair after hearing from Nader wouldn't have bought one anyway; they just would have had to find some other reason.

Corvair never made it as an economy car. That's what Chevrolet had in mind, but the stripped Corvair 100s, the cars people were supposed to want, clogged the back lots of every dealer who took them. The car didn't move until it became the Monza, a nimble, flashy unorthodox enthusiast's car that made up with fun what it lacked in good fuel mileage and troublefree operation.

Chevrolet still wanted the economy market, and introduced the conventional Chevy II. Ford did, in fact, have a better idea. The Falcon didn't sell, but the Mustang sold, and created an entire new market. Chevrolet took the hint, and brought out the Camaro for 1967. Camaro sold. Corvair sales were cut to less than one-third of the 1966 total. When Corvair was the sportiest compact, it sold. When it was the weakest Ponycar, it didn't.

Could Chevrolet have done more? Sure, but for what? Cutting the Camaro advertising and development budget would hurt the successful car, and there's no proof it would help the failure. Why develop an American Porsche, when the public has shown it doesn't want an American Volkswagen?

Chevrolet may have a soft spot for the car. Anyone who has bought a 1969 Corvair will be issued a nontransferable certificate for \$150, redeemable on the purchase of any 1969-1973 Chevrolet. It's tough to have an orphan at trade-in time, and Chevrolet has done what it could, and more than the other manufacturers have done in similar circumstances. Right, DeSoto, Edsel, and Nash owners?

Rest in Peace, Corvair.

A TALE OF



Test Drive Results



Name of car: 1969 Corvair Monza
Sport Coupe
Manufacturer: General Motors Corp.
Original price: \$2,360 + options
Current value: \$4,000
Options on car tested: AM radio, powerglide, 110 hp engine
ENGINE
Type: 6-cylinder (air cooled)
Bore and stroke: 3.437 x 2.94
Displacement: 164 CID
Power: 110 at 4,400
Torque: 109 at 2800
Compression ratio: 9.25
Carburetion: two 1-bbl
Electrical system: 12 volt

DRIVETRAIN
Transmission: 2 speed automatic
STEERING
Type: recirculating ball
SUSPENSION
Front: coil
Rear: coil, 4 wheel independent suspension
Wheels: 13 in.
Tires: 7.00 x 13
BRAKES
Front: drum
Rear: drum
DIMENSIONS AND CAPACITIES
Wheelbase: 108 in.
Track front: 58 in.
Rear: 59.9 in.
Length: 182.2 in.
Height: 51.2 in.
Width: 70.0 in.
Dry Weight: 2610 lbs.
PERFORMANCE
0-60: 19 sec. est.
Fuel consumption: 18 mpg



Test Drive Results



Name of car: 1979 Chevrolet Monza
2+2 Hatchback Coupe
Manufacturer: General Motors Corp.
Original price: \$5,755 (with options)
Options on car tested: Power steering, AM-FM Stereo, Automatic Trans., Air Cond., Tilt Wheel
ENGINE
Type: V-6
Bore and stroke: 3.80 x 3.40
Displacement: 231 CID
Power: 108 at 3400 (net)
Torque: 205 at 2400
Compression ratio: 8.0:1
Carburetion: 2-bbl
Electrical system: 12 volt

DRIVETRAIN
Transmission: 3 speed automatic
STEERING
Type: Recirculating ball type
Turning circle: 35.8
SUSPENSION
Front: Coil
Rear: Coil
Wheels: 13 in.
Tires: BR78-13
BRAKES
Front: Disk
Rear: Drum
DIMENSIONS AND CAPACITIES
Wheelbase: 97 in.
Length: 179.2 in.
Height: 50.2 in.
Width: 65.4 in.
Dry Weight: 2,762 lbs.
Fuel: 18.5 gal.
PERFORMANCE
0-60: 17 sec.
Fuel consumption: 20 mpg

TWO MONZAS

POTLUCK AT AGUA CALIENTE PARK

Sunday, May 31st from 10:00am to 4:00pm

Bring a meat item to barbeque, as well as a dish to share with others such as a salad, vegetable or dessert. You'll need to bring plates, silverware and condiments. Be sure to bring a lawn chair as seating may be limited.

NO ALCOHOLIC BEVERAGES!!

TCA will provide sodas, ice, charcoal and lighter fluid.

How do I get there? I will have copies of a map showing how to get to the park at the May meeting. If you can't make it to the meeting, here are the directions: **Get on Tanque Verde Road and head east.** At the intersection of Catalina Highway and Tanque Verde, continue east on Tanque Verde for another 3 miles. Go past Houghton Road, past Melpomene, to Soldier Trail Road. You will see a sign for Soldier Trail Road and then another one for Agua Caliente Park. **Turn left on Solier Trail Road** and head north, past Fort Lowell Road to Roger Road. **Turn right at Roger Road.** Do not drive past the Agua Caliente Park sign. As you drive east on Roger Road you will see the Park entrance on your left. The potluck will be at **Family Area #1**, a small island just north of the parking lot. Hope to see you there!

**The San Francisco Bay Area & Valley CORSA Clubs
Are Co-Hosting a CORSA-Sanctioned**

GOLDEN GATE MINI-CONVENTION Friday, August 21 — Sunday, August 23, 1987



**Can't make it
to the National
Convention this
Summer?**

- Kick-off Party & Dance
- Concours inside the Luxurious Le Baron Hotel in San Jose
- Rallye
- Parking Lot Beauty Contest
- Model Car Concours
- Awards Banquet

- Swap Meet & Vendors
- Self-Guided Sight-seeing Tours of the San Francisco Bay Area
- Child Care (during Kick-off Party & Banquet)
- Special Displays
- Ultravan/Rv Parking
- And more ...!

Here's a great alternative!!!

Bring the whole family and combine the mini-convention with a California summer vacation you'll never forget!

Send \$3 for your Registration/Information Packet. Make your check payable to:
"Golden Gate Mini-Convention", and send it to Joe Caruso, P.O. Box 126, Fremont, CA 94536.

Vairo 'n Spares

FOR SALE: '68 MONZA, 2-door, 110 HP, 4-speed, recently overhauled w/ pistons, jugs, et al., paint and upholstery needs attention, Good body new tires. You need to see it. Will drive it to Tucson if interested in looking at it. Anthony Berver, 110 E. 3rd St., Safford, AZ, 85546, 1-428-2634

FOR SALE: '61 GREENBRIER, no motor or transmission, lots of extra parts (2 old engines), Good body. Anthony Berver, 110 E. 3rd St., Safford, AZ, 85546, 1-428-2634

FOR THE DO-IT-YOURSELFER: Mag ignition wires & long rotors, plus all regular ignition items. Wrapped fan belts, air & oil filters plus viton o-rings and oil cooler seals. Call Gordon Cauble 299-1122.

FOR SALE: New and Good Used Parts. Early & late clutch cables, clutch discs and bolted flywheels; '66 Corsa wheel covers; '65-'66 headliner for 4-door, light blue; early & late blower bearings; '63-'64 rear axle bearings w/ axles; '65 Corsa wiring harnesses; '65 tail & back-up light assemblies; Corsa air cleaner assembly. 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 & interior work. 3-speed manual transmission. Call Del Light 883-6794.

TECH TIP

WEATHERSTRIP REMOVAL (Bruce St. Gean, S.D.C.C.)

Certainly one of the most frustrating tasks is weatherstrip removal. In the past, I used several tools, such as screw drivers and knives, and found that they did not completely remove the old weatherstrip. Also, I usually slipped and scratched the paint. Finally, the weatherstrip groove was all scratched up and, unless painted, was sure to rust.

The solution? Use a blow dryer! Select one with several heat settings. Get the removal started in the usual way with a screwdriver. Then point the blow dryer between the weatherstrip and the groove at a 45 degree angle, heating the adhesive and surrounding metal. Apply gentle pulling force to the strip and, presto! It comes right off! You must watch the strip to be sure that the separation stays between the adhesive and does not break into the weatherstrip. If that happens, you are probably going too fast, or have too low a heat setting. You will find that an unbelievably clean job can be done (on the trunk, for example) in ten minutes!

TRESURER'S REPORT

Balance April 1, 1987.....\$1,073.50

Income

Dues.....75.00
Raffle tickets.....43.00
Merchandise sales.....26.00
Aluminum cans.....119.74

Total Income.....\$263.74

Expenses

Corvairsation.....22.00
Raffle & merchandise.....31.32
Corvair video.....39.89
Car show.....14.01

Total Expenses.....\$107.22

Balance May 1, 1987.....\$1,230.02

Alan Atwood

CONFRONTATIONAL DUES SECTION

Due in JUNE

Allen Elvick

Due in MAY

Due in APRIL

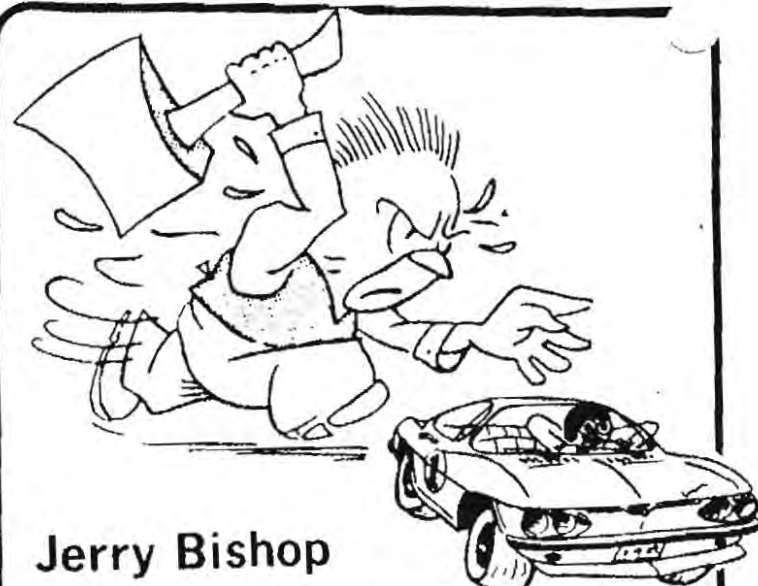
Chris Cunningham

Don Hillman

Dropped for Nonpayment

Peter Moga

Douglas Dyke



Jerry Bishop

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

JERRY BISHOP'S TOWING

& SALVAGE 748-1444

4260 E. ILLINOIS,

TUCSON, ARIZONA 85714

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

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

May 31: Pot Luck at Agua Caliente Park. 10 am to 4 pm.
(See details inside this issue)

June 28: Tech/Tune Up Session. Get beready for a day of
expert instruction!

Tucson Corvair Association
P.O. Box 50401
Tucson Arizona 85703



FIRST CLASS MAIL

