

Corvairisation

TUCSON CORVAIR ASSOCIATION

TUCSON, ARIZONA

VOLUME 12 NUMBER 7

OCTOBER 1986

1963



1963 CORVAIR MONZA SPIDER CONVERTIBLE

1963 CORVAIR STING RAY COUPE



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 Communiqué, 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 W 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 ideas - 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

Drive your Corvair to the October meeting so you will have a chance to win the license plate raffle. The prize this month is one of the best books about Corvairs, The Corvair Decade by Tony Fiore.

As promised, we will have another video at the October meeting. This one is "How to Restore Your Corvair" by Bill Artzberger. Don't miss it!

Pete Moga, our merchandise chairman has new Clark's Catalogs at a bargain price. Also, the Club has just received several copies of the new Corsa Tech Guide and Pete is selling them for only \$20.

Welcome! Welcome! Welcome! New Club members are Chris Hart, Frank Held and Don Leaman. I hope all of you will be active in the Club and enjoy it to its fullest. Don was this year's Golden Fanbelt Award recipient at Phoenix Returns.

September was the month to go to Kitt Peak, beautiful weather and a great place for a cookout. Thanks to our gracious hosts, the Cramers, we all had a great time.

The Christmas Party date is set! It will be Thursday, December 18th at 7:00 pm at the Rolling Hills Country Club. Betty Chastain and Cathy McKenna have already volunteered to help out. We'll be out to duplicate last year's great party.

October is the month for the nomination committee to be formed and the forming has started. Let me know where you would like to serve and the committee will contact you.

As a Club event, we didn't get much response for a tour to the Palm Springs Fanbelt Toss. I hope those planning to go got their reservations in on time and have fun. Soooo in addition for November we will have a tour of the Titan Missile Museum on Saturday November 15. Meet at Carlos Murphy's downtown on Congress at 3 pm. We will leave promptly at 3:15 pm and tour the museum on West Duval Mine Road for the 4:00 pm tour. Then we'll return to Carlos Murphy's for dinner at 6:00pm. Cost for the museum is \$3.00 per person.

Don Robinson

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 September 24, 1986.

Under old business the tour and picnic at Kitt Peak was reported upon and the members were reminded of the Casas de los Ninos show on October 19th, and the Pan Belt Toss in Palm Springs on November 7th, 8th, and 9th. Larry Dandridge will be representing TCA at the CHVA Convention.

It was decided, under new business, that the TCA did not have enough convertibles to provide transportation for Santa Rita High School's Homecoming event this year.

New members include Frank Held and Don Leaman and one guest, Chris Hart was introduced.

After the break, the drawing was held. Don Chastain won the prize for license plate number HV 6054. Other prizes were won by Barbara Eggers, Alan Atwood, Al Ribas, Larry Dandridge and Mack Post.

A big show of appreciation was made for the double issue of the Corvairsation.

A short tech session followed and for sale items were announced.

The meeting was adjourned at 8:40.

Respectfully submitted,

Sincerely

A short board meeting was held and a tentative nominating committee was suggested.

CONFRONTATIONAL DUES SECTION

DUE NEXT MONTH * DUE THIS MONTH * >>PAST DUE!<<

ALLAIN
BAKER

GRAY
LEWIS
MCKENNA
SONN

ALBANI
JELINEK

CORVAIR FOREVER !

This month, Corvairsation is spotlighting the 1963 Corvair. We have done 1960 thru 1962 in the past three months and the remaining model years will follow in the months to come.

1963 PRODUCTION: 281,539 units

Coupe: <u>158,602</u>	Sedan: <u>51,804</u>
500: 14,680	700: 20,684
700: 12,378	Monza: 31,120
Monza: 117,917	
Spyder: 11,627	
R-95: <u>26,768</u>	Convertible: <u>44,165</u>
Rampside: 2,046	Monza: 36,693
Corvan: 11,161	Spyder: 7,472
Greenbrier: 13,761	

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: 1110294): 4 degrees BTDC
80 HP-Automatic (Dist P/N 1110295): 13 degrees BTDC
84 HP-Automatic (Dist P/N 1110297): 13 degrees BTDC
102 HP-All (Dist P/N 1110296): 13 degrees BTDC
150 HP Turbo (Dist P/N 1110298): 24 degrees BTDC

Spark Plugs: Standard: AC 46FF (44FF on 102 & 150 HP)
Colder: AC 44FF
Very Severe Service on 150 HP: AC 42FF
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. \pm 5 lb. (used); 75 lb. \pm 5 lb. (new)

SPECIFICATIONS

1963
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-Air 80 @ 4400/128 pounds-
feet @ 2300
Monza w/Powerglide .. 84 @ 4400/130
@ 2300

Super Turbo-Air 102 @ 4400/134
@ 2800
Turbocharged, 150 @ 4400/210 @ 3200
Compression Ratio:
Turbo-Air 8.0:1
Super Turbo-Air 9.0:1
Turbocharged 8.0:1
Transmission Ratios:
3-speed 3.50, 1.99, 1.00:1
4-speed 3.65, 2.35, 1.44, 1.00:1
Automatic 1.82, 1.00:1
Rear Axle Ratios:
Standard 3.27:1
Optional 3.08, 3.55, 3.89:1

MANUFACTURER'S SUGGESTED RETAIL PRICES

1963
500 sedan 2-dr 1,992
700 sedan 2-dr 2,056
700 sedan 4-dr 2,110
Monza sedan 2-dr 2,272
Monza sedan 4-dr 2,328
Greenbrier 2,655

Authentically Speaking

by Mark Ellis

1963: Standing Pat

What's new for '63? In reality, this report should read: nothing. But since the American auto manufacturers have made the annual model changeover a part of our life style (i.e., newer is better), this year there were minor trim revisions and a few mechanical refinements to promote interest in this "new" Corvair.

Model lineup continued unchanged from '62, but with the discontinuance of the Monza and 700 Station Wagons and the 95 Loadside pickup truck. There was a sheet model change for '63: on coupe models only, the twin depressions beneath the rear window were eliminated and replaced by a flat panel. Up front, amber turn signal lenses were new this year, along with black accented headlight bezels, a single trim strip (black center) and a "Corvair" nameplate in the upper left panel corner. Monza and 700 body sill mouldings were new as were 700 and 500 series nameplates, now both ahead of the front fender wheel wells. Tail and backup lamp trim was new, while wheel covers, although the same design as '62 wheel covers, had black painted accents. Greenbriers and 95 series trucks have a revised front door nameplate, now including "by Chevrolet" beneath the vehicle name. Inside, upholstery designs were new in all series with new dash trim in a horizontal bar design. Bucket seats were now standard in Monza sedans.

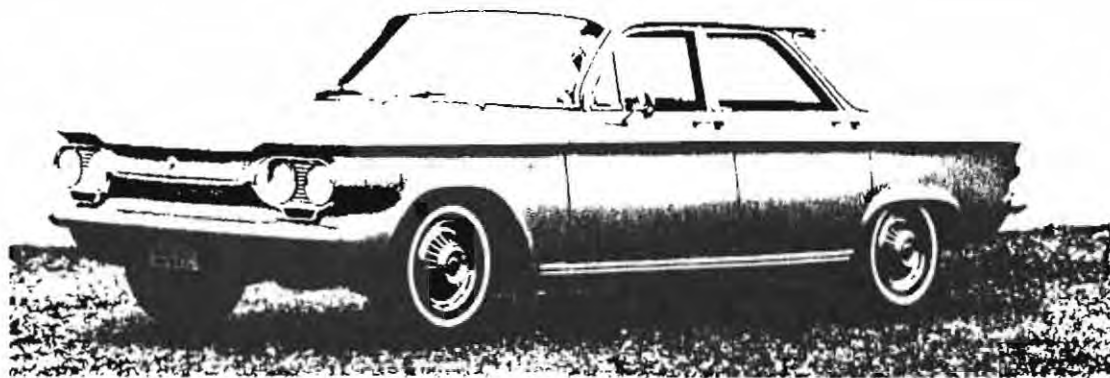
Mechanically the following changes were made: In the engine, valves were improved, the oil cooler changed from a folded fin design to a three plate (eight plate on Spyders) design, a positive crankcase ventilation system made standard on all engines (it had been available in California since '61), and the muffler improved with an aluminized coating. Spyder turbocharged engines were modified as follows: connecting rod bearings are now M500 type, crankshaft mains M400, the carburetor throttle check and drain tube eliminated, an o-ring seal added to air cleaner carburetor attachment area, and the manifold pressure gauge reads -30 0 +20 rather than the '62 Spyder's -30 0 +30.

As you can see by our brief paragraphs above, the Corvair was pretty much standing pat for its fourth year. Why should Chevrolet change anything? Sales were booming (pre-Nader, remember?) and it was obvious the car was a success in its market. Total sales were down slightly, possibly because this was the fourth year of an unchanged design, and those looking for something really new went elsewhere. Ironical perhaps, that the Detroit imposed annual changeovers would cause the unchanged Corvair's sales to slip a bit!

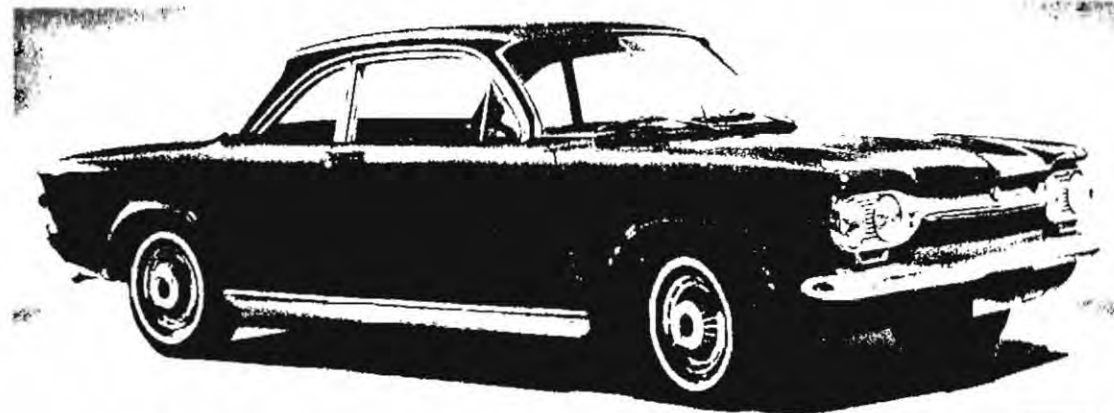
Meanwhile, as car buffs continued buying those hot little Monzas and Spyders, the after market accessory manufacturers began to introduce their Corvair offerings. Among the first were dual exhaust systems and dummy front grilles — for the foxtail and necker knob contingent? Entire firms sprang up offering only Corvair accessories. One of the best known was, and still is, IECO (Induction Engineering Company), who began by offering a four barrel carburetor conversion kit. Bill Thomas Race Cars became famous for their four carburetor conversion kit, the first on the market which was quickly imitated by other firms. Bill Corey became known as a Corvair tuning specialist and opened his own shop for Corvair performance tuning in addition to his own line-up of Corvair goodies. EMPI began offering Corvair "camber compensator" bars following up on their successful Volkswagen suspension bars. Chevrolet liked this one — its basic design was adopted for the '64 Corvair!

Other well known Corvair accessory firms in the early sixties included Douglas and Runyon, exhaust systems; Judson, Paxton and Latham, superchargers; Otto Parts, engine accessories; Ropal, engine accessories — would you believe go kart carburetors?; Dick Griffin, Spyder kits; and EELCO, a general line. Other firms offered Corvair items too: Iskenderian comshafts; Schiefer flywheel & clutch; Ansen Powerglide floor shift conversions; Cal Custom customizing pieces; and on and on and on. Most all of these firms were in California. Probably the best known not on the Coast and the one offering the most complete selection was John Fitch in Connecticut. Fitch offered his "Sprint" accessories and complete cars based on 4-speed Monza coupes with four carburetor engine, vinyl top, front panel stoneguard, stripes, etc.

In conjunction with this flurry of activity by the manufacturers, local Corvair clubs were being organized around the country. The first attempt at a national Corvair club was made by EMPI — their Corvair Owners Club which issued a monthly newsletter, "The EMPI Accelerator." Chevrolet itself began issuing its own magazine, "Corvair Communiques," which was sent to local Corvair clubbers who were registered with sponsoring Chevrolet dealers. Corvair Communiques were issued four times a year from 1963 to 1966 and you've seen many of their articles reprinted here in CORSA Quarterly. You've also seen another communicate in print — "CORSA Communiques." Know where we got the name?



1963 700 four-door
sedan.



1963 Monza club
coupe.

EDITOR'S NOTE:

The Tech Tip on rebuilding steering boxes will not appear this month as promised. In researching the subject, it was found that it will take a little longer to put a good article together. Next month!



1963 Corvair close-
ups.

1963
CORVAIR
"145"-6 CYLINDER

CORVAIR REAR AXLE IDENTIFICATION

CORVAIR 3 or 4 Speed (3.27 ratio) . . .	-	HA
CORVAIR 3 or 4 Speed (3.55 ratio) . . .	-	HB
CORVAIR Automatic Transmission (3.27 ratio)	-	HC
CORVAIR Automatic Transmission (3.55 ratio)	-	HD
CORVAIR Positraction (3.27 ratio) . . .	-	HG
CORVAIR Positraction w/Automatic Transmission (3.27 ratio) . . .	-	HH
CORVAIR Positraction (3.55 ratio) . . .	-	HJ
CORVAIR Positraction w/Automatic Transmission (3.55 ratio) . . .	-	HK
CORVAIR Positraction (3.89 ratio) . . .	-	HL
CORVAIR Positraction w/Automatic Transmission (3.89 ratio) . . .	-	HM
CORVAIR 3 or 4 Speed (3.89 ratio) . . .	-	HE
CORVAIR Automatic Transmission (3.89 ratio)	-	HF
R10 . . . Positraction (3.89 ratio) . . .	-	HL
R10 . . . Positraction w/Automatic Transmission (3.89 ratio) . . .	-	HM
R10 . . . 3 or 4 Speed (3.89 ratio) . . .	-	HE

ENGINE SERIES NUMBER

SUFFIX CHART

Manual Trans.	YC
Manual Trans. and High Performance	YN
Manual Trans. and C.A.C.	YL
Manual Trans., C.A.C. and High Performance	YM
Turbo-Charged with 4-SPD.	Y
Automatic Trans.	Z
Automatic Trans.	ZH
Automatic Trans. and C.A.C.	ZD
Automatic Trans. and High Performance	ZF
Automatic Trans., C.A.C. and High Performance	ZG
Manual Trans. F.C.	V
Automatic Trans. F.C.	W

"Vairy Tales" by Van Pershing

It was 1968 and we had been married for two years. It had been a good two years - car wise. We had a '57 Chevy Two-Ten 2-door and a 1960 Corvair 4-door sedan along with a couple of '51 Henry Js as hobby cars. The Corvair and the '57 were too new to do much with, so I had to have something old to play with - you know how that goes. The '60 Corvair wasn't too much to brag about. It wasn't fast and really didn't have much "eye" appeal, but it was kind of fun to drive. The '57 was really my wife's to drive and it was a six cylinder so I really didn't mind not "getting" to drive it that often.

The day came when the '60 Vair was too pooped to do much more than run, so we went to the Chevy dealer to see if we couldn't find a good used Corvette to purchase. We found a nice one. It was a '64 coupe, silver with new whitewall tires and looking good. It had too basic shortcomings: a) it has a Powerglide transmission (I really don't believe that automatic transmissions and sports cars go together, especially two-speed automatics), and b) it cost \$1600 - that was more money than I had ever seen in my life. Three cars down from the Vette was a little Corvair coupe. It was bronze, had a 4-speed transmission (with a clutch!) and had an insignia on the side that read "Spyder". I had seen these around but never had really driven one. Let's take it for a ride as long as we're

here. We should have never done that! How much, I asked. \$900. Would you take \$800. Sold. Wow! Only half the price of the Vette and almost as neat. We were as happy as could be.

We drove the car everywhere. It never missed a lick. Oh, once I tried to see how fast it would go and made the heat light come on - I didn't even know it had a buzzer that went off too, and I thought I ruined my baby (the speedo read 120 mph, by the way). I remember a time when we were coming home from Cottonwood via Jarome and Yarnell Hill when the '66 Mustang was trying to keep up with us around the curves. Those Dunlop radials were all right.

Then a sad day. I was drafted into the Army and was stationed at Ft Bliss in El Paso. Vicki was on her way to visit for the weekend from Tempe and only made it as far as Tucson. Differential destroyed due to lack of lubricant. The weekend was destroyed too and her faith in the Spyder also fell victim. When orders finally came down for Viet Nam, the thought of having to spend a year alone with the Spyder as the only means of transportation did not appeal to the young lady. Reluctantly, I traded the "best car I ever owned" in on a Buick - I guess I must have figured I was going to die anyhow so what difference did it make. On the other hand, what if it had been the Corvette?? We'll never know!

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. Think about it!!! Call Van @ 743-9185 (home) or 799-4012 (office).

TCA Clubnotes

If you didn't go with the Club to Kitt Peak in September, you really should have. Not only was the food good and the company great, but we got an inside tour that was fantastic. The 4-meter Goodall Telescope tour took us right in with the scope itself as well into the control room where the astronomers work. It was most interesting to hear the tour guide say the the big bearing on the telescope was just like the main bearing on a Corvair engine - just a little larger! We were taken into the heart of the McMath Solar Telescope and were allowed to climb on the catwalk just under the mirror path to the very top. There was an astronomer working there at the time who showed a a few more interesting things. Did you know that the use the solar telescope at night too!

The new Corsa Tech Guide will be available from the merchandise chairman at the next Club meeting for \$20.00 each. It looks like a good reference book.

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.

FOR SALE: Good parts at a resonable prices: '65 telescopic steering column w/ wheel, \$150; NOS rear panel '65-69 coupe or 4-door, \$100; '63 black steering column w/wheel; vent window assys for early convertible; Corsa air cleaner asm; '65 Corsa wheel covers; '66 Corsa wheel covers; late model clutch cables; '63-64 rear axle & bearing; '64 rear suspension w/ transverse spring; good carb cross shafts and other parts for both early & late. Call Gordon Cauble, 602-299-1122.

WANTED: ADS FOR THE CORVAIRSATION. This page should be FULL of things you need or want to sell. It doesn't even matter if the stuff is Corvair. Use your wnat ad space!!! Call 743-9185 to place an ad.

As you may have already noticed elsewhere in this issue, this month's Vairy Tales has appeared once again. It wasn't as good as last month's and they will continue to get worse if Van writes them all!! Please drop me a note with your story or your idea for a story or just an outline of your story and we'll work on getting into a Vairy Tale

A very special thanks to Alan Atwood from the editor of the Corvairsation for all of the extra time and effort he puts into TCA. He is a bunch of help on getting the Corvairsation out every month, not to mention the many, many other things he spends time on for the Club. Thanks Alan.

Please take a minute of your time and give some thought to serving your fellow club members as an officer in the Tucson Corvair Association. It's great fun and you'll be doing your fellow man a great service! Call Don Robinson and have a little confidential chat with him. 297-1356.

TREASURER'S REPORT

Balance September 1, 1986.....\$1016.44

Income

Dues.....50.00
 Corvairsation ads.....135.00
 Raffle tickets.....32.00
 Merchandise sales.....12.00
 Aluminum cans.....25.00
 Total Income.....\$254.00

Expenses

Corvairsation.....59.28
 Merchandise-raffle.....113.78
 Kitt Peak Tour.....23.46
 Total Expenses.....\$196.52

Balance October 1, 1986.....\$1073.92

Alan Atwood



OTTO PARTS

FOR CORVAIR ENGINE & TRANSAXLE PARTS
 MANY NEW PARTS

- Failsafe cam gears
- Aluminum fan bearing ass'y
- Rebuilt fan bearing ass'y
- '66 '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-8 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

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



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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

Oct 19: Casa Car Show '86. Start cleaning up that "Vair for this one!
See President's Message and flyer inside this issue.

Nov 7, 8, & 9: Great Western Fan Belt Toss and Swap Meet. See details
inside.

Nov 15: Titan Missile Museum Tour and Dinner. Meet @ 3:00 pm at Carlos
Murphy's downtown on Congress. See details on President's page.

Dec 18: Annual TCA Christmas Party. Mark the date now for the usual
great time!!

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



FIRST CLASS MAIL

