

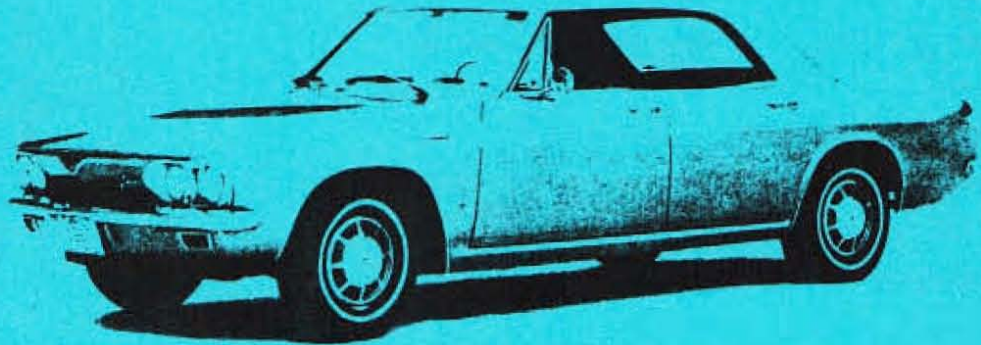
# Corvairization

TUCSON CORVAIR ASSOCIATION TUCSON, ARIZONA

VOLUME 12 NUMBER 11

FEBRUARY 1987

1967



**Jan 15: Picacho Peak Picnic**

Meet at Foothills Mall @ 9:30 am. See deatils inside.



## 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**

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

#### **MEMBERSHIP CHAIRMAN**

(Dues & Change of Address)  
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Tucson AZ 85748  
(602) 885-9214

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#### **CORVAIRSATION EDITOR**

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(602) 296-1392

#### **BOARD OF DIRECTORS**

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

#### **BOARD MEMBER AT LARGE**

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



#### **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.....


February's mid-month activity is on Sunday, February 15. We are going to tour Picacho Peak for a potluck picnic with Cactus Corvair Club members from Phoenix. We will meet them in the picnic area on the west side of I-10 at about 10:30 AM. Bring your favorite dish and the Club will bring a supply of sodas. Don't forget your plates, silver and serving utensils.

We will meet to tour up there at the front of Goldwater's (southside) in Foothills Mall ( Ina & LaCholla ) at 9:30 AM. We will leave the Mall at 9:45 and any who wish may meet us along the Interstate after that.

Election of Club Officers will be held at the February (25th) monthly meeting. Be there and support the incoming Club Officers!

It hardly seems a year has gone by since I started my term as President. A lot of people have provided support to make this job enjoyable and rewarding. Thanks to all of you. I'm looking forward to next year and I hope you are too!

*Don Robinson*



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and 887-9837

Thanks for the  
Christmas Party  
Gifts

CLARK'S 1987 SUPPLIMENTS HERE

T.C.A. has received a supply of suppliments to the current Clark's Corvair Parts Catalog. If you purchased your catalog from T.C.A. you may get your new suppliment from the merchandise chairman at the next meeting for no charge. If you purchased your catalog from Clrak's you should have already received your suppliment in the mail.

The regular monthly meeting of the Tucson Corvair Association was called to order at 7:45 PM by President Don Robinson on January 28, 1987 at the Picadilly Cafeteria, 6767 E. Broadway, Tucson, Arizona.

A report of the Old Pueblo Winter Rally that was held January 18th was given by the Rally Master, Don Robinson. Pete and Carol Moga were the winners, Ed and Carole Sanford came in second, the Schowengerdts were third, and the Alex team was fourth. A round of applause was given to Don for planning the affair.

The mid-monthly activity for February will be a meeting with the Cactus Club from Phoenix at Picacho Peak on the 15th. A Pot-Luck lunch is planned. There will be a tune-up clinic in March.

Guests were introduced, Bruce Robinson and Gordon Highfield.

After the break, the drawing was held. License numbers were drawn, 65D, CCM 571, and H27 which was the winning plate for Alan Atwood. Alice Carey, Pete Moga, Carole Sanford, Al Rivas, Frank McKenna, and Ernie Alloy were also winners. The prizes were donated by TCA and Cunningham Automotive.

A short tech session followed and for sale items announced.

The meeting adjourned at 8:30.

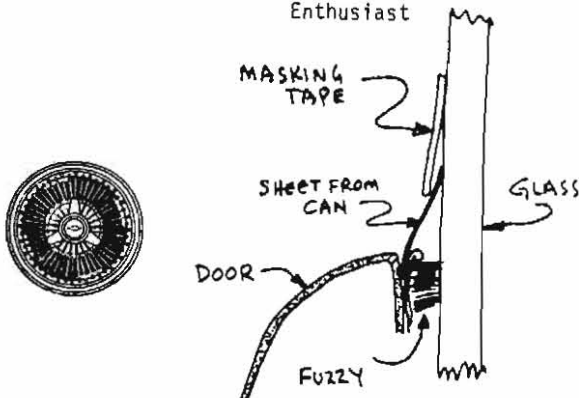
Respectfully submitted,

*Severly*

USES FOR EMPTY BEER/POP CANS

First, slit the can down the side and cut off top and bottom. Trim the sheet rectangular and draw it flat over the edge of a workbench. Use the full sheet as a palette for mixing small batches of Bondo. Or, cut it in thirds for use as a door window paint mask as shown below. The can material is thin enough to shove behind the window channel and fuzzies so no paint will get on them.

The Oil Drop, Vulcan Corvair Enthusiast



FROM 'CORVAIR HOUSTONS'

## RALLY RESULTS

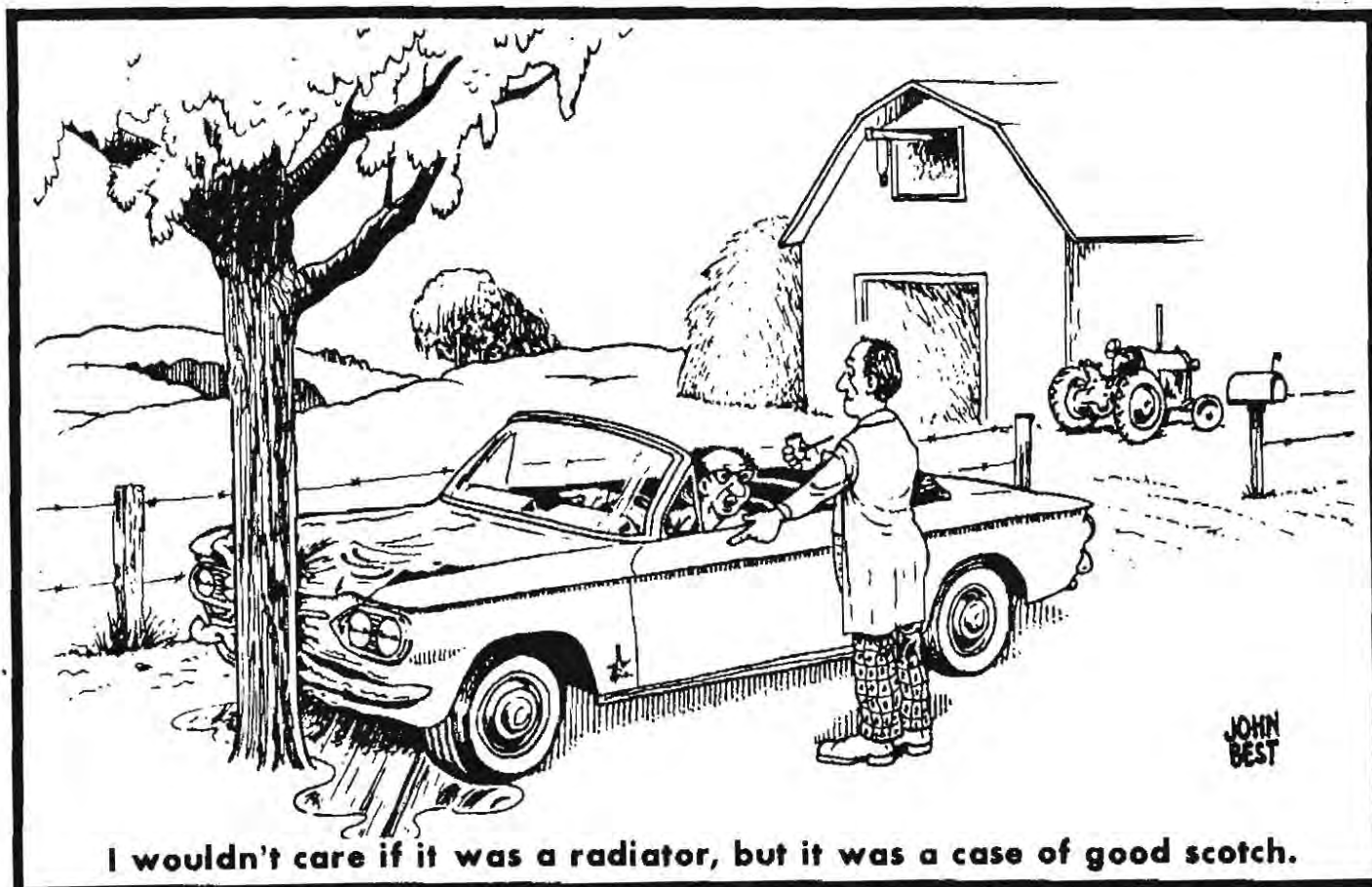
The Old Pueblo Winter Rally went off as scheduled, but it was close. The rally route went through Gates Pass in the Tucson Mountains and the Pass closed with snow and ice prior to the start of the rally. Fortunately, the Pass opened several hours before the rally started and all was well.

People who helped me check out the rally route thought I should make it more difficult. I'm sorry all of you got lost at one point or another. On one checkride I ran the rally backward and made a wrong turn. So much for getting lost! I'm glad everyone, including the checkpoint workers, had a good time. Next year maybe we can make it a little more difficult.

## RESULTS

1st Place	Pete and Carole Moga
2nd Place	Ed and Carol Sanford
3rd Place	Bob and Amy Schowengerdt
4th Place	Cecil and Esther Alex

*Jan Robinson*  
Rallymaster



**I wouldn't care if it was a radiator, but it was a case of good scotch.**

# CORVAIR FOREVER !

This month, Corvairsation is spotlighting the 1967 Corvaire.

**1967 PRODUCTION: 27,253 units**

Coupe: 19,028  
 500: 9,257  
 Monza: 9,771

Sedan: 6,116  
 500: 2,959  
 Monza: 3,157

Convertible: 2,109  
 Monza: 2,109

## TUNE-UP SPECS

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

Timing: 95 HP-with AIR (Dist P/N: 1110369): 0° BTDC  
 95 HP - Standard Transmission: 6° BTDC  
 95-HP - Automatic Transmission: 14° BTDC  
 110 HP - with AIR (Dist P/N 1110389): 4° BTDC  
 110 HP - Standard & Automatic Trans: 14° BTDC

Spark Plugs: Standard: AC 46FF (95 HP); 44FF (110 HP)  
 Colder: AC 44FF  
 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

**1967**

500 hardtop 2-dr .....	2,128
500 hardtop 4-dr .....	2,184
Monza hardtop 2-dr .....	2,398
Monza hardtop 4-dr .....	2,484
Monza convertible .....	2,540

## SPECIFICATIONS

**1967**

Overall length ..... 183.3 in.  
 Height ..... 51.2, 51.3, 51.5 in.  
 Width ..... 89.7 in.  
 Wheelbase ..... 108.0 in.  
 Displacement ..... 184 cu. in.  
 Bore x Stroke ..... 3.437 x 2.84 in.  
**Horsepower/Torque:**  
 Turbo-Air ..... 95 @ 3600; 154 pounds-  
 feet @ 2400; 110 @ 4400/180 @ 2800;  
 140 @ 5200/154 @ 2400

**Compression Ratio:**  
 Turbo-Air ..... 8.25, 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

## ENGINE NUMBER SUFFIX CHART

Manual .....	RA	High Performance and Powerglide .....	RH
High Performance .....	RD	Powerglide and Air Cond. ....	RJ
Air Cond. ....	RE	High Performance, Powerglide and Air Cond. ....	RK
High Performance and Air Cond. ....	RF	Powerglide and A.I.R. ....	RV
A.I.R. ....	RS	Powerglide, A.I.R. and Air Cond. ....	QQ
A.I.R. and Air Cond. ....	QM	High Performance, Powerglide and A.I.R. ....	RW
High Performance and A.I.R. ....	RU	High Performance, Powerglide, A.I.R. and	
High Performance, A.I.R. and Air Cond. ....	QS	Air Cond. ....	QP
Powerglide .....	RG		

# AUTHENTICALLY SPEAKING—1967, by Mark Corbin A TRADITIONAL YEAR

It was a strange year indeed. The 1967 model year brought many things, and ended a number of others. Overall, of the late models, 1967 is one of the two vintage years for late Corvairs, but seemingly, one of the more ignored. In spite of the safety war that raged on, production continued. True, the numbers were slashed to a quarter of the '66 run; but still the car was very much alive. Chevrolet still advertised it in national magazines. There was still dealer support. Car enthusiast publications were still interested in reviewing it. And the quality of assembly was still there.

But the ax had clearly fallen. G.M. made no bones about it, not only bringing out the Camaro (and later the Firebird) but also by dropping the performance items so as not to hurt their new ponycars. Gone were the Corsa and the turbo. The 140 also went; but the dealers raised so much fuss, Chevrolet had to reinstate it soon after introduction. "Yes, Virginia", the 140 was available; but only as special order and not with air conditioning. Only these items make '67 anything less than the best year going.

Outside everything was a carryover, with the exception of the tail light lenses. The sculptured plastic remained but the chrome ring in the center was changed from the thin "wedding band" to a heavy trim ring, remaining so until the end. You can still trip up even the most observant of Corvair enthusiasts by asking what was changed on the exterior.

The inside showed more improvement. The most noticeable were the new astro bucket seats. The upholstery inserts and side panels were carryovers from the '66 bucket design, and they set off the new buckets in a very striking manner. The seat backs are metal and not the plastic of later years, though Dash knobs were mushroomed. Window crank knobs were color-keyed plastic, but the new short-and-fat safety type, as were the door lock buttons. Even the turn signal knob was blunt, but particular only to that padded dash, again a design particular of 1967 in that it is straight across the front — it has no doglegs around the radio speaker.

One of the complaints about the Corvair on safety was the rigid steering column. GM countered this by installing energy absorbing columns in all their '67's, including the Corvair. Mounted on this new column was a new three-spoke steering wheel and four-way safety flasher

Again they created a unique design by overlaying the wheel with its own shiny chrome trim, uniquely sculptured.

Safety thinking did not stop there. Dual master brake cylinders were also added along with a warning light between the existing two lights on the gas gauge to signal either a failure of one of the two brake lines when the brakes were applied or to signal when the handbrake is applied.

Models were the same as in '66 except for the loss of the Corsa. It is interesting to note that it was the last year for the 4 doors; and in producing them, the factory replaced the seat back latch of the two doors with a hold-down bolt.

Four exterior colors were carryovers with eleven more either renamed or changed. They were Tuxedo Black, Ermine White, Marina Blue, Madeira Maroon (carryovers), Nantucket Blue, Deepwater Blue, Granada Gold, Mountain Green, Emerald Turquoise, Tahoe Turquoise, Royal Plum, Bolero Red, Sierra Fawn, Capri Cream, and Butter-nut Yellow. Available were two-tone combinations for the sedans, consisting of Ermine White — Nantucket Blue, Nantucket Blue-Ermine White, Nantucket Blue-Deepwater Blue, and Deepwater Blue-Nantucket Blue on 500's and Granada Gold-Capri Cream and Sierra Fawn-Capri Cream for both. Interior color selection were trimmed to Black, Blue, and Fawn in the 500's and Black, Bright Blue, and Gold in the Monza.

Accessories were headed by the already excellent air conditioner, which featured the air intake-mounted condenser and for 1967 made the high-mount compressor bracket and in-line muffler fitting standard on all units. Unfortunately only 1396 a/c units were factory installed.

Available for the first time were shoulder belts, speed warning indicator and stereo tape system. Revised were the remote control mirror, hubs on the wire wheel covers, head restraints, sports styled steering wheels, and telescopic steering column. The usual host of accessories were still available but appearing for the last time were the air conditioning and the dealer-installed stereo multiplex for the AM-FM radio. As an added bonus each Corvair carried GM's first five-year warranty.

In many respects, the '67's were quite an improvement on the 1966's high-water mark. They remain a most unique year, and a very frustrating one to restore because of it.

# Corvair Factory-Installed Optional\* Equipment (1967)

for all Corvair models except as otherwise specified

	RPO		RPO
<b>POWER TEAMS</b>		<b>BELTS, FRONT SHOULDER</b>	
<b>ENGINE</b>		For use with standard seat belts .....	AS1
110-hp Turbo-Air 164 6-cyl. ....	L62	Custom Deluxe—Requires RPO A39 .....	A85
<b>TRANSMISSIONS</b>		<b>CLOCK, ELECTRIC</b> .....	U35
<b>Powerglide</b> .....	M35	<b>GLASS, SOFT-RAY TINTED</b> —All windows .....	A01
<b>4-Speed Fully Synchronized</b> .....	M20	Windshield only .....	A02
<b>AXLE, POSITRACTION REAR</b> —Available in same ratios as regular axle .....	G81	<b>HEADRESTS, STRATO-EASE</b> —Front seat only	
<b>AXLE RATIOS</b> —For availability of optional Economy or Performance axle ratios, consult Power Teams chart.		Monza models .....	A52
		Corvair 500 models .....	AS2
<b>FEATURE GROUPS</b>		<b>LIGHTS</b>	
<b>APPEARANCE GUARD GROUP</b> —Includes the following items: Front and Rear Floor Mats, Door Edge Guards, Front and Rear Bumper Guards, and Custom Deluxe Seat Belts.		Ashtray .....	U28
<b>AUXILIARY LIGHTING GROUP</b> —Includes four or more of the following items: 1. Courtesy Light 2. Underhood Light 3. Ashtray Light 4. Luggage Light 5. Glove Compartment Light.		Courtesy .....	U29
Monza .....	(1, 2, 3, 4)	Glove compartment—Corvair 500 models .....	U27
Corvair 500 models .....	(1, 2, 3, 4, 5)	Luggage compartment .....	U25
<b>FOUNDATION GROUP</b> —Includes Pushbutton Radio and Electric Clock.		Underhood .....	U26
<b>EXTERIOR FEATURES</b>		<b>MATS, FLOOR</b> —Colored-keyed front (2) and rear (2) .....	B37
<b>GUARDS, DOOR EDGE</b> .....	B93	<b>RADIO EQUIPMENT</b>	
<b>GUARDS, FRONT BUMPER</b> —All models .....	V31	<b>Radio, Pushbutton</b> —With front antenna	
<b>GUARDS, REAR BUMPER</b> —All models .....	V32	AM Radio .....	U63
<b>MIRROR, OUTSIDE REMOTE CONTROL</b> .....	D33	AM Radio and Rear Seat Speaker .....	U63/U80
<b>TIRES</b> : For additional information, see Tires in Feature Details section.		AM-FM Radio .....	U69
7.00 x 13—Blackwall, original equipment 2-ply tubeless .....	Standard	AM-FM Radio and Rear Seat Speaker .....	U69/U80
7.00 x 13—Whitewall, original equipment 2-ply tubeless .....	P54	<b>Antenna, Rear</b> —Manual AM Radio only .....	U73
<b>TOP, CONVERTIBLE</b> —Choice of white, black, or blue. See Sales Album, Color and Fabric section	C05	<b>Speaker, Rear Seat</b> —For use with Foundation Group only .....	U80
<b>TOP, POWER-OPERATED CONVERTIBLE</b> .....	C05/C06	<b>SEAT, FOLD-DOWN REAR</b> —Corvair 500 models .....	A67
<b>TWO-TONE FINISH</b> —See Sales Album, Colors and Fabrics Section for availability.		<b>SPEED WARNING INDICATOR</b> .....	U15
<b>WHEEL COVERS</b> —Set of four. Corvair 500 only .....	P01	<b>STEERING COLUMN, TELESCOPIC</b> —Not available with Deluxe Steering Wheel .....	N36
<b>WHEEL COVERS, MAG-STYLE</b> —Set of four .....	N96	<b>STEERING WHEEL, DELUXE</b> .....	N30
<b>WHEEL COVERS, SIMULATED WIRE</b> —Set of four ..	P02	<b>STEERING WHEEL, SPORTS-STYLED</b> .....	N34
<b>INTERIOR FEATURES</b>		<b>STERED TAPE SYSTEM</b> —Not available with Radio and Rear Seat Speaker .....	U57
<b>AIR CONDITIONING, ALL-WEATHER</b> —Includes 47-ampere Delcotron Generator and front-mounted spare tire .....	C64	<b>HEAVY-DUTY AND OTHER EQUIPMENT</b>	
<b>BELTS, SEAT</b> —In addition to or replacing standard seat belts.		<b>AIR CLEANER, PRE-OIL BATH</b> .....	K47
Center Rear—For use with standard seat belts.		<b>BATTERY, HEAVY-DUTY</b> —70-ampere-hour rating ..	T60
Sport Sedans .....	A68	<b>GENERATOR, DELCOTRON 12-4T AMPERE</b>	
Custom Deluxe—Front (2) and rear (2) .....	A39	Included with Air Conditioning .....	K84
Custom Deluxe Center Rear—Requires RPO A39.		<b>GM AIR INJECTION REACTOR</b> —California registered vehicles only .....	K19
Sport Sedans .....	AL5	<b>HEATER AND DEFROSTER DELETION</b> —Credit option .....	C48
		<b>LOCK, SPARE WHEEL</b> —Not available with Air Conditioning .....	P19
		<b>STEERING, SPECIAL</b> —16:1 overall ratio for quick response steering .....	N44
		<b>SUSPENSION, SPECIAL-PURPOSE FRONT AND REAR</b>	
		Includes special springs and shock absorbers .....	F41
			*Extra cost



**CONFRONTATIONAL  
DUES SECTION**

**TREASURER'S REPORT**

Balance January 1, 1987.....\$894.25

Income

    Dues.....100.00

    Corvairsation ads.....30.00

    Raffle tickets.....35.00

    Merchandise sales.....19.75

Total Income.....\$184.75

Expenses

    Corvairsation.....26.40

Total Expenses.....\$26.40

Balance February 1, 1987.....\$1,052.60

Alan Atwood

**DUES DUE NEXT MONTH:**

Britton	Rentschler
Chapman	Sanford
Dyke	B. Thompson
Miller	Vader
Moga	

**DUES DUE THIS MONTH:**

Atwood	Ransom
Aufmuth	Roberts
Cauble	Sproles

**DUES PAST DUE**

Droz	D. Thompson
------	-------------

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

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MANY NEW PARTS**

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- High temp diff gasket sets
- Rebuilt fan bearing ass'y
- 4 spider diff kits
- '66 '69 Trans main shaft
- Reconditioned connecting rods
- '61 '65 Counter shafts
- Corv-8 mid engine kits

**NEW '86 CATALOG NOW AVAILABLE \$4.00**  
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**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.



A cartoon illustration of a man with a large, spiky afro hairstyle, wearing a suit and tie, running towards the right. He is carrying a large flag or banner over his shoulder. In the foreground, a Corvair car is being towed by a rope. The man has a determined and slightly angry expression.

**Jerry Bishop**  
is wreckin' em out -  
100 plus Corvairs!!!

**JERRY BISHOP'S TOWING  
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# Vairs 'n Spares

**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:** 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.

**FOR SALE:** '63 MONZA Coupe, engine apart, good body. '64 4-door, not running. Call 887-4324 or 293-4509.

**FOR SALE:** '64 MONZA 2-door, automatic, needs work but sound body, engine & air contioning. 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:** TUNE-UP PARTS for 1960 and early 1961. See the Mechandise Chairperson, Pete Moga at the next meeting..

**FOR SALE:** '61 LAKEWOOD, 110HP/Automatic, alternator, Was 4-speed-have most of the parts to change it back. Call Van @ 743-9185 (home) or 799-4012 (office).

## Side wind kills fuel economy

One of the most interesting observations to come out of a new aerodynamics study at the General Motors Research Laboratories is that a side wind can have a greater impact on a vehicle's fuel efficiency than a head wind.

"Many people think that the worst wind is the one blowing straight at the vehicle, but that turns out not to be true," accord-

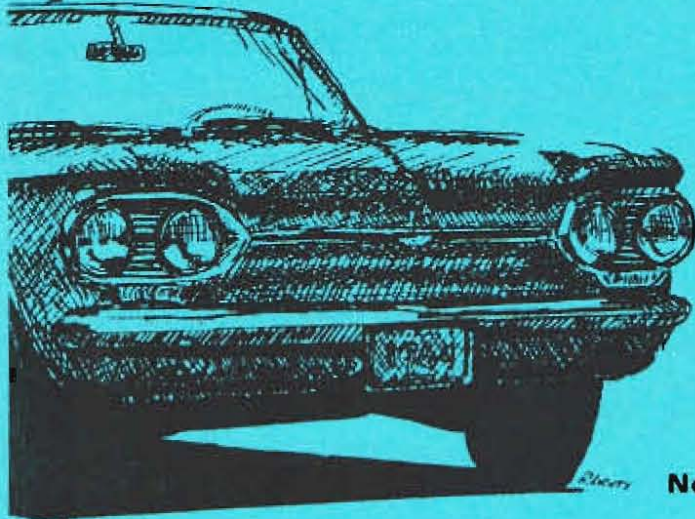
ing to Dr. Gino Sovran, Fluid Mechanics Dept. "The wind having the greatest impact on aerodynamic drag can be one between 40 to 60° to the direction of travel. If one wants a good windy-day operation to be a design criterion, then a designer must control the manner in which the drag coefficient varies with the angle of the wind." **MACHINE DESIGN**

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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

Jan 15: Picacho Peak Potluck Picnic. Meet at Foothills Mall on Ina and La Cholla in front of Goldwater's (south side) at 9:30 am. We will meet the Cactus Club at 10:30 in the picnic ground on the west side of I-10 at Picacho Peak.

Aug 21-23, 1987: Western Division Mini-Convention in San Jose, CA  
(more details to follow)

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



FIRST CLASS MAIL

