

Fanbelt Flyer September 2016

Prez Sez by John Seaman

No article submitted at this time.

Treasurer's Report by Joe Lewis

CACTUS CORVAIR CLUB Treasurer's Report May 2016		
Beginning Balance as of	4/30/2016	\$2,958.20
INCOME		
50-50		\$ 15.00
RENEWALS		\$ 45.00
NEW MEMBERS		
		\$ -
EXPENSES		
		\$ -
ENDING BALANCE	5/31/2016	<u>\$3,018.20</u>
PENDING CHECKS		
Pending Deposits		
BOOK BALANCE	5/31/2016	<u>\$3,018.20</u>
<u>Dues paid this month for 2016</u>		
Darin Vigesaa		
Nancy Pastore		
Manuel Brizar		

Secretary's Report

No article submitted at this time.

Choosing Tires for my 65 'Vert by David Dean

Perhaps one of the most signature features of a classic car are the tires and rims. Stock, old school, custom, modified, adapted – there are so many choices for the right look, ride, and performance; the information can be daunting. Recently I replaced the tires on my 1965 Monza Convertible. The car came with 15 inch American Racing rims that we decided to keep on the car. The existing tires on the car were a mismatch of several tire sizes and brands from P175/50R15 to P225/50R15. Faced with several decisions, this article reviews some of the considerations I encountered.

The stock wheel for a 1965 Corvair Monza (and common to most of the coupes and sedans) is a 16.5X13 or the modern equivalent, 185/80R13. Since my car has 15 inch rims, these stock specifications would

not work. The decision to use 15 inch tires adds a series of complications to include overall wheel diameter and revolutions per mile (to keep the speedometer calibrated). Chevrolet specifications for revolutions per mile is 853 (stock for all models to 65) and 833 (for 66-69 and wagons). Compiling information from several sources, I found the following tire size options were within the limits of good vehicle operation:

- P205/55R15 (all) [843-874]
- P195/60R15 (all, good replacement for 1960 - 65 tires 6.50X13) [859-864 revolutions per mile]
- P195/65R15 (all, good replacement for 1966 - 69 tires 7.00X13) [832-840 revs/mile]
- P205/60R15 (all, good replacement for 1966 - 69 tires 7.00X13) [842-846 revs/mile]
- P215/60R15 (for rear wheels of LM if you want the "big and little") [818-837 revs/mile]

Since the existing American Racing rims were 15 X 7 (diameter X width), it narrowed the options. I browsed tire catalogues, looking at several raised white letter and whitewall tires options before settling on a set black wall tires in a moderate price range. While raised white letters or whitewalls have a very attractive look, maintaining them under normal driver use can be a challenge. In order to stay with the same brand and the same tread patterns front and rear, I selected a set of Yokohama, Avid Touring-S tires in "big/little" sizes (P195/60R15 fronts and P215/60R15 rear). This gives the care good clearances, overall tire height consistency, and a little sportier stance front-to-back. Tires and rims are a matter of personal choice where there are many factors to consider. If using 15 inch rims, there is a ride variety of options to choose from.





Coincidental Corsas? by Dave Wenzlick



Last Spring I had the opportunity to purchase a club member's project car which was still being re-assembled after extensive restoration work. It interested me because it was a very rare 1966 140 Corsa Coupe with factory A/C. Estimates from recognized Corvair historians say only about 158 A/C Corsas

were ever built in 1966 and none were made in 65. The car was originally Aztec Bronze (a one year only color) with an Aztec Bronze interior which is even rarer. Again, the experts chime in and say only maybe 25 of those unique combinations were ever produced. Official records cannot positively confirm these details because many records were lost long ago in a GM plant fire.

I was quite happy with my rare A/C Corsa acquisition when along comes another that is nearly identical. This one is in rough shape and was last “restored” probably around the mid-80’s. I found it on Craigslist and worked a deal to get her home over the Labor Day holiday weekend. Someone in the club might recognize it since it’s been in the Phoenix area for so long. It’s a true 1966 140 A/C Corsa Coupe with the same Aztec Bronze exterior/interior color combination. This one does not have a “numbers matching” engine case like the first but it is still cool to have two of these really rare Corvairs. This one is getting sealed up and covered for storage and I’ll be working on it another day. For now, I have my twins safely at home.



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