

The Forgotten Corvairs

submitted by Ray Hatchell, CORSA/NC 'Vair Heels

After attending literally dozens of Corvair events during the last 30 years, I have come to the conclusion that five of the ten production year models have been largely ignored by collectors. Those years being 1961, 1962, 1963, 1967, and 1968.

The 1960 models are of interest (and thus desirable) not due to any particular virtues but simply because they were the first of the marque. The only memorable features of the 1961 models were the hand-operated carburetor choke system (not successful enough to be carried over in following models) and the convex shape of the front body panel instead of the concave form of the 1960 models - a significant improvement in my opinion. 1961 lineup also introduced the Forward Control models.

Lack of a higher level of interest in the 1962 models is more difficult to understand. This year marked a number of "first" and "only" and a "largest" and "least" category. It marked the first year of the convertible and the turbo-charged engine and the only year of production of the Monza station wagon and the Loadside truck. The Loadside was the least produced model of all Corvairs at just 369 units, yet, the 1962 Monza coupe was the most produced at 151,738 units.

What can be said of the 1963 models? Basically, they showed only minor changes. The 1964 models saw the introduction of the 164 cubic-inch engine and the transverse rear spring. Of course, this engine continued through the remainder of Corvair production, but the spring had no place in the coming redesign of the suspension system. Many Corvair enthusiasts, including the writer, consider the 1964 the best model of all.

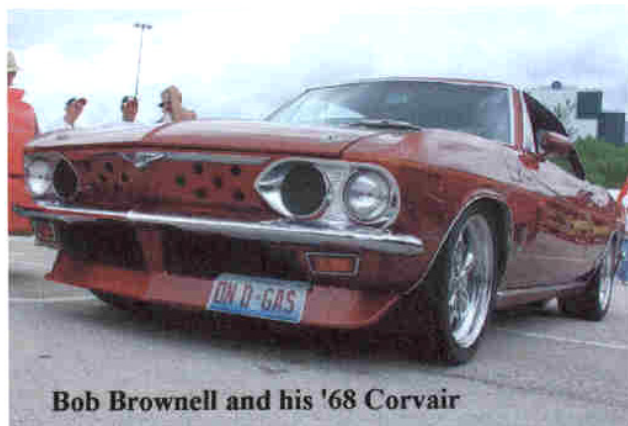
The introduction of the 1965 models showed a complete redesign of the body and suspension system

and was widely acclaimed for its styling and handling improvements over previous year models.

The 1966 models saw refinement of the 1965 version, are highly sought after, and considered by many as the best of all.

When did you last see a 1967 or a 1968 model at a Corvair event? Or, when did you last see one period? 1967 marked the last year of the four-door sedan and introduced safety features such as lane change-signaling turn signals, hazard flashers, collapsible steering columns, dished steering wheels, and the end of the three-bar spinners on the optional wire wheel covers. Apparently, those features did not translate into "desirability."

The 1968s showed minor changes from the previous year. The 1969 models are desirable due to being the last of the marque and the low production numbers: total production of 6000 including only 521 convertibles, possibly the most sought after of all Corvairs. Now, don't you want to charge out and find a pristine Monza convertible or fully optioned 1967 Monza Sport Sedan?



Bob Brownell and his '68 Corvair

Tucson Corvair Association Established 1975

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 of General Motors. The Tucson Corvair Association is a chartered member of the Corvair Society of America (COSA) chapter 857.

Monthly Meetings are held on the fourth Wednesday of each month, except November and December. One technical/social event is planned for each month, except July and August.

Membership Dues are \$15 for individuals and \$18 for families. Initial dues are \$19 for individuals and \$22 for families (includes name tags). Make checks payable to Tucson Corvair Association.

Change of Address: Report any changes of address or phone number to the Membership Chairperson. Do not report such changes to the Corvairsation Editor.

COSA Membership Dues are \$35 per year (\$70 for 26 months) and include subscription to the COSA Communique, a monthly publication. COSA membership is not required for membership in the TCA, but is highly recommended. See any TCA officer for more information.

Classified Ads are free to members and \$3 per 4-line ad to non-members. Deadline for materials submitted for publication in the Corvairsation is the 10th of the month.

Business Mail Address: 1026 South 7th Avenue, Tucson, AZ, 85701-3010.

Web Site Address: www.corvairs.org

Corvair gets Exposure on ABC Show

It seems the ABC television series *What About Brian* features a late model Corvair. According to David Robertson, a member of the Central Virginia Corvair Club, the show's main character, Brian, has reluctantly gone to work at his dad's high-roller real estate agency. To reward agents for successfully completing a lucrative deal, the old man provides the salesperson with a company car. The title character is an old-car guy, usually seen driving a mid-'60s Buick Skylark wagon in earlier episodes.

Brian's dad leads him out to the street to receive his prize. He points across the street. At first, it appears that Brian is getting a ho-hum Chrysler Sebring, but as a city bus pulls away a beautiful 1966 Corsa convertible is

Board of Directors 2006

President: **Bill Maynard** 520-325-8497
3605 N. Vine
Tucson, AZ 85719
billfromtucson@webtv.net

Vice President: **Dave Lynch** 520-325-0750
1228 N. Roberts Way
Tucson, AZ 85712
lynchmob@theriver.com

Treasurer: **Allen Elvick** 520-883-4337
4210 S. Preston
Tucson, AZ 85735
wk: 792-1450 x 1-6966
allen-elvick@med.va.gov

Secretary: **Lynn Marrs** 520-297-8969
14020 N. Gecko Canyon Tr.
Tucson, AZ 85742
lmnightengale@juno.com

Board Member at Large: **Barry Cunningham** 520-733-7387
362 Bull Run Drive
Tucson, AZ 85748
cel: 520-312-4514, wk: 520-790-4177
cunningvairbair@juno.com

Membership Chairperson: **Allen Elvick**

Corvairsation Editor: **Chris Cunningham** 520-670-9676
1026 South 7th Ave
Tucson, AZ 85701
arizaim@hotmail.com

Immediate Past President: **Bill Maynard**

Assistant Editor: **Van Pershing**

Librarian: **Bill Maynard**

Webmaster: **Van Pershing** 520-743-9185
4842 West Paseo de las Colinas
Tucson, AZ 85745,
vpersh@yahoo.co

Merchandise Chairperson: **Don Robinson** 520-297-1356
2044 Shalimar Way
Tucson, AZ 85704
fourcorvairs@hotmail.com

revealed. It is dark silver/grey metallic in color with a red interior. Dialogue tells us this was Brian's dream car growing up (he has good taste!). He even had a poster of an identical car on his bedroom wall.

There are several subsequent scenes involving the car, including cruising around in it with his dad. They never showed the rear of the car, so I could not discern if it had a 140 or turbo. They never spoke the name Corvair either, but it's pretty cool to see our favorite car getting some favorable exposure. I may have to watch this show more regularly.

Thanks to David Robertson for his attentiveness and contribution. From the Central Virginia Corvair Club. - Ed.

TCA 2007 Events at a Glance

JAN

- 13 WED *TCA Board Meeting*, Village Inn Restr,
4245 E. Speedway Blvd. 6pm.
- 20 SAT *13th Annual 2007 Tubac Car Show -Tubac AZ*
Santa Cruz Valley Car Nuts annaul event. Tubac
Golf Resort. 10am-3pm. Breakfast at Cow
Palace in Amado, AZ at 8am.
- 20-21 SAT- *Historic Casa Grande Downtown Car &*
SUN *Bike Show* 2nd St. & Florence St.
- 27 WED *Regular Monthly Meeting* Micha's North,
1220 East Prince Road, 6pm. Optional
dinner at 6:20, meeting starts at 7pm.

FEB

- 14 WED *TCA Board Meeting*, Wingstop - Campbell
and Ft. Lowell behind Walgreens - 6pm.
- 28 WED *Regular Monthly Meeting* Micha's North,
1220 East Prince Road, 6pm. Optional
dinner at 6:20, meeting starts at 7pm

MARCH

- 4 SUN *19th Annual Tucson Collectible Toy Show*
9am-3pm Pima County Fairgrounds:400 tables,
largest toy show in the Southwest!\$3 admission
- 14 WED *TCA Board Meeting*, Famous Dave's
4565 N. Oracle.- 6pm.
- 28 WED *Regular Monthly Meeting* Micha's North,
1220 East Prince Road, 6pm. Optional
dinner at 6:20, meeting starts at 7pm

APRIL

- 11 WED *TCA Board Meeting*, Risky Business, 250 S.
Craycroft - ground level of KB Homes 15-story
bldg.- 6pm.
- 25 WED *Regular Monthly Meeting* Micha's North,
1220 East Prince Road, 6pm. Optional
dinner at 6:20, meeting starts at 7pm

Officers Needed for 2007 Board

The nominating committee is searching around looking for interested persons to run the Club in 2007. President Bill Maynard is stepping down after three consecutive terms (a record for the Club). Lynn Marrs is stepping down as Recording Secretary to concentrate on finding that special Corvair that complements her Mercedes SL sitting in her garage.

If you are a member in good standing and interested in volunteering as a Board Member, please touch base with Chris Cunningham, Bill Maynard or Allen Elvick.

No experience is necessary to become a Board Member. Responsibilities range from planning events, scheduling parties, organizing rallies, picnics, caravans, pounding the gavel, contributing articles to the editor, washing cars, waxing cars, rebuilding engines, changing tires, pinstripping, giving awards, getting awards, walking, eating, hanging a banner, promoting the good looks of the marque and so on...

Collectible Cars get Emissions Exemption

If your Corvair or other collectible car is insured with collectible car insurance (which limits annual mileage), is 15 years old, is registered in Pima or Maricopa County, and you have another ride as a primary vehicle, you can now forget about having its emmissions tested. The Federal EPA has approved Arizona legislation that exempts collectible cars and trucks from emissions testing.

The findings from the Arizona Department of Environmental Quality indicated these vehicle shave a "negligible impact" on air quality in the larger cities of Tucson and Phoenix. Motorcycles registered in Pima County are also exempt.

The bill was passed by the State Legislature and signed by Gov.Napolitano in April 2005. It was then submitted to the EPA for hearings and study. The Western regional administrator for the EPA signed the action on Dec 13. The exemptions will take place on March 1st.



What about Brian and his Corvair?

Annual Collector Car Show in Tubac, Arizona

Saturday January 20th, 10am 3-pm

The Santa Cruz Valley Car Nuts proudly collect, restore and preserve motor vehicles. With more than 100 members, this car club shares plenty of fun times at monthly meetings and social events. The Car Nuts' fundraising efforts further enrich fellowship and benefit upstanding charitable organizations within our community. Sahuarita High School benefits from the proceeds of the car show. They receive scholarships, and the Car Nuts provide money to purchase a car for their graduation night party to be given away the morning after graduation if they stay all night at the party.

The Corvair Club will again meet at the Cow Palace in Amado for breakfast at 8am before the Saturday show.



Enchanted Corvairs Newsletter - Corvairs of New Mexico



Winter Storage Tech Tip **Steve Goodman**

With winter approaching (which means salt/sand/mag chloride on the streets), many chose to place their Corvairs in hibernation. If you plan on only storing the car for the months of, say, November to March I will offer the following suggestions:

Wash the car thoroughly including the underside and then drive it dry. While driving for the last time fill the gas tank full. Also pour a couple of cans of HEET or DRY-GAS into the tank.

This is alcohol and will keep the moisture content of the gas down through the months. Carefully and completely vacuum the inside of the car, especially if you have had food in the car. Little furry things are attracted to food particles during the winter months (see more comments about little furry things below). If you have lots of energy you could wax the outside of the car too. Check the glove box and trunk for anything that might spill or decay while sitting. Also air all of the tires to 35-40 psi. This will keep the bead from leaking in most cases.

Now the car is home in the garage. After shutting the car off, remove the GROUND cable from the battery. If you are concerned over the battery condition, a trickle charger can be hooked up to the battery and the cord

plugged into the wall a couple of times a month for a day or two. DO NOT overcharge the battery and check the water level in the battery regardless. Now for a couple of warnings: DO NOT leave the emergency brake pulled for the entire time period. Even though we don't have a great deal of humidity, the brake shoes can stick to the drums if allowed to sit engaged for several months. Block the wheels if it is a powerglide car. ALSO if a powerglide car, place a drip pan under the transmission. Many times the fluid will leak out if sitting for a long period of time, no need to have it soiling your garage floor. Of course a drip pan or a carpet runner under the powertrain of all of the cars will usually contain the small oil drops that occur.

Now back to those furry little characters: mice will wreak havoc with your car. They will nest in the upholstery and chew the wiring up. Mice can slip through the tiniest little cracks and Corvairs have large cracks, the heater system and fresh air system come to mind. Place DECON around the car on the floor of the garage and many folks use moth balls, both around the car and inside the car. The smell will go away quickly in the spring with some air freshener.

If possible, buy an inexpensive car cover, just the thin fabric kind will work. It will keep the dust off

the paint and will also cushion the possibility of someone brushing against the car. Also another little creature in this area, miller moths seem to leave deposits on paint while they fly around in the spring; the cover will help protect the car.

Even though you have unhooked the battery you can still go out and hook it up quickly and start the engine. If you chose to do this through the winter DO NOT let the car just sit and idle. Move it onto the driveway and back or better yet drive it around the block when the streets are dry. Then just unhook the battery and cover the car again.

The above suggestions are for storing your car inside. If you have to use a carport then a better car cover would be suggested BUT buy one that allows moisture to soak through the fabric. DO NOT get a waterproof cover or wrap your car with a tarp. Moisture will condense between the tarp and the paint and the paint will be ruined very quickly. Also it would be better to simply remove the battery for the winter and keep it somewhere warm, again with a trickle charger if need be.

Have a safe winter and everyone will look forward to seeing your Corvair in the spring.

The DRIPLINE - Pikes Peak Corvair Club
Vol. 31, No. 3 - November 2006 - Page 3

TECH TIP--DETAILS

by Steve Goodman

The details of finishing a car can be easy or difficult--minimal or extensive. The following is the saga that I have been going through with a car at the shop and will illustrate how easily it is to keep adding parts to a simple rebuild.

The car started out as a simple 'rebuild the engine and transaxle' job. It is a 1961 sedan with a four speed and hasn't run in years. Updating the engine wasn't bad except I couldn't really use any part of the old engine because of the size and the manual choke heads and carbs and distributor and the fan shroud has no outlet for the top vent and the list goes on. Plus there is a mild re-wiring job for the new internal regulated alternator and several wires have no ends on them. This includes the wire to the press/temp circuit which has a plastic plug over it. No big deal, I have the covers and the wiring ends, just more work with a soldering gun and shrink tubing.

Now on to the gearbox, since the car hasn't run in years the lube hasn't been circulated in the gears and bearings. The result is that the pinion and carrier bearings are poor but luckily the gears are good. Also the old original GM gear lube had a habit of gelling badly under hot conditions and then drying to a hard 'coke' condition. The transmission had such a heavy deposit of the stuff in the bottom that I had to pry it from the drain plug. Needless to say all the bearings were ruined in the trans also but luckily the gears had such a deposit of junk on them that they were good.

Now the easy part is finished, rebuilding the powertrain. Let's see what the fuel lines and tank have to offer. Looking at the inlet hoses to see them completely cracked and broken means the tank has to come out. The tank sender was broken too and the float had a crack in it. Next forcing air through the fuel line from front to rear finally worked and large amounts of something blasted the wall on the other end of the shop.

Since the owner wanted an electric fuel pump installed I removed the tunnel covers and discovered the front shift tube bushing was missing and had been gone for so long the metal support was ruined also. Forgot to mention, the shift coupler and pin were poor also; no matter because the boot that exits the tunnel for the shift rod was completely missing so the entire shift tube needed to be removed from the car.

The brakes are next on the list but rest assured they are in the same condition as the rest of the running gear. I have four fresh wheel cylinders sitting on the floor now. When I was looking at the fuel tank I noticed the strut rod bushings completely missing on one side. No matter what I do to the brake system it is destined to work badly because of the poor front suspension.

The above is written to illustrate the amount of effort that can be put into a project car, much more than is realized in some cases. Look through the vendor catalogs at the small parts, things like the rubber boots and small bushings and then check your car to compare. Many times those small parts have deteriorated away without noticing it.

Do you ever wonder?

Can you cry under water?

How important does a person have to be before they are considered assassinated instead of just murdered?

If money doesn't grow on trees then why do banks have branches?

Since bread is square, then why is sandwich meat round?

Why do you have to "put your two cents in"...but it's only a "penny" for your thoughts?"

Where's that extra penny going to?

Once you're in heaven, do you get stuck wearing the clothes you were buried in for eternity?

Why does a round pizza come in a square box?

What did cured ham actually have?

How is it that we put man on the moon before we figured out it would be a good idea to put wheels on luggage?

Why is it that people say they "slept like a baby" when babies wake up like every two hours?

If a deaf person has to go to court, is it still called a hearing?

If you drink Pepsi at work in the Coke factory, will they fire you?

Why are you IN a movie, but your ON TV?

Why do people pay to go up tall buildings and then put money in binoculars to look at things on the ground?

How come we choose from just two people for President and fifty for Miss America?

Why do doctors leave the room while you change? They're going to see you naked anyway.

If a 911 operator has a heart attack, whom does he/she call?

Why is "bra" singular and "panties" plural?

DIESEL FITTER

Sven and Olaf worked together in a factory and both were laid off. So dey went to the Unemployment Office togeder.

Asked his occupation, Olaf said, "Panty Stitcher. I sew da elastic onto ladies cotton panties."

The clerk looked up Panty Stitcher. Finding it classified as unskilled labor, she gave Olaf \$300 a week in unemployment pay.

Sven was asked his occupation he replied, "Diesel Fitter". Since Diesel Fitter was a skilled job, the clerk gave Sven \$600 a week.

When Olaf found this out, he was furious! He stormed back into the office to find out why his friend and coworker was collecting double his benefits.

The clerk explained, "Panty Stitchers are unskilled and Diesel Fitters are skilled labor."

"What skill?", yelled Olaf. "I sew da elastic on da panties. Olaf puts dem over his head and says, "yah, - DIESEL FITTER."

Spares and Vairs



FOR SALE: 1960 Corvair 4-dr parts car. O'Reilly Chevrolet/Tucson car. Rough but complete. Call Allen 883-4337 or Chris at 670-9676. AZ

WANTED: LM left & right rear panel trim pieces. Call John Frigolli: 312-3574. AZ

WANTED: 1964-66 3-bar spinners, complete or parts. Geoff Johnson: 505-730-6601. NM

FOR SALE: 1964 Monza sedan -needs work. Also 1961 Monza coupe - needs work. Cary Hubbard: 505-350-0483. NM

FOR SALE: 1968 Monza convertible, 110hp, 4-speed. New front seat upholstery, new carpet, 2-yr. old top. SHEET metal in floor has been replaced. Needs paint, has rust. Asking \$3000. John Arnold: 505-281-5542. NM

FOR SALE: 1962 Wagon 700 \$1500 - OBO. Terry Price: 505-872-0100. NM

FOR SALE: 1967 Monza 2-dr coupe, 110hp, auto. Great interior, gd condition. \$2500. Terry Price: 505-872-0100. NM

FOR SALE: 1961 Monza coupe, '66 110hp engine, powerglide. New interior, needs paint, minor body work. Make offer. Hurley Wilvert, 505-281-1732, hurbrenwil@peoplepc.com. NM

FOR SALE: 1968 Monza coupe, 110hp rebuilt engine w/4 carbs, powerglide, new paint, gd interior. Make offer. Hurley Wilvert, 505-281-1732, hurbrenwil@peoplepc.com. NM

WANTED: Late NOS front panel. Jerry Goffe: 505-345-3100, 505-346-4220. NM

FOR SALE: '65 Monza convertible, white, red interior, needs top, needs restoration, runs. AT has problem, power top works. \$800. CHris McCarthy 804-262-3299 cem1133@comcast.net. VA

FOR SALE: '65 Turbo convertible. Gd inspection, new tires. Runs well. Engine rebuilt a few years ago. Saginaw 4-spd. Body solid but has dent on left fender and bumper. Paint faded, needs top, interior fair. \$4000. Stanley Ullman: 804-833-4696. VA

FOR SALE: '64 Spyder coupe, garage kept since 1982, solid body, engine rebuilt at great expense, but fouls plugs. Not driven recently. Comes w/extra parts. \$2500. Linwood Melton: 804-271-7461. Chesterfield, VA.

FOR SALE: 1965 Monza coupe, 110, 4-spd needs some work, body not too bad. Rockers have some bondo, trunk is solid, battery tray and rear quarters not too bad. Asking \$1950. OBO. Stewart: 804-326-0919, cel: 804-690-9000. Highland Springs, VA

FOR SALE: 3 Corvairs for sale: 1962 Monza convert- runs. 2 Corvair Spydors for parts, one w/turbo motor. \$3300 OBO. 1-888-709-0946 or 434-696-3941, nicholsrehabservices@yahoo.com. VA

FOR SALE: 1965 Monza convertible, 140hp, 4-spd. Engine partially disassembled (had knock). \$2000. Vicki and Andy Lemaster: 804-559-6612. VA

FOR SALE: Full wheel covers for 1964, '65, & '66 \$10 each. Five 1960 Chevrolet Corvair small hubcaps, \$50 per set. Corvair literature for sale. Ken Brunnell: 804-458-1424 after 6pm. VA

FOR SALE: 1967 Monza coupe by second owner. Needs engine work, but runs, auto. Interior needs attention. Light blue, has mid-west rust. Asking \$500. Jerry McBride: 303-948-8038. CO

FOR SALE: Mark Veneklasen has lots of parts he needs to sell right away. He has some NOS or used sheet metal parts that must go. Please call for needs: 970-388-2881. CO

FOR SALE: 1965 Monza convertible. 110hp, 4-spd, indigo blue w/wh/blk interior, power top, almost complete restoration. Project begun in 1995. Car has new paint and several body panels. Engine has been rebuilt. Interior is unfinished. Many new and refurbished parts purchased to complete restoration are included. Car has been stored in a conditioned space. Photos on request. \$5500. 919-844-7134, publici@bellsouth.net. NC

FOR SALE: Car-B-Que (North Carolina style). 1965 Monza 4-dr. Car now has two 19000 BTU gas grills in the engine bay. Plans were to convert trunk into ice box. Store supplies in the interior compartment. Use the grills to cook for multiple people at a time. It is an unfinished project, but useable as is. 14" rally wheels included. Bring a tow bar - \$500 Jeff Barrett: 828-628-3397. NC

FOR SALE: Bob Helt's new book entitled HOW TO IDENTIFY AND REBUILD CORVAIR ROCHESTER CARBURETORS. 7x9 inches, 83 pages covering care, maintenance, and usage. \$15. plus \$3.50 S&H. Bob Helt, 3016 Pearl Harbor Dr. Las Vegas, NV 89117

FOR SALE: Transmission 4-spd early type, Transaxle 3.27 ration, non posi. best offer! Don Young: 801-266-0284 UT



Monthly Newsletter January 2007 Vol. 31 No. 8
Corvair Society of America Chapter 857

Regular Monthly Meetings are held on the fourth Wednesday of each month. November meeting is on the third Wednesday. The December meeting is an annual Holiday Party.



Meeting Place: Micha's North, 1220 East Prince Road, (formerly Mt View Restr.) Parking Lot Bull Session: 6pm. Optional dinner at 6:20, meeting starts at 7pm.

Upcoming Events:

January 20, Saturday
(Rain Date Jan .27)

13th Annual 2007 Tubac Car Show - Tubac Arizona

Santa Cruz Valley Car Nuts annual event. Tubac Golf Resort. 10am-3pm. Breakfast at Cow Palace in Amado, AZ at 8am. See over 400 cars on the driving range!



Tucson Corvair Association
1026 South 7th Avenue
Tucson, AZ 85701-3010

January 2007

Volume 31, Number 8

First Class Mail



