

Corvairisation

TUCSON CORVAIR ASSOCIATION TUCSON, ARIZONA

Volume 18 Number 5

August 1992

If the driving enthusiasts
will let us get a word in
edgewise, we'd also like
to point out it's very
economical



Corvair Monza Convertible—new standard safety features include dual master cylinder brake system with warning light, passenger guard door locks, four way hazard warning flasher, and many more.

67 Corvair

the rear-engine road car

Even if Corvair weren't a crisp-steering, flat riding joy to drive, the savings alone would be enough to make a lot of people happy.

The 500 Sport Coupe, for example, is America's lowest priced hardtop. The souky Corvair 6 has little appetite for gas and is air cooled instead

of water cooled. You save the price of antifreeze and have no water hose, pump or radiator to repair or replace.

Among other economizers you've got a Delcoiron generator to extend battery life. An inner skirt under each fender to ward off corrosion

And aluminizing to protect your exhaust system. But if you're like most people, you'll get so enthused about driving your Corvair you'll forget all about how economical it is. Until every now and then something like your bank account reminds you.

CHEVROLET

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 of General Motors. 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 each month with the exception of July and August.

MEMBERSHIP DUES are \$12.00 per year and are payable to the TUCSON CORVAIR ASSOCIATION through the Membership Chairperson.

CHANGE OF ADDRESS: Report any change of address or phone number to the Membership Chairperson. Do not report such changes to the Editor.

COSA MEMBERSHIP DUES are \$25 per year and include a subscription to the COSA Communique, a monthly publication. COSA membership is not required for membership in TCA but is highly recommended. See any TCA officer for information.

CLASSIFIED ADS are free to members and \$1 per line to all others.

DEADLINE for all materials submitted for publication in the Corvairsation is the 10th for that month's issue. Mail or deliver all materials to the Editor.

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Corvairsation Editor,
Dave Baker & Ron Allen



I am not going to write much this time.

My spouse and I will leave for Vancouver, B.C. on the 24th of July. We will stop on the way north and back to see children and long-time friends. We will be back before the August 26 meeting.

At the August meeting we will have a Guest Speaker. We will start our meeting at 7:30 p.m. instead of 7:40 p.m., SO COME EARLY.

Cecil Alex

Automobile milestones of interest

*printed in the March 1978 CABLE, from the Copley News Service
as seen in Beavair Tales*

First licensed woman driver: Mrs. John Howell Phillips, Chicago, 1899.

First Speeding Ticket: T. H. Shevlin, 1902, fined \$10 for zooming along more than 10 miles per hour.

First stolen car: Happened in St. Louis in 1905. What could you do with a "hot" car way back then?

First drive-in gas and service station: Pittsburgh, 1913. Sold 30 gallons of gas the first day.

First center line: Detroit, 1913

First used car dealership: New York, 1902

First road maps: Gulf Oil back in 1913

First national automobile show: Madison Square Gardens, 1900.

First parts house: by A. L. Dyke, St. Louis, 1899.

First official motor vehicle race: In 1895 Frank Duryea in Duryea Motor Wagon was the first person to finish an official motor vehicle race over a prescribed course. He averaged 7.25 mph over 55 miles.

First seat belts: 1950

First gas gauge: 1922

Facts: By 1920 290 different makes of cars had been produced in 145 cities.

90% of all American cars sold in 1929 were closed models. In 1919 90% had been open models.

*To never be tested
is to never know
the joy of triumph.*

—Anonymous

THE FAMILY CIRCUS by Bil Keane



5-9

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"I'm glad our car's insides don't
stick out like that."

Vice President's Column

Well here it is August already, and we are getting a little wet, but its still HOT! HOT! HOT!

I would like to congratulate Ruth Griffeth and Van Pershing for guessing the "WHAT IS IT" in Julys issue of our corvair-sation. "A BIG CONGRATULATIONS".

I want to thank Mack Post for the Trivia Questions, and a "BIG THANK YOU " to Larry Dandridge for the editorial for this months issue of our corvairsation.

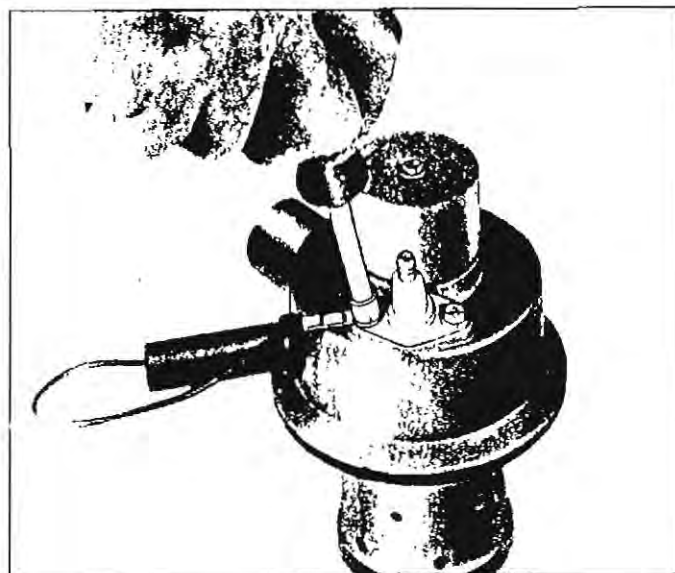
We do appreciate all of your help, and please give us all of your fine ideas.

Bring a friend, and I'll see you at the meeting!

Ron Bloon

TRIVIA

1. How many buttons on a Corvair pushbutton radio? _____
2. What do the following models have in common: 1962 Lakeside, 1968 Monza 4-door hard-top, 1964 700 coupe and 1963 Loadside? _____
3. What were the factory recommended oil change intervals for the 1966 models (days/miles) for "normal use"? _____



WHAT IS IT ?

What was the first car you bought and what happened to it?

Vern Griffeth, first car was a 1940 Chevy Business Coupe, sold it, bought a new 1941 two seater.

Lynn Bloon, first car was a buick skylark, timing chain went and the junk yard got it.

Larry Dandridge, first car was a 1957 ford, he traded for a 1960 chevy, then traded for a 1962 corvair.

TUCSON CORVAIR ASSOCIATION

The regular monthly meeting of the Tucson Corvair Association was called to order at 7:50 p.m. by President CECIL ALEX at Picadilly Cafeteria on Wednesday, July 22, 1992.

The Secretary's report was accepted as published in the CORVAIRSATION.

Treasurer RON ALLEN reported that a bank statement had been received, and that our balance was \$848 plus; however, he has been unable to obtain previous bank statements which are necessary to conduct a proper audit.

Membership Chairman MARCY TUCKER announced that membership records were now up-to-date, and that inaccuracies had been corrected.

GORDON CAUBLE displayed copies of the new Clarks Catalogs, and recommended that Merchandise Chairman DON ROBINSON order in quantity catalogs to be sold by the Club.

Were you able to identify the puzzle illustration in last month's Corvairsation? VAN PERSHING did, and won a prize. (ans. Distributor Shaft).

RAFFLE Proceeds for the evening were \$28. Winners were:

JOY STAFFORD, license plate; ESTHER ALEX, JEAN WININGS, and JIM WILSON.

BARRY CUNNINGHAM, in his monthly "show and tell" feature, brought several different Corvair mufflers and described the various methods of mounting the mufflers for dual exhaust application. He cautioned that many muffler shops may mount mufflers and tail pipes in an unsatisfactory manner, leading to overheating of the engine and undesirable noise, as well as causing damage to the exhaust system.

CECIL ALEX announced that, at our August meeting, Phil Richardson would speak on Communications for Trucks and Automobiles.

VAN PERSHING was asked to be chairman of our Club's participation in the Casa de los Ninos car show sometime in October.

RAFFLE PRIZE VOLUNTEERS for August are:

RON BLOOM STERLING WINING CECIL ALEX GORDON CAUBLE

RON ALLEN (2) AL CRISPIN

(NOTE: In fairness to raffle ticket purchasers, we count on your commitment to supply a prize).

Meeting adjourned at 8:55 p.m.

Respectfully submitted:

Verne H. Cauble
VERNE CAUBLE, Secretary

*Straight From
Our Secretary's
Pen*

6

Number of Corvairs:

Number attending: 26

SIA How-Now

by Bill Artzberger
photos by the author

Buying a Corvair What to Look For... Where and Why

The following is a complete chapter excerpt from the new book, *Corvair ... A History and Restoration Guide*, by Bill Artzberger, published by Aztex Corporation of Tucson, Arizona. This chapter deals with inspecting a Corvair for problem areas prior to purchase to avoid possibly ending up with an unrestorable car. While the advice is specifically directed toward Corvairs, many of the procedures are applicable to numerous postwar special interest autos.

If you presently own a Corvair or plan to purchase one for restoration, your question is about the same. "Will the combined cost of the car plus the restoration costs exceed the future value of the restored car?" Possibly...depending upon if, or how, you value your time.

Many 20-year-old cars today have already had partial or total restorations. In your search for a Corvair, be warned that an amateur restoration may be much more difficult to correct than a car that has never been repaired. Fiberglass and plastics can cover a multitude of sins, including rust, and you may be fixing someone else's mistakes. Look for the warning signs. Repainting and fresh undercoating can be a cover-up. Check for sand scratches in the paint in the critical rust area. Check the bottoms of fenders and doors carefully for excess body filler and poor fit. A few minutes of careful observation will save hours and dollars later.

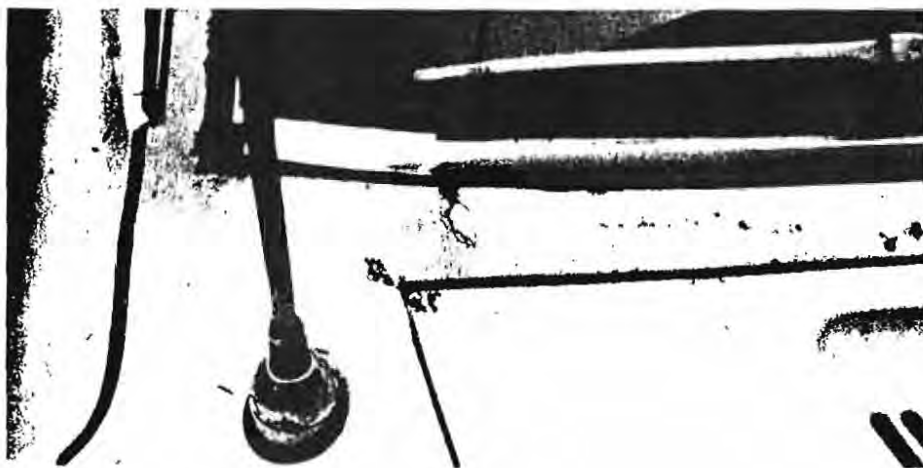
Depending on the section of the country, Corvairs will follow a pattern of repairs needed. In the hot, dry climates, nearly all rubber parts will deteriorate. Windshield weatherstrips crumble. Rubber suspension parts lose their elasticity. Rubber brake lines and gasoline line hoses in most cases will need replacing.

Interiors fade and tear. Look for cracked dash pads, discolored instruments, split steering wheels, dry-rotted headliners, dry-rotted upholstery and rugs, sun-faded rear shelves, fogged windshields and even wiring insulation that has become brittle and cracked.

In the North, where the winter weather and road salt take their toll, rusted bodies are a problem. The following areas should be inspected for rust or previous rust repair:

Late Models, 1965 through 1969

1. Check the front cross-member. The



Above: If there's extensive rust around the windshield, you'll have to remove the glass to repair it properly. Right: Carefully inspect area where rear shock is attached to frame. It's not easy to repair. Below: Rear shock mount as seen from engine compartment. Below right: Try and scrape away undercoating in vulnerable areas to check for rust. Chances are you'll find some.





1. Five buttons
2. They were never produced
3. 60 days/6000 miles

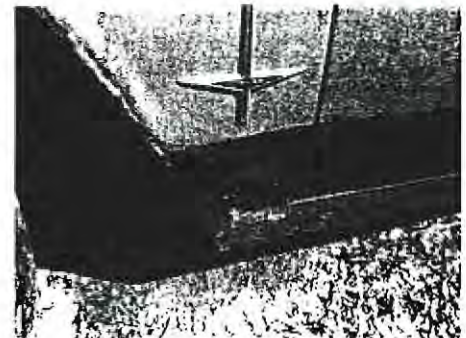
Left: Typical rust damage found after scraping the undercoating away. Below: Carefully check the floor pan, tunnel and subframe for rust and rot. Bottom left: Rust in this area begins from inside the trunk compartment. Remove the sheet metal cover plate and carefully inspect seams. Bottom: Most older cars will have some evidence of rust in this area.

height from the ground to the top of the front wheel opening should be 26½ inches with standard wheels and tires. Weak springs or a rusted or cracked cross-member will make the front end sag. Examine the point where the lower "A" frame is attached to the cross-member. Check the upper area of the spring tower. Inspect the points where the strut rods are attached. Finally check to see how badly the adjusting nuts and bolts (used for alignment) are rusted. If rusted, these will generally break, adding costs to the realignment.

2. Check the lower front corners of the fenders. (Remove the cover pans on the inside corners of the trunk compartment.) Moisture collects here and will rust through from the inside out.

3. While the hood (trunk lid) is opened, check the floor. The small rubber mat keeps the floor from drying and causes rust damage beneath. Check the inner fender wells at the point where they meet the subframe and trunk floor. This is a common rust-out area and difficult to repair properly. Finally, check the upper rear corners of the trunk compartment (above the wheel wells) for rust or holes through the wheel wells. While searching for rust in the front fender area, check the gasoline filler-pipe area located in the left front fender. Open the filler door and check the sheet-metal inside.

4. A common rust-out area in most Corvairs is the lower-rear section of the front fenders. The water drain-path from the air vent ahead of the windshield ends in this area. Because it was not factory painted or otherwise rust-proofed, it is very susceptible to rusting. Remove the kick-panel air vents on the inside of the car and inspect this area thoroughly. Check for leaves, twigs and general debris that found their way through the air vent louvers and stuffed the drain system. Remove the remains

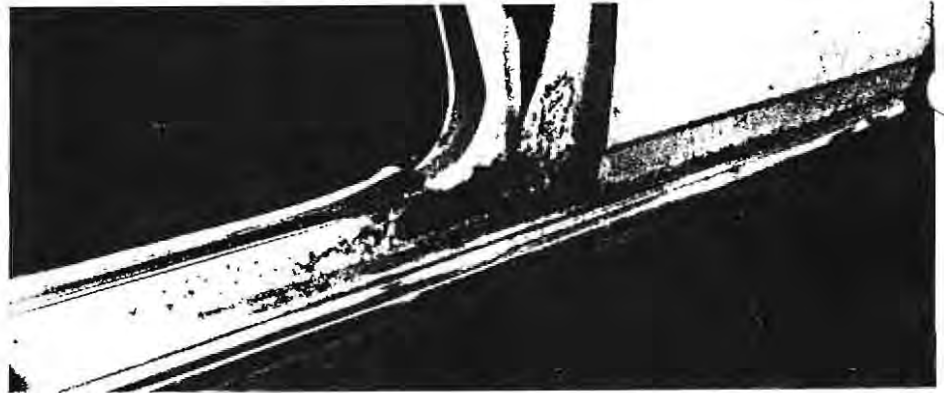
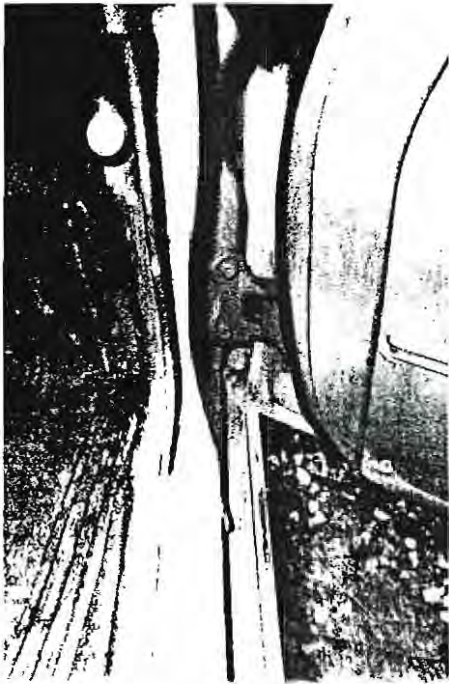


and spray this area with engine drain oil after metal repairs are completed.

5. Closely inspect the area on top of the front fenders immediately ahead of the windshield. Even if no other area is rusted on a late-model Corvair, this area usually is! Look through the windshield and check the dashboard where it meets the windshield. This area will rust due to water leaking under the windshield.

The only way it can be restored is to remove the windshield and replace it after repairs. It's not a difficult job, but there is always the danger of glass breakage in the process.

6. The door posts, at the point where the hinges attach, is another part of the water drain-path and rust occurs from the inside out. This can be detected by blisters in the paint. Use caution in pur-



Above: Check the door post area as well as door, fender and rocker panel on each side of car. Top right: An unusual area for a Corvair rust problem, but check it nevertheless. Above right: Front sheet metal under bumper can be plagued by rust. Far right: Trunk compartment floor can show rust from moisture accumulation under trunk mat.

SIA How-Now

continued

chasing a car that is rusted in the door post area.

7. The inner rear of the wheel well at the end of the rocker panel should be inspected. This area usually has some undercoating. It is a likely rust-through spot but easily repaired.

8. Check the bottoms of the doors by running your fingers along near the weatherstrip. Rust usually occurs at the forward end of the door near the lower hinge. It also appears on the outside skin at the bottom forward corner. The bottom rear outside skin is another likely spot for rusting. Don't overlook the upper edge of the doors where the fuzzy (brush-type) weatherstripping is attached between the window and door edge. The attaching slots are sometimes rusted away. Finally, the top outside edge of the doors should be inspected very closely. They have been known to rust through from the underside due to condensation collecting there. The rear doors on four-door sedans rust in the same places as the front doors.

9. The rocker panels on Corvairs are usually rust-free with the exception of the convertible models. These models are constructed with an additional

structural bar of steel that runs the length of the rocker panel. With the bar located in this position, water will not drain as freely as it does in the other body styles. Neither does it ventilate as do the others. Therefore, the rocker panel remains damp for long periods of time causing rust to occur. Convertibles should be carefully checked in this area as it is the major support connecting the front half of the car to the rear half.

A good test is to lower the top, open the doors slightly, and stand or jump on the rear floor. If the doors sag, you'll have to discover why! Or, don't buy that convertible.

10. There are a few places that rust occurs on the rear quarter panels. A common spot on the coupe is located at the rear corner by the window where the body meets the top. Sometimes rust can be located on the wheel well openings and fender edges. The bottom of the quarter panel directly behind the rear wheel is a common rust area. There is a floor pan in the engine compartment located on the left side below the spare tire. Dirt collects in the pocket beneath and causes the pan to rust from the underside. Check this floor pan at the rear where it meets the quarter panel. The same condition may be present on the floor pan on the battery side. The pan beneath the battery should also be checked for holes.

11. The exhaust grille should be removed and the surrounding edge on the car body checked for damage. The grille itself along with the grille in front of the windshield and the grille behind the

rear window should each be checked for condition.

12. The engine cover license-plate light area is continually exposed to the elements and is seldom cleaned. Surface rust usually occurs along the metal seam (hem flange) and also near the screws that attach the chrome trim to this area.

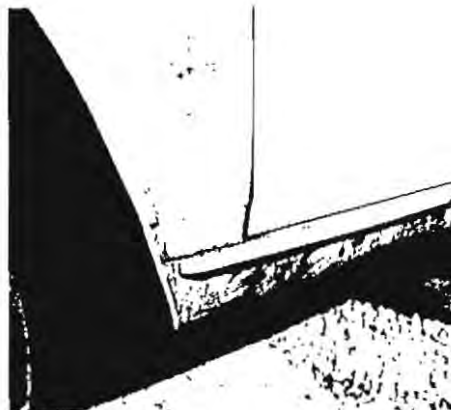
13. When the engine cover is lifted, the point where the top of the rear shock absorbers attach to the frame should be observed for rust, cracks or other damage. This can become a major repair area.

14. Under the dash, there is a trough that carries fresh air (and water) from the ventilator grille to each side of the car. This trough will sometimes rust through. It is difficult to repair except by the fiberglass method. If water has leaked through this trough or air ventilators, the car's floor will also suffer. If enough water has leaked under the windshield, the floor may be rusted through. Lift the carpet and pad and check the floor for rust. The floor is an easy repair job, but the source of the



leaks must be eliminated first.

15. A tunnel containing the shift linkage, brake lines, gas line, throttle rod, and wiring harness runs beneath the Corvair from front to rear. This tunnel can rust through the sides or through the cover pan; it should be repaired and made reasonably weather-proof. Further, the gas and brake lines turn as they enter and exit the tunnel. Rust can occur on the lines at these points causing leaks and can be a potential source of brake failure. The brake lines behind the gasoline tank on both early and late models may rust and should also be checked for condition.



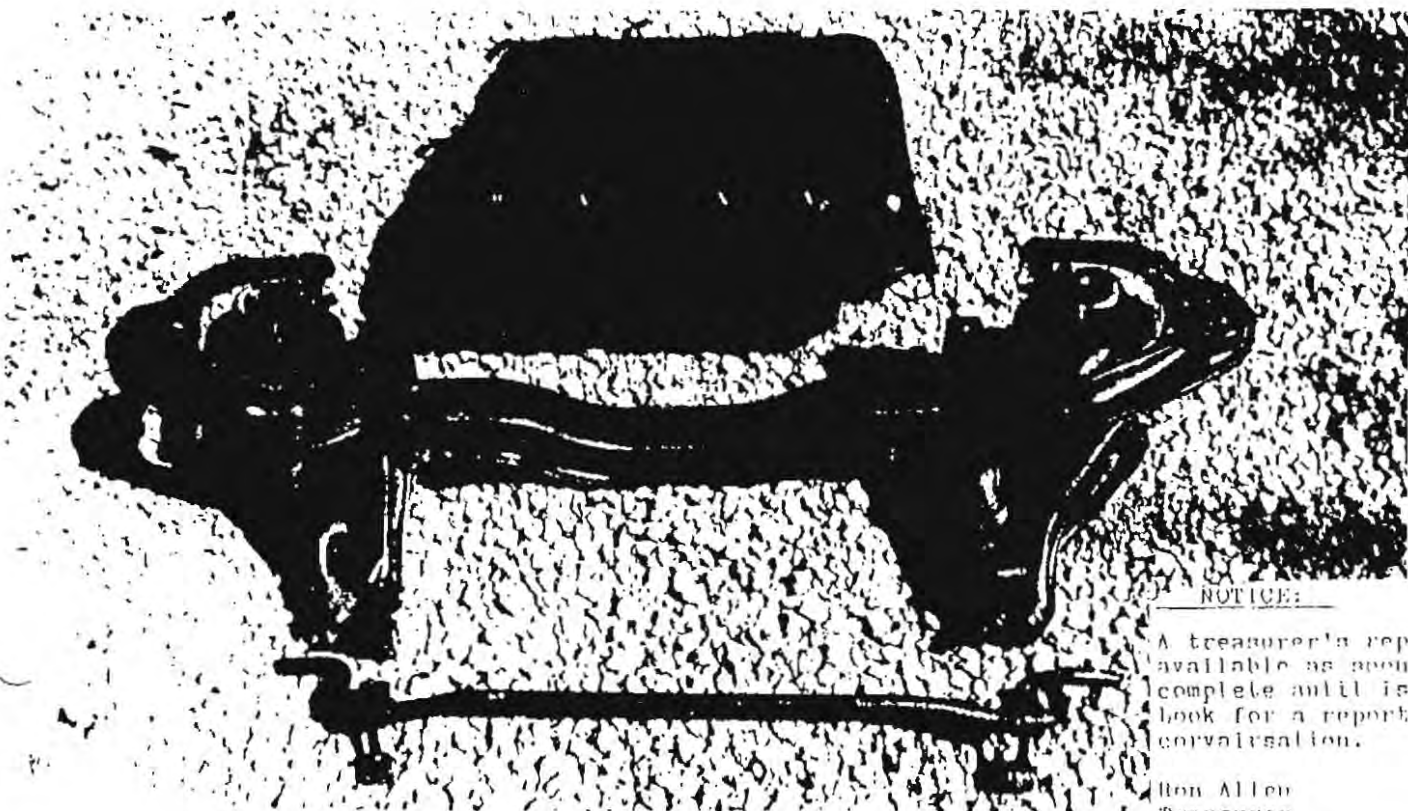
Above left: All late-model Corvair convertibles carry "Dynamic Dampers" in the corners of the engine compartment. Check under them for rust damage. Above: Corvairs always seem to be damaged under the rear bumper. Left: Check out the lower fender section, door skin and rocker panel as well as inner fender area. Bottom: When you commence restoration of your Corvair the rear cross member, gasoline tank and rear anti-sway bar should be removed, cleaned and painted to prevent further chances of rusting.

Early Models, 1960 through 1964

Early models rust in nearly all the same places as the late models. But, there are also variations. Rust-out on the front fenders ahead of the windshield is not as prominent, but the tops of the fenders above the headlights are

more rust-prone because the fenders have no inner liners. The valance beneath the front bumper is always susceptible to rust-through from the inside out because of the double sheetmetal construction there. The outboard taillights suffer from corrosion and abuse due to their location — directly in the path of dirt and other foreign matter thrown from the rear wheels. Above all,

the battery area is the number-one spot for metal damage. Not only does the battery box corrode and rust away, but the body drain lip directly above the battery usually succumbs to acid and fumes. Finally, inspect the gasoline filler-tube door, hinges and surrounding sheetmetal. Both early and late models have rust problems in this area. □



NOTICE:

A treasurer's report will be available as soon as a complete audit is performed. Look for a report in the next convocation.

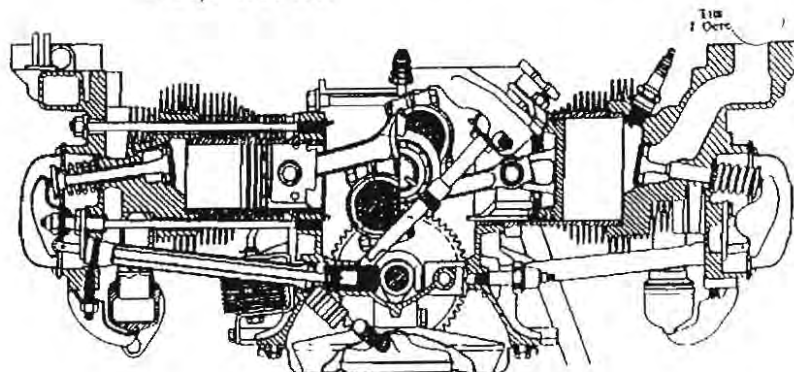
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FOR SALE: 63 Spyder Coupe. New interior and paint. \$2450 OBO. call Don Robinson (602) 297-1356

FOR SALE: 66 CORSA, 140 HP/4 speed. Original and complete. Looks nice. \$1600 OBO. Call Don Robinson (602) 297-1356.

PARTING OUT: 66 Monza Coupe. Many good used items still available including windshield and rear glass, red door panels and other misc. parts. If I have what you need its available at a fair price. Gordon Cauble (602) 299-1122

FOR SALE: 62 Monza Coupe, ready for paint, new carpet, new head liner, custom blue paint inside, 300 miles on 110 H.P. engine. must sell! everything has to go! 1960 volkswagon bug, new fender, custom work, needs to be finished, asking \$800.00. 58 rag top roof \$150.00, adjustable ball joints, front end drum to drum, complete, lots of misc. and volkswagon parts. Josh Dewitt, (602) 294-4340

FOR SALE: 61 4 Dr. 700 Auto Tran. A/C new comp. good eng. uses no oil, no leaks. Best Offer, Ron Bloom (602) 323-9183

FOR SALE: NEW AND GOOD USED PARTS--Rebuilt Flywheels for early or late, bolted balanced and guaranteed, \$90; all other parts for "clutch job" available. FC axles with packed bearing, \$75. ea. '65 Corsa wiring harnesses, main & engine, \$30 ea; new gas door guard, \$20; reconed Corvair radio speakers, early \$16, late \$20. Call Gordon, 602/299-1122.

AMAZON GLASS: 1400 S. Alvernon
Windshield Crack Repair to 24"
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Guarantee on work. Free estimates

FOR SALE: '68 MONZA 2-door, automatic, body straight except for crease on right door, great interior, ok paint, runs good. \$900. Call John McNamara 624-4045.

FOR SALE: '64 CORVAIR Monza 2-door. Complete or part out. Rusty but good parts. Del Light (602) 883-6794, or 883-5902.

FOR SALE: '65 RIGHT DOOR (for 2-door), \$15; two rebuildable carburetors, \$15 for both; '64 & '65 bumpers and trim; parts and filters. Make offer. Del Light (602) 883-6794.

FOR SALE: '63 DOOR & QUARTER PANELS for a convertible, red, without buttons. Larry Dandridge: 571-9680

FOR SALE: SPYDER COUPE, '64, white w/white seats and red interior trim. Rust free body and new tires. A one owner car that can be driven anywhere. OBO. Call Gordon Cauble at (602) 299-1122 (\$2500).

CORVAIR PARTS: Large selection of early and late. Reasonable prices. Larry Dandridge, 571-9680.

AUTO BODY REPAIR and restoration. Travelling estimates. It could be less than you think, but then again, it could be more. Corvairs are my first love. Ted Christlanson, 887-9449.

FOR THE DO IT YOURSELFERS: Mag ignition wires and long rotors, plus all regular ignition items. Wrapped fan belts, air and oil filters plus viton O-rings and oil cooler seals. Call Gordon Cauble (602) 299-1122.

FOR SALE: CORVAIR PARTS. Large outdoor yard full of great Corvair parts. Call Barry Cunningham for information at (602) 747-9028.

NOTE--Ads in VAIRS 'N SPARES are free to TCA members. Non-members can place a 4 line ad for \$2.50. Members send ads directly to CORVAIRATION editor. Non-members send ad and payment to Gordon Cauble, 5950 N Camino Arizpe, Tucson, 85718.

TUCSON CORVAIR ASSOCIATION REGULAR MONTHLY MEETINGS
FOURTH WEDNESDAY of each month (except December)

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

JULY & AUGUST NO ACTIVITIES

Dues Reminder -- Check the mailing label below -- yours may be due!

Regular Monthly Meeting: Wednesday, AUG. 26, 92
TCA Board Meeting: Wednesday, SEPT. 2, 92 JB's Swan & Speedway, 7:30pm

Tucson Corvair Association
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