

My First Corvair

Ray Johnson

In the early 60's when I was in high school, a friend of mine had a new red 63 Monza coupe. I loved that car, and got to ride in it occasionally.

When I got my driver's license in 1962 my dad bought a used 60 VW Beetle for mom and I to share. Mom was a very nervous person and didn't like to drive. So the Beetle was basically mine. Dad traded the 60 VW for a new 63 Beetle which was also mainly mine.

In 1964, when I graduated high school, our family moved to rural Minnesota. There was a Chevy, Olds, Buick dealer in a small town about eight miles from our farm. We went there a lot to do our shopping. It was there I spotted a 65 evening orchid Corsa in the used car lot. Now keep in mind this was early 1965, so you know the car was less than a year old. I convinced dad to trade the Beetle in on the Corsa, which only had about 5,000 miles on it. What a fun car. 140 4spd amazing handling. I loved to off road with it on the farm fields. When my parents decided to move back to Chicago I drove the Corsa back here.

Unfortunately I was of draft age and the Vietnam war was escalating, so yeah, I got drafted in November 65 and went to Vietnam. Dad sold the Corsa while I was gone. Even though I

only had it about six months, I was hooked.

However when I returned home I bought a brand new 67 Mustang GT fastback, yeah a Ford, great car but I never forgot the Corvair. In January 1969 I traded in the Mustang on a brand new 69 Monza 140 4spd, which I special ordered. The Chevy salesman thought I was crazy, he tried to convince me to order a Camaro. But I knew what I wanted. I've had about 25 Corvairs since then, mostly earlyies. We currently have a 63 Spyder Convertible 140 4spd with fuel injection. Our son Ken is converting a 63 700 to electric.

—Ray Johnson



Golden Quill
Awards

CERTIFICATE

This award is presented annually to automotive club-sponsored publications and is tendered in recognition of outstanding efforts in the communication field of the old car hobby.

The editors of *Old Cars* honor

AIRHORN

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**REGIONAL COMPACT-SIZE
CATEGORY**

Old Cars

Angelo Van Bogaert
Editor, Old Cars

Stock Is...

Larry Claypool

[This article was originally printed in the August 1987 issue of the CCE Airhorn. Larry has updated it to contain information as of 2025.]

Convention Consequences

Another year, another convention. The whole "Stock Is..." series began last year after convention because of the need to help folks determine how their cars were made. Well, any progress to report? Yes and no! Yes, because more folks than ever correctly knew what class their car (or truck) should be in for the concours. And yes, because things already covered in the "Stock Is..." series, with one exception, were generally not trouble areas for those seeking. But no, because other areas—decals, hardware, color of power-train parts, and the like, things that haven't been covered in this column yet—caused "heartburn" on more than a few cars. While "Stock Is..." hopes to eventually cover all of the Corvair in detail, CORSA members who have stock or near stock cars are highly encouraged to scrutinize the appropriate assembly manual. After all, I don't do "Stock Is..." from memory—most everything I write comes from these manuals. So, to get a jump on these monthly mad-caps, just read the assembly manual—in detail—and you'll be months (at this rate, years) ahead.

The exception I mentioned earlier was operation checks. Although details of the check appeared in the July issue [Editor's Note: see December 2024], more than half of the vehicles checked earned deductions for parking brake travel. 4 to 5 five "clicks" from off should be pretty tight, but many pulled 7-8, and a few managed 11-12! Regular foot brake travel was less of a problem, but still 25% were less than perfect. About half a dozen cars got points off for noisy clutch operation—usually squeaks on earlys, and cable slap (due to missing felt pads in the tunnel) on lates. Amazingly, folks still neglect to check lights and lighters before coming to the classification line—a number of inoperatives were scored.

One car even showed up with a completely empty washer bottle despite the forewarning that such a condition would make the washer obviously inoperative (even though the judges do not actually run it) so points were needlessly lost.

Many deductions could easily have been avoided by a simple run-through of July's article. Perhaps folks read the issue too close to convention departure to do anything about it, but the operations check really requires no more than a properly maintained vehicle.

A good number of cars had very loose vent window handles. You are required to open /close all the side windows during operations check to check for smooth operation. This includes the vent windows. New handles are available for all models as reproductions, but the post they fit over could be worn as well, so new handles alone won't ensure a tight fit.

Don Wagner came up with the simple 'fix' for loose handles, and I have included it below for your reference.

Tech Tip

Don Wagner

[Originally printed in VairCor, newsletter of the Heart of America Corvair Owners Association.]

Loose Vent Window Repair

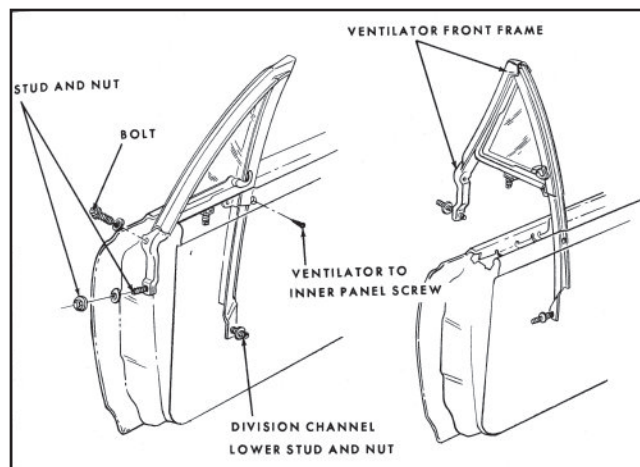
The reason is the vent window handle is worn out on the inside of the handle and not the stud or (post). The problem can be fixed most times but not all times on the old handle. New handle can be bought from Clarks but they still need the shim added to make them tight some times.

These are some of the things that you will need before you start;

- No. 4 finish nail,
- hammer,
- shim tin thickness of pop can, size 1/4" x 1 3/16" long shim,
- towel,
- and someone to hold vent with towel under it when you are taking pin out of handle.

Instruction to do it:

1. Take a No. 4 finish nail and cut the head off.
2. Take the nail square end with hammer and tap the pin out.
3. Next use steel wool (fine) to clean the shaft and handle.
4. Polish the old handle (buy a new one if handle is pitted)
5. Take the shim and bend around the stud to make circle.
6. Put shin in hole of the handle with the connection opposite where the pin will be.
7. Put the handle back on stud (post) on the vent window. (washer also if there is one)
8. Take sharp end of nail and line up holes for the roll pin.
9. This should put the handle back to the point where it was when new.



Vent Window Details, Z-Body (Corvair), 1966 Fisher Body Assembly Manual

What's It Contest Results

Larry Claypool

CCE Meeting, January 15, 2025

These are the results of the What's It Contest, held at the January 15, 2025, CCE meeting.



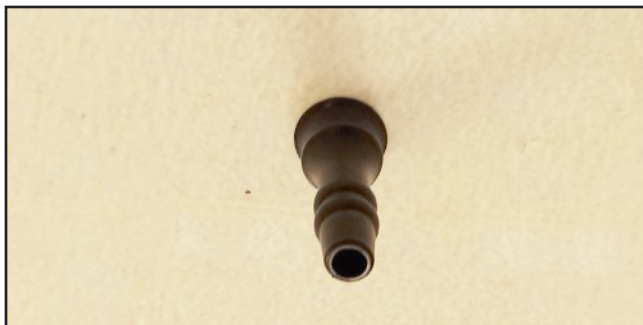
Picture 01

Bell housing plug for access to throw out bearing fork clevis pin. All manual trans vehicles.



Picture 02

Rear suspension lower strut rod bushing metal insert. 65-9 cars.



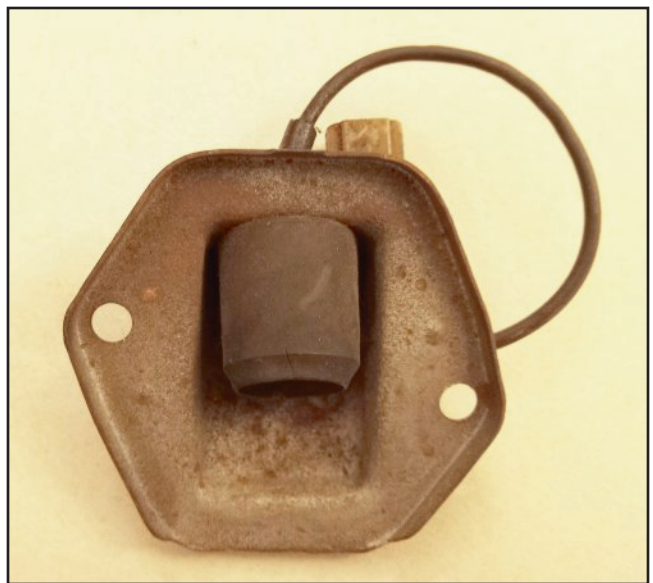
Picture 13

Funnel drain insert in bottom of 61-64 model gas filler pockets, to drain out any gasoline spilled during refueling. Hose attaches to bottom side of it to divert spillage away from top of tire.



Picture 05

Early model gas door guard, after market.



Picture 06

License plate light 61-62 only. No lens used, rubber boot seals to bulb.



Pictures 14a and 14b

Delco AC R46FF spark plug. The R indicates built in resistor to cut down on spark noise interference in the radio, 46 is heat range, FF indicates 1/2" reach, fully threaded. This particular plug # original for only in 1969 95HP engines, but will work fine in any 80 or 95 engine.



Picture 07

Convertible combo sun shade holder and roof latch point. Chrome one is 65-67, silver is 68-69 type.



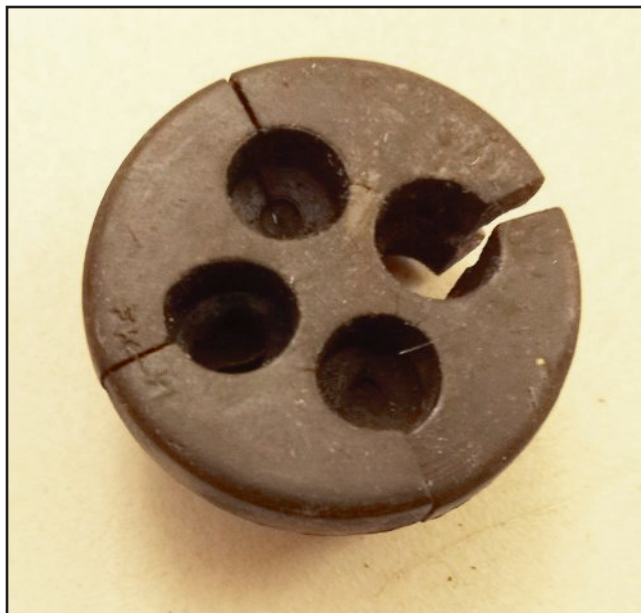
Picture 15

Part of a FoxCraft fender skirt assembly. It's stainless steel with a protective paper shipping covering still installed. It mounts on the front lower edge of the skirt for that "Deluxe" look.



Picture 09

Broken off nose of starter housing.



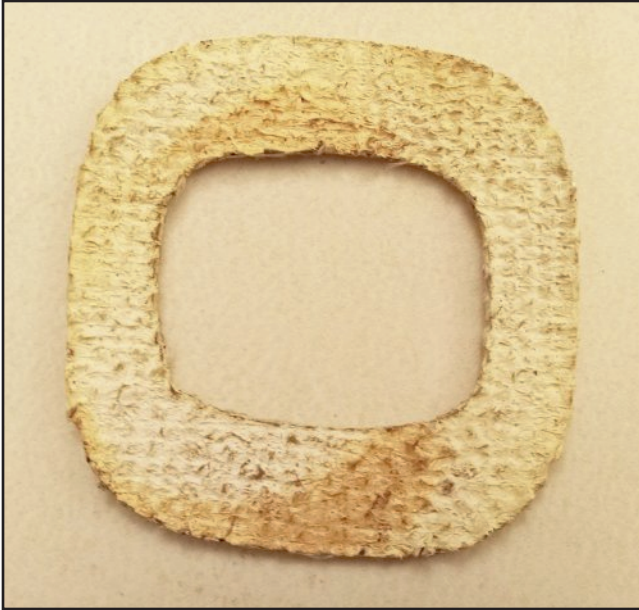
Picture 10

Grommet used for wires and fuel line going through engine front shroud 61 to early 65. Not all models used all four holes.



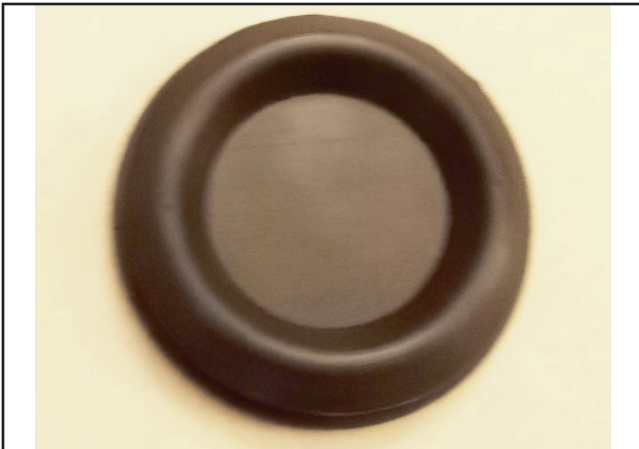
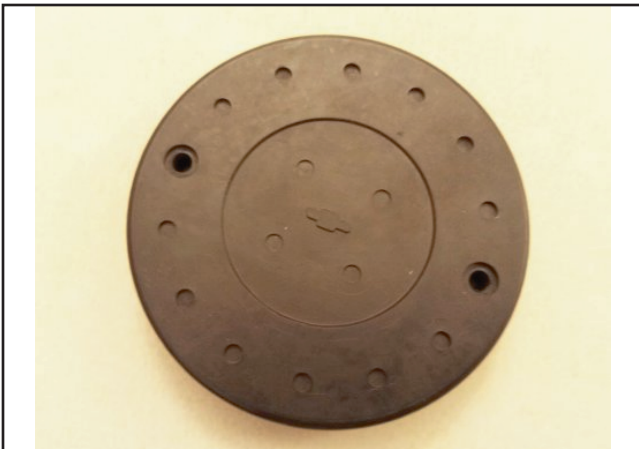
Picture 08

Carburetor to air cleaner gaskets, cork one (L) for 64-9 with single center mount air cleaner, sponge rubber type (R) for dual tear drop air cleaners 61-65, one required for each carb.



Picture 11

Asbestos (originally) gasket from front of exhaust manifold to lower sheet metal, ostensibly to keep water out of lower sheet metal heater intake area.61-69.



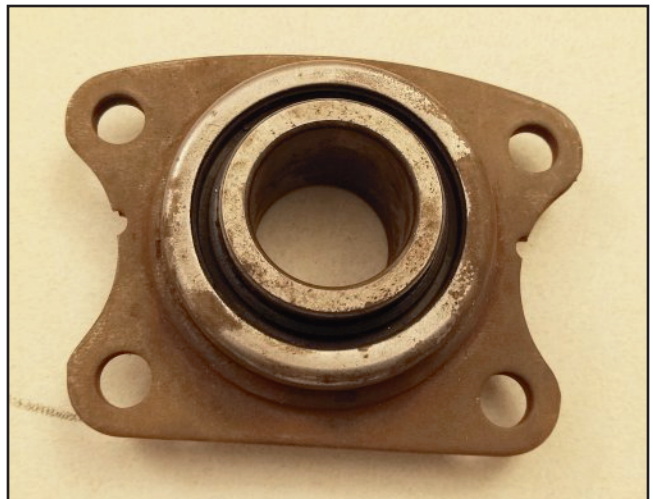
Pictures 12a and 12b

On FCs, access plug to master brake cylinder, found in the floor in driver's area, under the rubber floor mat. Top and bottom views shown.



Pictures 03a, 03b and 03c

Late model rear cove trim, lower piece. Ends are 'open'.



Picture 04

Aftermarket 63-4 car rear wheel bearing. Has ball bearing (non-articulating) instead of the self-aligning double row barrel roller OEM design.

The Winner

For each item, points, from 1 to 10, were awarded for each item presented. More points were awarded for greater detail on each item, such as which Corvair model and which year an item was used on.

The winner was declared to be Joe Lynaugh, who had 13 of 15 items correct. Joe has 2025 bragging rights - Congratulations Joe!



Activities Calendar

CCE Board

CCE SPONSORED OR RECOMMENDED EVENTS

Feb 12 – Board Meeting, 7:30 PM, in person at Manny's Ale House, 683 St. Charles Road, Elmhurst. This is about one half mile east of the Villa Park VFW Hall on St. Charles Road and about a quarter mile west of Route 83, on the north side of the street. All members are welcome.

Feb 19 – General Meeting, 7:00 PM, in person at the Villa Park VFW on St. Charles Road. Meeting upstairs. Doors open 6:30, meeting starts at 7:00. **We have the room until 9:30.** Entertainment is annual Sweets Auction.

Feb 26 – Articles due for the March Airhorn.

Mar 12 – Board Meeting, 7:30 PM, in person at Manny's Ale House, 683 St. Charles Road, Elmhurst. This is about one half mile east of the Villa Park VFW Hall on St. Charles Road and about a quarter mile west of Route 83, on the north side of the street. All members are welcome.

Mar 19 – General Meeting, 7:00 PM, in person at the Villa Park VFW on St. Charles Road. Meeting upstairs. Doors open 6:30, meeting starts at 7:00. **We have the room until 9:30.** Entertainment is annual Chili Cook-Off.

Mar 26 – Articles are due for the April Airhorn.

Apr 9 – Board Meeting, 7:30 PM, in person at Manny's Ale House, 683 St. Charles Road, Elmhurst. This is about one half mile east of the Villa Park VFW Hall on St. Charles Road and about a quarter mile west of Route 83, on the north side of the street. All members are welcome.

Apr 13 – Annual "Dust Off" Tour, 1:00 PM. **Dell Rhea's Chicken Basket**, 645 Joliet Rd, Willowbrook, IL 60527 (located on the northeast frontage road 1-55 and Route 83 exit 274B).

Apr 16 – General Meeting, 7:00 PM, in person at the Villa Park VFW on St. Charles Road. Meeting upstairs. Doors open 6:30. Meeting starts at 7:00. **We have the room until 9:30.**

Apr 23 – Articles are due for the May Airhorn.

May 4 – Spring Tour, Chatham/Springfield, IL. The tour will be visiting the Corvair Museum in Chatham and then spend rest of the day in Springfield. More information to follow.

May 14 – Board Meeting, 7:30 PM, in person at Manny's Ale House, 683 St. Charles Road, Elmhurst. This is about one half mile east of the Villa Park VFW Hall on St. Charles Road and about a quarter mile west of

Route 83, on the north side of the street. All members are welcome.

May 20–23 – CORSA International Convention, San Luis Obispo, California. See corvair.org, CORSA News & Events, 2025 CORSA International Convention for more information.

May 21 – General Meeting, 7:00 PM, in person at the Villa Park VFW on St. Charles Road. Meeting upstairs. Doors open 6:30, meeting starts at 7:00. **We have the room until 9:30.** For those not going to the CORSA Convention.

May 28 – Articles are due for the June Airhorn.

DOWN THE ROAD

Second Wednesday of the Month – CCE Board Meetings, 7:30 PM, in person at Manny's Ale House, 683 St. Charles Road, Elmhurst. This is about one half mile east of the Villa Park VFW Hall on St. Charles Road and about a quarter mile west of Route 83, on the north side of the street. If the parking lot in front of Manny's is full, there is a larger parking lot further west across side street Pick Avenue. The place we will meet in is the room with the pool table to the right when you come in the front door. The pool table is not being used during the time we will be meeting.

Third Wednesday of the Month – CCE General Meetings, 7:00 PM, Villa Park VFW Post 2801, 39 East St. Charles Road, Villa Park 60181, at the eastern end of the Jewel parking lot. Meeting is upstairs in the main hall. The bar is downstairs. Meeting starts 7:00 PM. We have the room until 9:30. Doors open 6:30.

OTHER EVENTS OF INTEREST

July 10–July 12 – Detroit Area Corvair Club Homecoming, Wyndham Garden, 2900 Jackson Road Ann Arbor, MI. It's not against the CORSA Convention this year. See www.DetroitCorvairs.com/homecoming2025 for more information.

Please let us know about any other events that you think should be listed here.

ALERTS AND REMINDERS



For alerts and reminders of these events and more, e-mail your name and e-mail address(es) to which you want the alerts sent, to CCE.Corvair@gmail.com, and specify "Alerts and Reminders" or "Alerts Only." Also, if you want text messages to your cell phone, include your phone number and your carrier, and whether you want "Alerts and Reminders" or "Alerts Only".



established 1968

The monthly publication of CCE. Deadline for contributions is the 4th Wednesday of the month preceding the issue month. All articles and advertising should be mailed to the *Airhorn* Editor, Charley Biddle. Items can be e-mailed or sent direct mail. The *Airhorn* is mailed as a benefit of membership of CCE, and is also sent to most chapters of CORSA. All material is subject to editing.

Classified Advertising: Classified ads are considered any ad selling a car or car part. Classified ads are free to members of CCE. Deadline is the 4th Wednesday of the month preceding the issue month. Nonmembers may submit classified ads for a \$5 fee.

Commercial Advertising: Commercial ads are defined as those representing a business or commercial enterprise. Current circulation of the *Airhorn* is over 200 copies per month. There is a fee for all commercial ads. It's low rates make it an excellent buy for the alert commercial advertiser. Rates are \$30 for a full page, \$20 for a half page and \$10 for a quarter page. All advertising rates are quoted for camera ready or typeable copy only. Any production charges (including screening of photographs, special art, etc.) will be billed at cost. The Editor reserves the right to determine what is commercial advertising.

Original Articles: The *Airhorn* prides itself on publishing original material from a variety of contributors. This material represents a great deal of work by the authors, and therefore the *Airhorn* reserves all reproduction rights with the following exception: any material may be reproduced or reprinted by CORSA or any CORSA chapter only for nonprofit purposes benefiting Corvair enthusiasts. Any such reproduction must credit both the author and the *Airhorn*. Rights for any other use must be requested in writing from the Editor.

CCE Meetings: Meetings are held the third Wednesday of each month at the Villa Park VFW, Post 2801, 39 E. St. Charles Road, Villa Park, Illinois 60181 (0.7 miles west of Route 83). Doors open at 6:30 PM; meetings begin at 7:00.

Membership: CCE offers Individual (\$30/year) or Family (\$32/year) memberships with digital newsletters and printed and mailed newsletters

for an additional \$36/year Distribution Fee. All are payable to Chicagoland Corvair Enthusiasts.

CCE Website: www.ccecorvair.com

CCE Facebook: www.facebook.com/Chicagoland-Corvair-Enthusiasts-CCE-106483452772030

(or search on "facebook chicagoland corvair enthusiasts")

CCE Instagram: www.instagram.com/chicagocorvairclub

Director/President: Jeff Wentz, 4500 N. Kenton Avenue, Chicago, IL 60630, (773) 545-4027 (home), (312) 731-2487 (cell), jaw545@sbcglobal.net

Director/VP: Paul Polster, 25 Beacon Bay, Lakemoor, IL 60051, (847) 912-1610 (cell), paulnpepe@gmail.com

Director/Treasurer: Kevin Kloker, 435 W. Falkirk Place, Palatine, IL 60074, (847) 341-0611, kloker@comcast.net

Director/Secretary: 1922 Parkside Drive, Shorewood, IL 60404, (708) 767-9753 (cell), JohnDiProva@gmail.com

Director At Large: Lin Parro, 2139 Hawthorne Road, Homewood, IL 60430, (708) 798-4525 (home), (708) 932-9966 (cell), LindaParro@gmail.com

Airhorn Editor: Charley Biddle, 208 S. Caryl, Northlake, IL 60164, (708) 344-2679, (630) 215-5817 (cell), CLBiddle@comcast.net

Membership Chair: Charley Biddle, 208 S. Caryl, Northlake, IL 60164, (708) 344-2679, (630) 215-5817 (cell), CLBiddle@comcast.net

Activities Coordinator: Lin Parro, 2139 Hawthorne Road, Homewood, IL 60430, (708) 798-4525 (home), (708) 932-9966 (cell), LindaParro@gmail.com

Webmaster: Mark Hardy, 1020 Aurora Ave., Aurora, IL 60505, (630) 815-2964, MarkDHardy@sbcglobal.net

Social Media: Shelly Claypool, 21403 S. 89th Ave, Frankfort, IL 60423, (779-254-3244 (cell), shells1424@gmail.com

Librarian: Diane Johnon, 151 S Michigan Ave, Villa Park, IL, (630) 336-2172 (cell), gigawatts@sbcglobal.net

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Address correction requested

FIRST CLASS MAIL

208 South Caryl, Northlake, IL 60164

